



FISHERMANS BEND

STRATEGIC FRAMEWORK PLAN **JULY 2014**
(**AMENDED SEPTEMBER 2016**)

CONTENTS

Fishermans Bend Introduction 03

At a glance	04
The role and purpose	05

Section 1 - Context 06

Background	07
The opportunity	08
From the vision to the strategic framework	10

Section 2 - The strategic framework 11

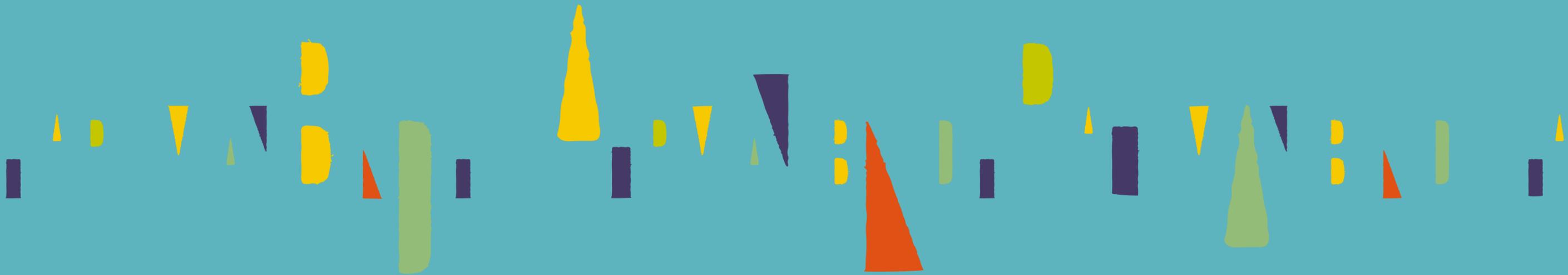
The overview	12
Land use considerations	13
Key element 1: Street network	14
Key element 2: Sustainable transport (DELETED)	16
Key element 2: Open space	18
Key element 3: A series of places	20
The civic boulevard	21
Lorimer urban village	22
Montague urban village	23
Design guidance	24
Additional guidance	37

Section 3 - Implementation 40

Delivery	41
Staging of development and infrastructure	44
Planning framework	45

Appendix 46

Appendix 1: Indicative street sections	47
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The Fishermans Bend Urban Renewal Area (FBURA) – referred to in this document simply as Fishermans Bend – is located between the existing Melbourne city centre and Port Phillip Bay. At 485 hectares, it is one of the most significant urban renewal opportunities in Australia, transforming this inner city industrial precinct into a modern and vibrant extension of Melbourne’s CBD. The city centre will effectively double in size, forging a direct connection to the bay and driving significant growth in productivity and investment.

Refer to Fishermans Bend website for current project status.
www.fishermansbend.vic.gov.au

This document replaces the Fishermans Bend Strategic Framework Plan July 2014 in order to update design guidance and ensure consistency with current government policy.

This Plan, the Fishermans Bend Strategic Framework Plan (SFP), sets out a simplified long term framework to realise this opportunity.

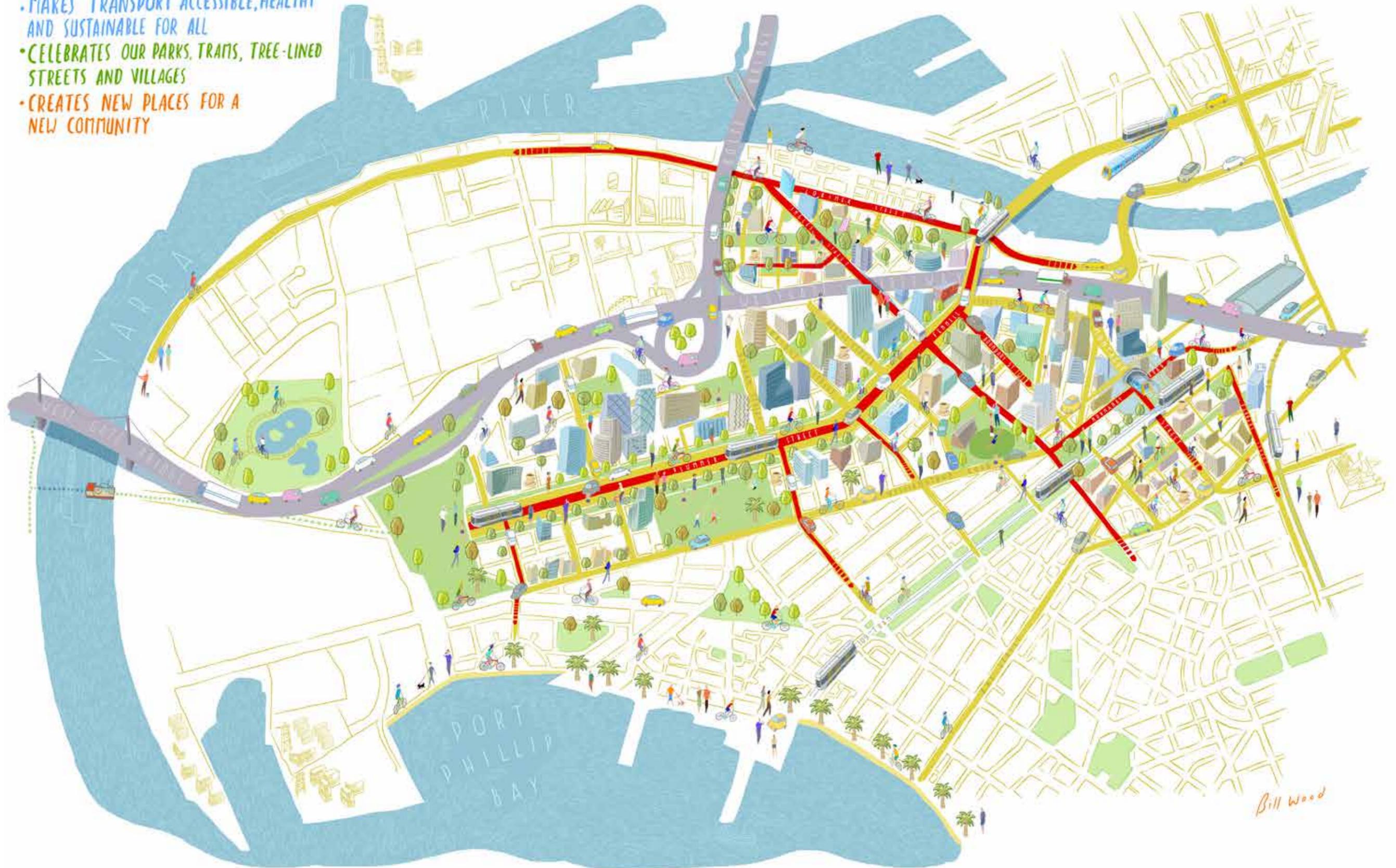
At its core, the Plan adopts three uncomplicated elements that push the creation of place to its forefront. These *key elements* are street network, open space and a ‘series of places’ - centres of vibrant mixed-use activity. With these building blocks, an urban framework can be created. The quality of public places, be they boulevards or laneways, squares or parks, green links or just the spaces between buildings, will be crucial for defining liveability in this modern setting of higher density urban living and working. The Plan aims to foster innovation and high quality urban design. Most importantly it requires public and private investment to work hand in hand.

The Plan is responsive to the many needs of Fishermans Bend and its stakeholders, including its important existing community and employment base during transition. Delivery of the Plan will require commitment from all stakeholders to work toward shared outcomes via partnerships, innovative ways of building, use of space, discussion and negotiation to create place based outcomes in a logical, sequenced manner. This will ensure that urban renewal in Fishermans Bend can deliver significant benefits for everyone. New development and its associated infrastructure will require staging, patience and an understanding that outcomes will not always be instantaneous. Decision making will similarly need to demonstrate flexibility, but with a commitment to achieving broader objectives.

Finally, the Plan is just one part of the urban renewal process. The driving force behind the success of Fishermans Bend will be the commitment of State Government, councils, community groups, business, development partners, residents and employees to create a place with true heart and soul.

AT A GLANCE, FISHERMANS BEND:

- EXPANDS MELBOURNE'S CBD ACROSS THE RIVER TO THE BAY
- DELIVERS MIXED-USE DIVERSITY THROUGH NEW PARTNERSHIPS
- BUILDS A 21ST CENTURY CITY FROM AN INDUSTRIAL PRECINCT
- MAKES TRANSPORT ACCESSIBLE, HEALTHY AND SUSTAINABLE FOR ALL
- CELEBRATES OUR PARKS, TRAMS, TREE-LINED STREETS AND VILLAGES
- CREATES NEW PLACES FOR A NEW COMMUNITY



THE ROLE AND PURPOSE OF THE STRATEGIC FRAMEWORK PLAN

Why prepare a Strategic Framework Plan?

The SFP has been prepared to guide the physical transformation of Fishermans Bend from an industrial and employment precinct into a modern and vibrant mixed-use community.

The SFP is a:

- Simplified, long term planning framework to guide urban renewal;
- Statutory planning tool to inform the preparation and consideration of planning permit applications; and
- Design Guidance to guide the form of development proposals and decision making.

How will the Strategic Framework Plan be used?

In addition to its role in the consideration of planning permit applications, State and local Government will use the SFP to identify key public infrastructure elements to be delivered via development contributions and other investment and funding mechanisms. From a private sector perspective, the community, businesses and investors will be able to make informed decisions in relation to the framework and the opportunities it presents.

Section 1 of the SFP sets out very simply the background and how opportunity in Fishermans Bend is created, providing context to the Strategic Framework contained in Section 2.

Section 2 is the Strategic Framework. It establishes the statutory planning role of the SFP and translates the vision and four key elements into broad planning and design controls.

Section 3 provides further information about the timing and delivery of infrastructure, developer contributions, other advice and guidance, and a summary of the planning framework within which the SFP sits.

Flexibility or prescription?

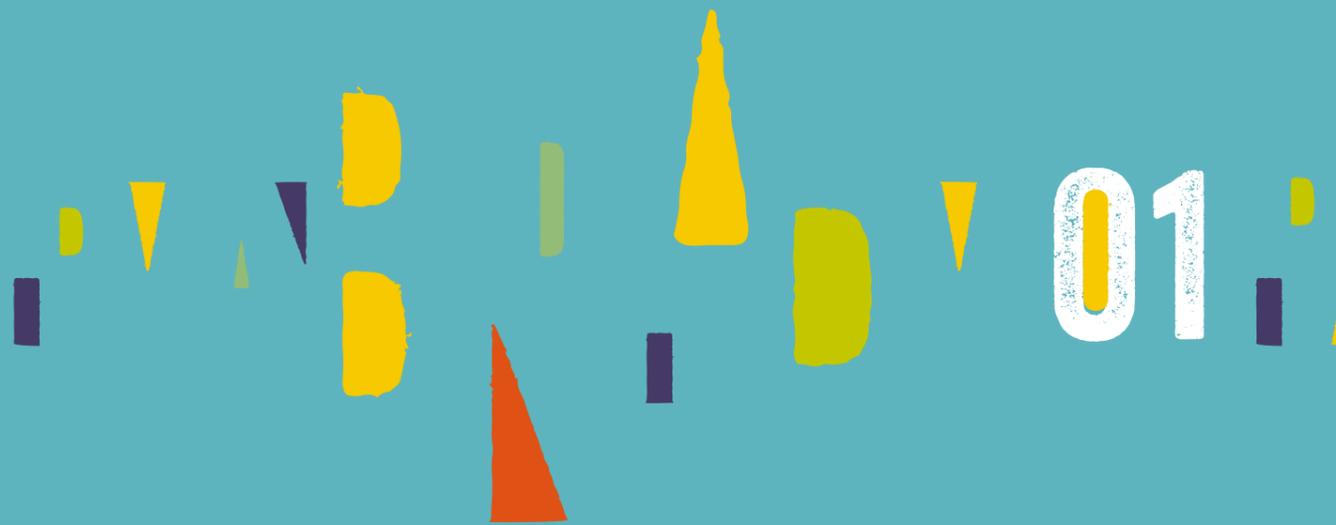
The SFP, in conjunction with the Capital City Zone (CCZ) aims to encourage innovation and different approaches to delivering the broad vision for Fishermans Bend. Wherever possible the use of overly prescriptive requirements or controls has been avoided, the purpose being to maintain sufficient incentive for diverse and innovative outcomes as well as project viability. Exploration of alternative outcomes that satisfy the intent of the guidance within the SFP is encouraged. Applicants should strive to go beyond these wherever possible to continue Melbourne's progressive architectural design strength and create places that people can be truly proud of.

Beyond high quality architectural outcomes, the SFP does demand all development proposals to think beyond individual site boundaries. It is crucial to the success of Fishermans Bend that new development demonstrates a benefit towards the establishment of the new community.

FISHERMANS BEND

CONTEXT

01



THE CONTEXT: BACKGROUND

Fishermans Bend is one of the largest urban renewal areas in Australia and provides a unique opportunity to extend Melbourne’s central city to Port Phillip Bay.

The Fishermans Bend Urban Renewal Area will accommodate at least 60,000 new jobs and 80,000 residents, by 2050 with a projected development timeframe of over 35 years.

On 2 July 2012, the Minister for Planning announced a new vision for Fishermans Bend and rezoned the urban renewal area to the Capital City Zone (CCZ), signifying the national importance of the project.

In September 2013, the Victorian Government released a *Draft Vision* and *Interim Design Guidelines* for Fishermans Bend and commenced a program of community consultation.

A diverse range of views was expressed and many complex issues considered through the program. Overall, there was strong support for the transformation of Fishermans Bend into a new generation business and residential extension of Melbourne’s CBD.

In February 2014 the Minister for Planning tasked the Metropolitan Planning Authority (MPA) with finalising the Strategic Framework Plan and Design Guidance. This document is the statutory planning framework that will inform land use planning decisions in response to the Draft Vision outlined by the Minister for Planning. It is incorporated into the Melbourne and Port Phillip Planning Schemes in the Schedule to Clause 81.01.

The Fishermans Bend Taskforce was established in January 2016 comprising members of Places Victoria, Department of Environment, Land, Water and Planning, Victorian Planning Authority, Department of Economic Development, Jobs, Transport and Resources, the City of Melbourne and the City of Port Phillip.

Fishermans Bend is Australia’s largest urban renewal area. When the project was declared in July 2012, the renewal area amounted to 250 hectares. In April 2015 the Victorian Government announced a recast of the project, which included the addition of the Employment Precinct. Following consultation on the Recast Vision, the study area for the Employment Precinct was amended to protect the operation of the working port and include Westgate Park. This brings the total renewal area to 485 hectares.

More information

The Fishermans Bend Website

www.fishermansbend.vic.gov.au

contains extensive background information about the Fishermans Bend project.

Fishermans Bend:

- SIZE:** 485ha
- MUNICIPALITIES:** City of Melbourne, City of Port Phillip
- PLANNING SCHEME ZONING:** Capital City Zone (CCZ), Industrial 1 (INT)
- EXISTING POPULATION:** 200
- EXISTING JOBS:** 30,200
- PROJECTED POPULATION:** 80,000
- PROJECTED JOBS:** 60,000
- EXISTING USES:** Light and heavy industrial, manufacturing, creative, convenience retail, residential
- FUTURE USES:** Employment, residential, retail, community, civic



Figure 1: Fishermans Bend Aerial, Study Area Boundary



Figure 2: Fishermans Bend in the urban renewal context

THE OPPORTUNITY

Fishermans Bend has the opportunity to become a new generation business and residential extension of Melbourne’s CBD, taking it from Spring Street to the Bay, via Docklands.

JOBS AND ECONOMIC PROSPERITY



Plan Melbourne aims to ensure that the expanded Central City, including Fishermans Bend, will become Australia’s largest commercial and residential centre.

It envisages central city jobs growing from 435,000 jobs in 2011 to almost 900,000 jobs by 2051. Fishermans Bend has a vital role to play in the delivery of new space for office, retail, tourism, education, health and cultural activities needed to support this growth. It is expected that Fishermans Bend can deliver upwards of 60,000 jobs, more than double its existing employment base. Opportunities already present themselves to harness the growing creative industry sector as well as find solutions to grow and transition other industries and employment sectors.

URBAN RENEWAL



As Victoria’s economic base changes and industrial uses relocate to strategic locations identified in *Plan Melbourne*, many inner city locations have become available for renewal.

Fishermans Bend is the largest of these, and is particularly well-located to play a role in growing the central city. The large land parcels of many former industrial sites are well suited to redevelopment with high-density commercial to meet the requirements of knowledge-intensive and high-skilled firms, and high-density residential to help meet Melbourne’s continuing growth.

The legacy of former industrial development has also provided Fishermans Bend with a type of urban character that warrants protection, where practical. The fine grain lot patterns of Montague Precinct, if retained, can build on that character and integrate Fishermans Bend into the urban fabric of Melbourne.

The urban renewal opportunity will be realised by significant private sector investment alongside coordinated public investment.

HOUSING



On average, more than 80,000 people move to Melbourne each year. Over the next 35 years, Melbourne’s population is expected to grow to 8 million people.

Fishermans Bend is projected to accommodate at least 40,000 dwellings. This will be achieved in a variety of forms, from high-density and high-rise in the most accessible locations to three and four level apartments and townhouses at interfaces with existing residential areas and open space. Housing variety and flexibility in design will be important in creating a diverse community.

THE OPPORTUNITY

TRANSPORT



Fishermans Bend was identified due to its proximity to the CBD and the potential to connect the city to Port Phillip Bay.

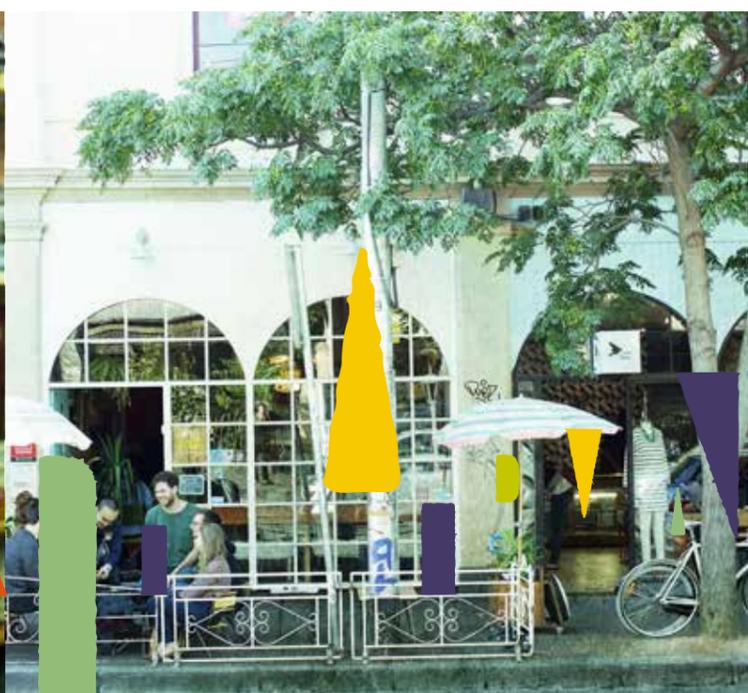
New tram and bus routes and improved services will integrate Fishermans Bend with the Central City and beyond. Strong walking and cycling connectivity are central to the success of Fishermans Bend. Considering the anticipated densities, limited road space and associated health and congestion concerns, it is important to encourage public and active transport.

COMMUNITY



With an anticipated population of 80,000, Fishermans Bend will require an extensive array of new community infrastructure including schools, kindergartens, libraries and health centres.

Urban renewal has rarely been of such a scale that so many new facilities are required. Consequently both the private and public sectors have an obligation to work together to efficiently meet these requirements. Importantly, innovation will be required and Fishermans Bend represents an opportunity for delivery models to be rethought. Facilities of all types and scales will need to be effectively integrated into new high-density mixed-use development. This may lead to outcomes of shared public and private spaces, vertical schools, and other currently unexplored opportunities. While the SFP provides direction, decisions will need to be made on a case-by-case basis between service providers and development proponents as development occurs.



FROM THE VISION TO A STRATEGIC FRAMEWORK

The SFP is the next step in the process of realising urban renewal in Fishermans Bend. Responding to the *Fishermans Bend Urban Renewal Area Draft Vision* (September 2013) and the strategy set out in *Plan Melbourne*, the SFP creates a legible set of controls that development can actively respond to through the planning permit process.

The Draft Vision outlined a range of social, physical and economic ambitions for Fishermans Bend through Strategic Directions and Key Moves. The Strategic Directions (below) were developed to underpin and realise the vision for Fishermans Bend, drawing on significant contributions from the community, key stakeholders and industry. The Strategic Directions establish the most important policy outcomes for Fishermans Bend.

The SFP identifies three *key elements* of the built environment that need to be considered and addressed through the land use planning system to give effect to the Draft Vision, including provision for infrastructure connections. These are: *the street network*, *open space* and a *series of places*: connected urban villages with their own distinct character and role in Fishermans Bend. Together these present the agreed Vision for Fishermans Bend.

Many of the broader social and economic ambitions set out in the Draft Vision will also be realised through implementation of the SFP. A range of complimentary strategies will also be required and these are addressed further in Section 3 (Implementation) of the SFP.

It is not by accident that the three *key elements* making up the Vision draw on some of the main characteristics that identify Melbourne as a place and, therefore, embed familiarity into the future urban structure for Fishermans Bend. Melbourne has a network of beautiful parks, tree-lined boulevards, intriguing streets and intimate laneways, distinct urban villages and efficient public transport led by its trams.

These are elements that Melbournians recognise and which continue to make Melbourne one of the most liveable cities in the world. They are also elements that have served the evolving needs of the city well for more than 100 years and proven to be a durable part of its physical structure. Their use as the foundation for the SFP is a sound mechanism for ensuring a simple, understandable structure is used to reconnect Fishermans Bend into the fabric of Melbourne.

Strategic Directions from Draft Vision

The creation of 21st century jobs	A great place for families	The timely provision of infrastructure	A high quality built environment	A place that is easy to get around	Smart environmental solutions	A vibrant, mix of uses and activities	Environmental constraints addressed	Distinctive and diverse neighbourhoods	Strong partnerships and effective governance
Fishermans Bend enhances its competitive economy through the creation of additional jobs and businesses that capitalise on its strategic location between the CBD, the Port and the Bay.	Fishermans Bend is a place for all people and ages through the creation of diverse, liveable and family friendly communities.	Fishermans Bend will be supported by a funding model that promotes early delivery of catalyst infrastructure and balances the transitioning of existing industries.	The neighbourhoods of Fishermans Bend have a high quality built environment that promotes best practice environmentally sustainable design with compact, high-density urban form at a human scale.	Fishermans Bend is a connected and legible precinct where peoples' preference for getting around is by walking, cycling and public transport networks that are integrated into the CBD and surrounding suburbs.	Fishermans Bend delivers integrated and efficient energy, water and waste infrastructure through cost effective, modern and sustainable environmental solutions.	Fishermans Bend supports a vibrant mix of uses by providing a balance of employment generation, housing choice and community facilities that are accessible to Fishermans Bend residents and their neighbours.	Fishermans Bend allows for the early consideration of precinct scale environmental constraints with cost effective, collaborative solutions to achieve a more efficient outcome.	Fishermans Bend has a unique public realm situated between the Yarra and the Bay with diverse and distinctive neighbourhoods that foster a sense of place through their safe, legible and inviting streets.	Governance structures and approval processes will promote best-practice design and construction methods and give planning certainty to the development industry.

FISHERMANS BEND

THE STRATEGIC
FRAMEWORK

02

THE OVERVIEW

Section 2 is the Strategic Framework. It provides the basis for considering and determining planning permit applications in Fishermans Bend. It relies upon the three *key elements* introduced in Section 1 to create a simple set of planning controls that support the realisation of the Vision.

The Strategic Framework comprises:

1. **Land use considerations:** that apply to the three main land uses anticipated in Fishermans Bend, being housing, employment and retail.
2. **Key elements:** that describe the desired built environment outcomes and identify what any development application must respond to, as relevant.

The key elements are:

- **Street Network:** including the proposed alignment, role and function of different linkages within Fishermans Bend, its new streets, cycle corridors, green links, pedestrian routes, major roads including freight links and laneways;
 - **Open Space:** including the proposed location of local recreational and neighbourhood open spaces, as well as the critical linear parks and green links which will connect them; and
 - **A Series of Places:** three distinct activity centres as initial places from which to build the new communities in Fishermans Bend.
3. **Design guidance:** including building height controls.
 4. **Additional guidance:** providing further information about the provision of essential services and community infrastructure and how this should be considered through the preparation of permit applications.

All planning permit applications will be considered against Section 2, as relevant, and be required to demonstrate how they have generally satisfied its intent and purpose. Specifically, applications must address the land use considerations and key elements, meet the objectives within the design guidance, and consider the additional guidance in relation to the integration of essential services and community infrastructure. Unless described as a 'must', guidance within the Strategic Framework is intended to provide applicants with general direction, and in addressing this, innovation and alternative approaches are strongly encouraged.

LAND USE CONSIDERATIONS

The following provides a summary of the main considerations for the key land uses in Fishermans Bend and how they should be considered during the planning process

HOUSING

Fishermans Bend contains relatively little housing at present. Over the 40+ year lifespan of this urban renewal area, at least 40,000 dwellings will be constructed.

A major objective for Fishermans Bend is the significant intensification of land use via high density built form, particularly housing. This will enable the best and most efficient use of land and infrastructure.

In an urban environment where the predominant form of housing is likely to be apartment style dwellings, people will rely on the spaces outside a building as both their 'backyard' and to deliver the 'street appeal' of their home. It will be the quality of these spaces that will determine liveability and the overall success of Fishermans Bend as a high-density mixed-use environment. Planning decisions will focus heavily on the way in which a building both responds to and enhances its location.

The need to make the best use of land will not be sufficient justification to allow homogenous and repetitive podium and tower format development. High quality, varied built form will be sought, that can deliver housing to suit all needs, including families. All permit applications of scale will be assessed using a design review process.

The **Design Guidance** provides more information on specific considerations that new proposals will need to respond to.

The most intensive locations for housing will be those best served by public transport and cycling routes and with convenient access to shops, open space and services. In particular, land between Buckhurst Street and the 109 light rail corridor in Montague and much of Lorimer and the eastern portion of Plummer Street present significant opportunity for growth. The west of Fishermans Bend, which is further from the existing city centre and high-capacity public transport, may be appropriate for a greater mix of housing densities, in particular fronting Williamstown Road.

Affordable housing, including housing managed by Registered Housing Associations, will be strongly encouraged in Fishermans Bend to provide a diverse range of people with access to central city jobs, services and infrastructure. Flexible application of development contributions can be used to encourage affordable housing (see Design Guidance for further details).

Social infrastructure will be required to support urban intensification and will need to be regularly reviewed as the population and its demographics emerge.

EMPLOYMENT

There are currently approximately 30,200 jobs in Fishermans Bend in a range of industrial and commercial uses. In addition to the economic benefit, employment is important because it creates vitality and vibrancy during daytime hours and supports work close to home.

With a projected population of 80,000+ people, it is estimated that an additional 28,800 jobs will be created across a much broader spectrum of industry and skills. More recently, there has been an emergence of the creative industries sector, largely based in the Montague precinct owing to its access to the CBD. There is significant opportunity to increase the presence of this sector and its role in the economy, and character of Fishermans Bend.

Fishermans Bend is unlikely to become a location for high intensity office use until other recognised central city locations reach capacity, in particular Docklands. Public transport access will be important to create appropriate market conditions for employment uses and the new Montague Station will be a catalyst for creating a new high density employment hub. This in conjunction with the Plummer Street Civic Boulevard will activate and give vibrancy to Fishermans Bend.

Preserving opportunities for employment uses in major new development will be important, particularly in highly accessible locations, such as the proposed Montague Station District and other transport nodes along the urban spine. While residential development is not precluded in the short-term, it is important that new development in these locations consider adaptability and long-term evolution to ensure employment opportunities are not missed. Developments should consider adaptable lower level floor plates and ceiling heights that can accommodate a range of future commercial needs.

Consequently, government and both councils will work with business groups and developers to encourage employment growth in their respective areas. Innovative solutions will be required to incentivise growth.

RETAIL

Fishermans Bend will require a significant amount of retail floor space. As an extension of the central city, there is opportunity for discount department stores (DDS), food and grocery retailing, specialty retail and leisure and entertainment.

Fishermans Bend does not currently contain any significant retail floorspace. At present Bay Street, Port Melbourne and Clarendon Street, South Melbourne are closest in terms of convenience retailing. A small local centre on Centre Avenue in Garden City provides a limited offer.

Initially, retail activity will be expected to locate in the identified activity centres and along Plummer Street which is envisaged as a new civic boulevard. Because supermarkets play a role as a catalyst and anchor to activity centres it will be important in the early years of Fishermans Bend to discourage their location outside the defined activity centres, until these activity centres are well established.

Delivery of retail, particularly supermarkets, in a standalone format will also be discouraged. The preference will be for their incorporation with a mixed-use development. Locally, Bay and Clarendon Streets are examples of the preferred retail outcome, representing the traditional high street for which Melbourne's inner neighbourhoods are renowned.

In other parts of Fishermans Bend, small scale retail will generally be acceptable where it provides a local function to support residential mixed use schemes. The informal creation of retail destinations caused by cumulative grouping (of retail) outside main centres will be discouraged until such time as these centres are well established.

Activity Centres:

Main retail spine: Plummer Street Civic Boulevard (linear activity centre with nodes around potential future transport hubs).

Principal commercial and retail centre: Montague Station District

Secondary centres: Buckhurst Street (Montague) & Lorimer Urban Village (Lorimer)

KEY ELEMENT 1: STREET NETWORK

A hierarchy of streets will form the basis of the urban framework, dividing the existing industrial landscape into new city blocks like those in the CBD, suitable for the wide range of new land uses envisaged. The street network will define the local character of each urban neighbourhood, and promote the street as a vital component of public life.

Fishermans Bend will consist of connected, highly walkable neighbourhoods. Public streets will improve the quality of life and the environment rather than simply moving vehicles from place to place. The street network will promote and enable civic engagement, social encounter, health, environmental sustainability, and economic vitality.

Plummer and Fennell Streets will be developed as a tree-lined civic boulevard connecting Port Phillip Bay to the Hoddle Grid. It will be characterised by activated ground-floor uses, green spaces, plazas and a priority on public life, public transport, walking and cycling. Other main streets will also need to accommodate the increased pedestrian, cycle and future transport requirements of Fishermans Bend.

There will be strong connections both along and across streets. Low speed limits, limited car parking and limited entry points to off-street parking will ensure safe movement patterns. All streets will include pedestrian routes, cycling paths and significant canopy street trees.

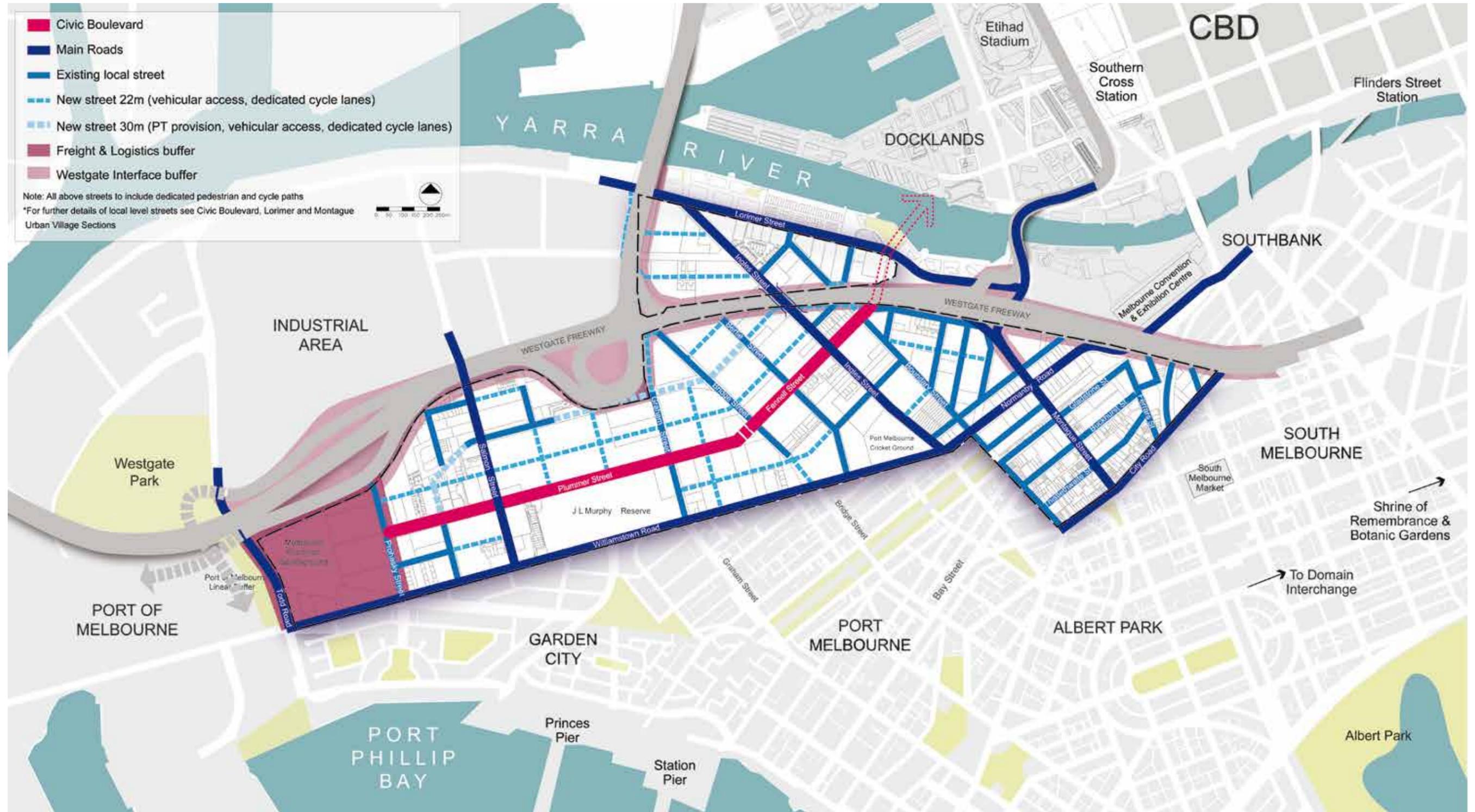
Fishermans Bend will remain highly accessible by road, with strong connections from all precincts to freeways and arterial networks. However, the new grid pattern of additional streets can also improve through connectivity, and support public transport and cycling objectives. New local streets will be provided by development to complete the network, facilitating the high level of connectivity envisioned by Plan 1. The street sections provided in Appendix 1 and council's technical specifications will aid in street design.

East-west connections will improve flexibility and adaptability, as well as dispersing load-share, for strategic transport corridors. Fishermans Bend will be just as easy to get around as the CBD. Existing historic subdivision and street patterns will be reinforced, and reinterpreted, through finer grain local streets and laneways, and continuous mid-block links.

Connections beyond Fishermans Bend will also be emphasised to ensure the area is integrated into the fabric of surrounding suburbs, and links to the river and the bay are strengthened.

Existing freight traffic will be managed by the Principal Freight Network. Volumes of truck movements will decrease as Fishermans Bend develops, however, Williamstown Road, Lorimer Street and Prohasky Street will need to continue to cope with freight traffic. Accordingly, a Freight and Logistics Buffer, and a Westgate Interface Buffer, have been identified on Plan 1: requirements for development within these buffers are described in the design guidance.

STREET NETWORK



Plan 1: Street Network

KEY ELEMENT 2: SUSTAINABLE TRANSPORT

Over 260,000 daily trips are expected in Fishermans Bend, and a strong transformational mode shift towards active and public transport is required. The transport network will be scalable and adaptable which will catalyse, support and respond to land use transition over time.

Ease of movement by public transport, walking and cycling will be a defining characteristic of Fishermans Bend. Wherever you are you will be able to conveniently access the public transport network within 400 metres of your location. This network will grow to accommodate the new community, with transport infrastructure provided progressively from the very first decade.

Plan 2 identifies new strategic links to support the Expanded Central City in *Plan Melbourne*, including links to Docklands and Southbank, as well as locally to South Melbourne, Port Melbourne and Albert Park. In particular, a new civic boulevard along Plummer and Fennell Streets will be a primary public transport route, catalysing investment and acting as a focus for intensive development, public life and activity. A new tram route, with options for its course shown on Plan 2, will allow convenient, direct access from the CBD to Fishermans Bend. Williamstown Road will similarly grow as a public transport corridor.

A new underground station is planned in the area south of the Westgate Freeway, north of the 109 light rail track and east of Boundary Street. The proposed station will become a centre for high intensity commercial, retail and mixed used development and an extension of the Central Business District. The Station District will complement the civic and residential activity in nearby precincts.

The new station will provide for rapid high quality connections to and from the broader metropolitan area ensuring jobs in Fishermans Bend are accessible to not only local residents but also the wider city. Future tram and bus routes will provide increased accessibility throughout Fishermans Bend. In later decades there may be potential for further underground stations along the alignment of the civic boulevard to complete the network.

Cycling and walking corridors will be accommodated within streets, through development and within the open space network to ensure a convenient and safe network. This infrastructure will ensure active modes of transport are of equal importance as public transport, as occurs in the CBD. Cycle and pedestrian corridors will link existing local networks as well as provide major connections from Bay Street to the CBD, and to the Yarra River, Westgate Park and Port Phillip Bay. Strategic Cycling Corridors have been identified throughout Fishermans Bend, which require dedicated cycle lanes a minimum of 1.5m in width.

Rail Investigation Area:

Currently, the Department of Transport, Planning and Local Infrastructure (DELWP) is investigating land and development requirements for the proposed Montague station, rail tunnel alignment and integrated tram, bus, pedestrian and cycling facilities.

The Rail Investigation Area, shown hatched on the SFP plans, will enable the responsible authority and the Department of Transport, Planning and Local Infrastructure to ensure individual development proposals comply with the following planning objectives:

- Protect opportunities for locating the station and station entrances within the "Station Location" area identified on Plan 2, associated transport infrastructure and underground rail alignment
- Provide for a rich network of pedestrian and cycling connections from the station into the surrounding areas
- Provide for an integrated public transport network and associated infrastructure in the precinct.

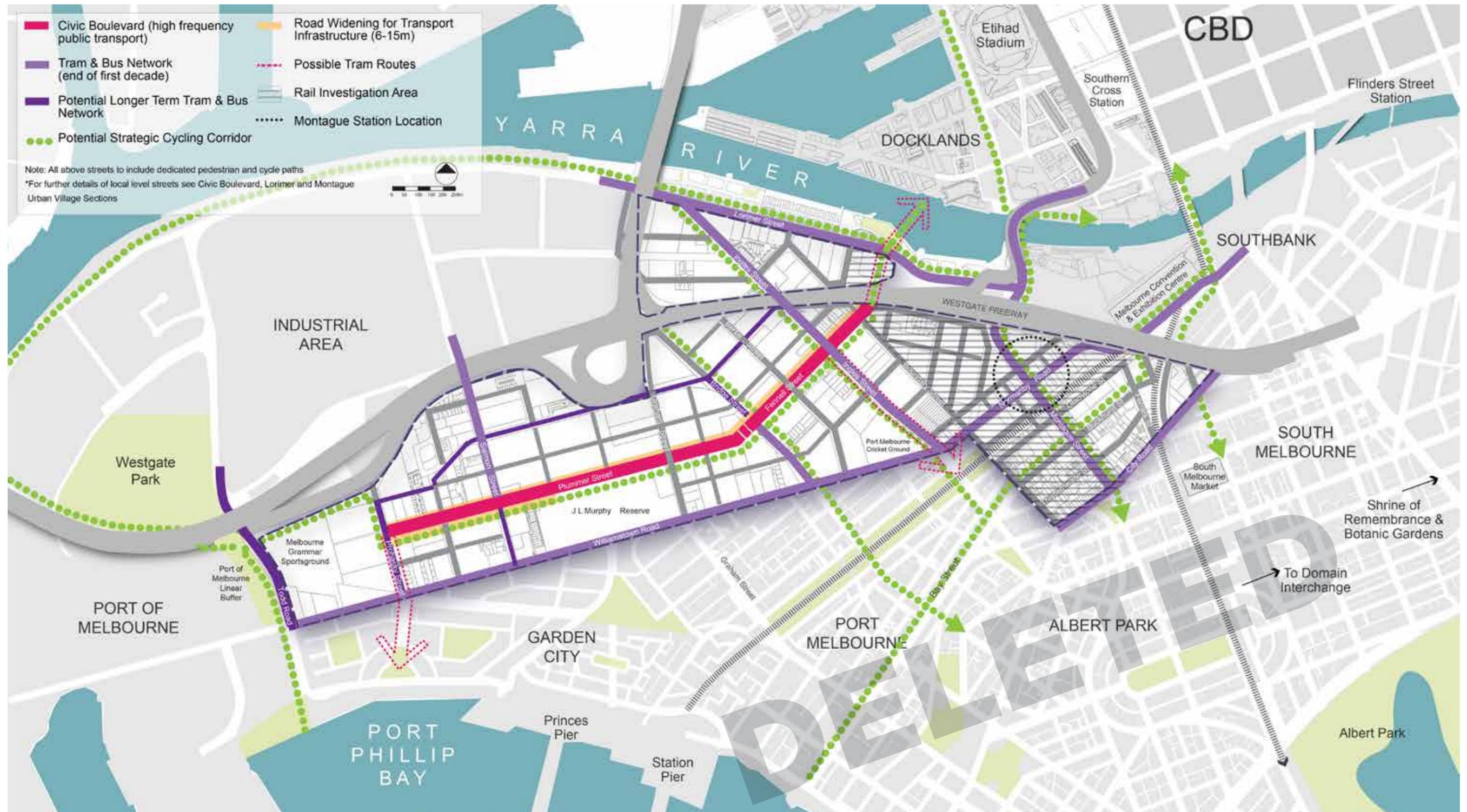
The location of the new station and its design will also be informed by opportunities to activate commercial and retail development in Montague and nearby areas to maximise the benefits of this major investment.

Any planning permit for buildings and works issued in the area will be subject to a condition requiring that prior to development starting, including demolition and site preparation works, a copy of plans and cross sections must be submitted which outline the extent of foundations and other works to ensure the impact on future public transport infrastructure in the area is understood and minimised to the satisfaction of the Secretary Department of Transport, Planning and Local Infrastructure.

This condition does not apply if the Secretary DELWP has confirmed in writing that the property presents no issue for future public transport infrastructure.

DELETED

SUSTAINABLE TRANSPORT



Plan 2: Sustainable Transport

KEY ELEMENT 2: OPEN SPACE

The open space network will provide opportunity to enjoy and share connected, safe, inviting and multifunctional active and passive recreational opportunities.

Successful cities have a range of open spaces that vary both in the type of experience they offer, and in the way they cater to the community. Differing types of spaces range from civic plazas like Federation Square to neighbourhood parklands. All spaces offer opportunity for social engagement, meeting and gathering, formal or informal play, ecological services, biodiversity and water management.

As well as existing open space, two types of proposed open space are shown on this framework plan and on the associated plans shown in Key Element 4. Neighbourhood open space comprises local parks catering for a broad range of users within 400 metres safe walking distance of at least 95% of all dwellings and community uses. Neighbourhood open space includes playgrounds, plazas, and open areas for informal activity. They will have various surfaces, depending on use. Local recreational open space comprises open space reserves, including linear cycling and walking links, and sports fields catering to organised sports and formal activity. These two types of open space should be complementary, and are often directly accessible from one another, maximising access throughout Fishermans Bend. Both types of open space have been identified on private land on Plan 3: these locations are indicative only. While it is desirable to create open space as shown, final positions are to be negotiated through the development contributions and Clause 52.01 processes.

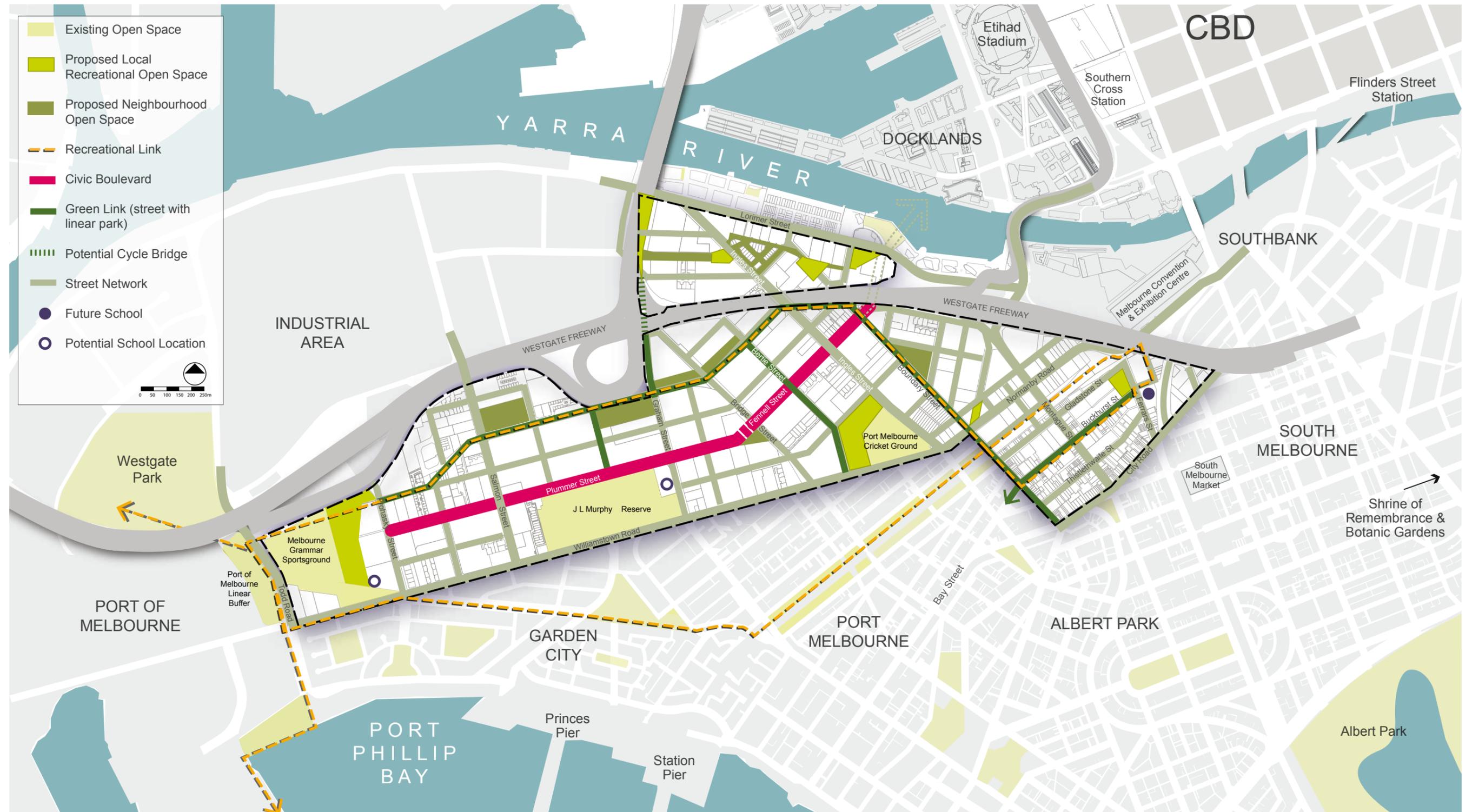
Existing open spaces, such as the JL Murphy Reserve and the Port Melbourne Cricket Ground, are significant assets integral to the existing community on a broader scale. Upgrading or supplementing these facilities will allow their use as focal points in the community and an increased intensity and range of activities for the growing population where feasible.

Green links and spaces will promote active and healthy communities, allow access to recreational opportunities and play a role in integrated water management. Rooftop gardens and terraces will be important for private and shared green, open areas.

Links to nearby public open space will be strengthened. Port Phillip Bay, Westgate Park, Albert Park and Strategic Cycling Corridors provide extensive paths, waterfront access, green space and other opportunities for outdoor activity and will form part of the future Public Open Space Strategy for Fishermans Bend and the wider community.

The wide streets of Fishermans Bend provide opportunities for the development of a linear open space grid accommodating pedestrian and cycling networks and punctuated with multifunctional neighbourhood parks. Pocket parks and urban squares will be co-located with activated small streets and laneways, contributing to the network. The Green Links shown on Plan 3 are local streets that will further accommodate a linear park and separated cycling path. Boulevards will be planted with canopy trees, providing shade in summer and light in winter to maintain pleasant street conditions, and create a sense of integration with nature throughout Fishermans Bend.

OPEN SPACE



Plan 3: Open Space

KEY ELEMENT 3: A SERIES OF PLACES

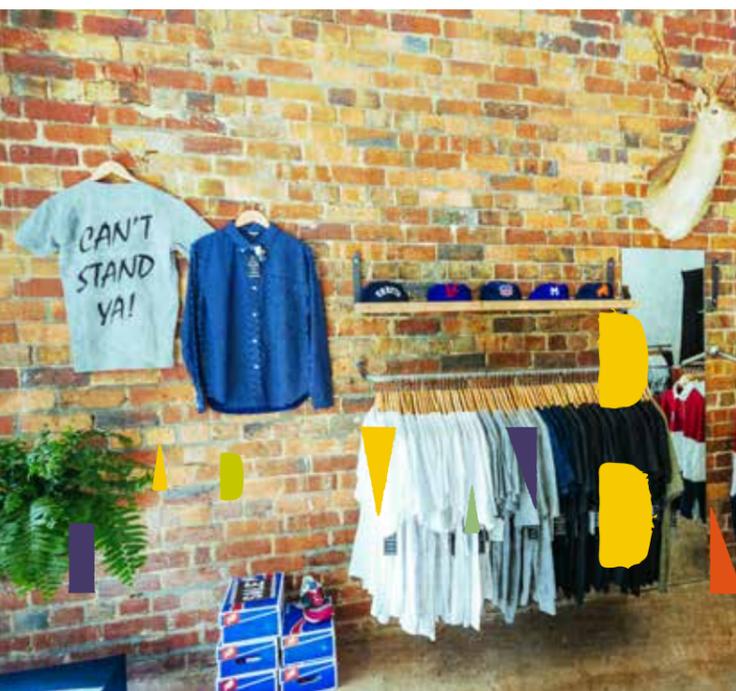
Fishermans Bend will initially be built around three distinct places, structured around major elements of the public domain and designed to become a focal point and anchor each individual neighbourhood.

The Civic Boulevard Precinct sits within the Sandridge and Wirraway areas, provides the main connection through Fishermans Bend, and acts as an urban spine along which activity is focused. This is a major linear centre which will develop sequentially as Fishermans Bend grows. Nodes of activity will develop along the boulevard at the confluence of intense transport and land use, supporting development throughout the precinct. The eastern edge of the precinct forms part of the high density commercial and retail activity focused around the new Montague Station. This precinct provides the most important step in achieving the vision to extend the central city to Port Phillip Bay.

Lorimer's character as a thoroughly modern commercial and residential hub is enhanced through the development of the Lorimer Parkway: a green linear link with a civic heart. The hub will provide a local scale activity centre in an otherwise high-density urban environment. Lorimer has a particular relationship with Docklands, located directly across the Yarra River, and over time will generate a cluster of mutually beneficial employment, residential and retail activity.

Montague will have a strong employment focus, with a high density commercial activity centre focused around the new Montague Station. To the south of the precinct is a more traditional urban village, with Buckhurst Street as its high-density core complemented by finer grain development. Ground floor land use along Buckhurst Street is akin to that of Clarendon Street, South Melbourne, a relationship bolstered by its extension into Bay Street, Port Melbourne. Buckhurst Street supports strong pedestrian and cycling links, encouraging community engagement and healthy activity.

Each of these places is bound by the key elements which define Fishermans Bend - its street network providing a distinct urban structure, its parks and trees creating a pleasant living environment, and its sustainable transport options making Fishermans Bend accessible to the rest of Melbourne. The following pages build on these elements for each precinct and provide a more detailed description of each of the activity centres and their individual character.



THE CIVIC BOULEVARD

PRECINCT VISION

The definitive element of Fishermans Bend will be the tree-lined Civic Boulevard along Plummer and Fennell Streets. This boulevard will become the central structuring element of Fishermans Bend and is capable of extending Collins Street across the Yarra River to Port Phillip Bay.

It will support the primary public transport route for Fishermans Bend, and allows connections to the proposed Montague train station and existing tram and bus routes. The Civic Boulevard will be the focus for mixed land uses with ground floor retail, high-density residential above, and higher-order community facilities that serve the broader area.

Flexible building plates along the civic boulevard will be important, allowing its evolution into a fully activated high street: a true extension of Melbourne's Collins Street. Uses should be adaptable to retail, office and entertainment offers, clustered around future transport hubs.

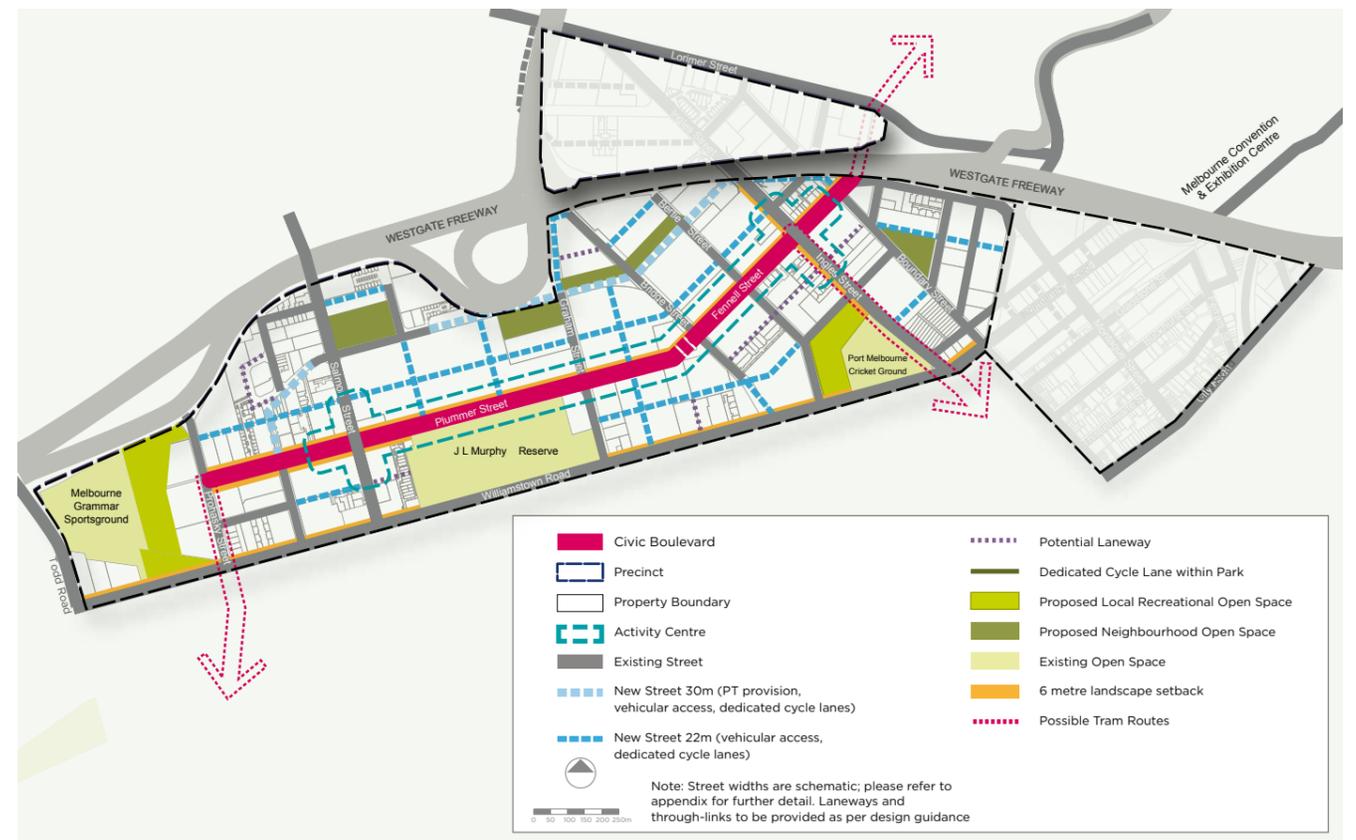
The design of the boulevard includes broad footpaths and separated cycling facilities and allows for expansion of the tram and bus network towards Garden City.

The J.L. Murphy reserve is an existing recreational asset that will act as an anchor for new community infrastructure such as schools, libraries, recreation facilities and community centres as Fishermans Bend develops.

Residential development will take various forms, with highest densities closest to the urban spine and around the identified transport hubs. A renewed street network will create a series of local neighbourhoods, providing flexible space to play, meet and interact safely. The existing large industrial lots, paired with wide, straight roads, will be augmented to accommodate all modes of transport and activity across the precinct. In particular, it will be important to create links to the civic boulevard.

Residential, commercial, retail and community uses will co-locate across the precinct, helping create the vision for Fishermans Bend as a *21st century mixed-use community*.

CBD scale commercial development is envisaged toward the eastern end of the Civic Boulevard as part of a broader business district that will surround the future Montague station location area, taking advantage of excellent accessibility and proximity to the CBD.



Plan 4: Civic Boulevard Precinct

LORIMER URBAN VILLAGE

PRECINCT VISION

The Lorimer Precinct will be distinguished by a new central parkway and the creation of small streets and laneways that directly connect this renewal area to the Yarra River and Yarra's Edge.

The Lorimer Parkway will provide a range of green, recreational spaces as well as cycle and pedestrian access through the precinct, enhancing the neighbourhood as a healthy and enjoyable place for people to live and work. It will be created in existing street carriageways and with additional land from fronting properties. Fine grained mixed uses and front doors to apartment buildings will be promoted along its length to create vitality, meeting the needs of Lorimer's diverse, urban population.

A further series of new streets and laneways will connect development in Lorimer directly to the riverside, creating links with existing and proposed development at Yarra's Edge. The fine-grained street network and high quality public realm will prioritise walking and cycling and will foster social interaction. Ingles Street will become a key civic route, providing a direct connection from the river to Port Phillip Bay. It will provide places for people to gather, and facilitate continuous pedestrian and cycle access along an interesting and appealing thoroughfare.

Vibrant city centre and local community uses will be focused in Lorimer's village centre, at the heart of the Lorimer Parkway. This centre will be complemented by a range of new urban housing models to define Lorimer as a desirable family neighbourhood.

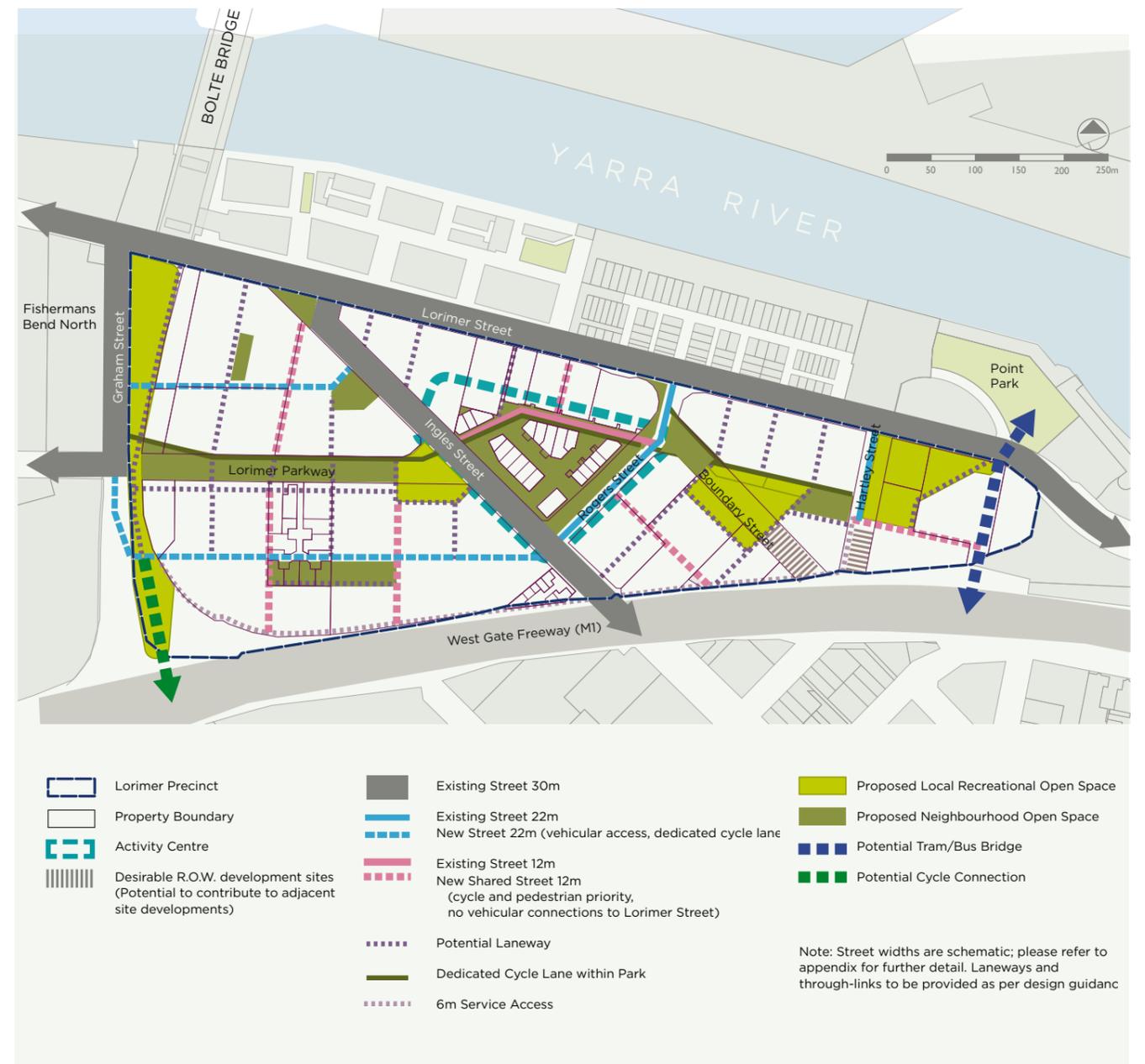
The hub will be designed to encourage movement, and foster social interaction in a pleasant environment, with hardscaped surfaces and canopy cover.

With good access to Docklands, the traditional city centre and tourism destinations such as the Melbourne Exhibition and Convention Centre and Crown complex, Lorimer has the opportunity to establish itself as an important city centre extension. Fishermans Bend North, an important industrial and employment centre, abuts Lorimer to the west of Graham Street. Lorimer and Fishermans Bend North will mutually benefit from their proximity to one another: Lorimer from the employment focus of Fishermans Bend North; and Fishermans Bend North from Lorimer's residential and commercial focus.

It is expected that Lorimer, being directly adjacent to the CBD, Docklands and Southbank, will see development at an early stage in the life of Fishermans Bend.



Figure 3: Illustrative concept



Plan 5: Lorimer Urban Village

MONTAGUE URBAN VILLAGE

PRECINCT VISION

Taking advantage of its existing public transport accessibility and strategic location close to the CBD and established inner city suburbs, Montague will be a high density employment hub with substantial new housing opportunities among a vibrant mix of businesses.

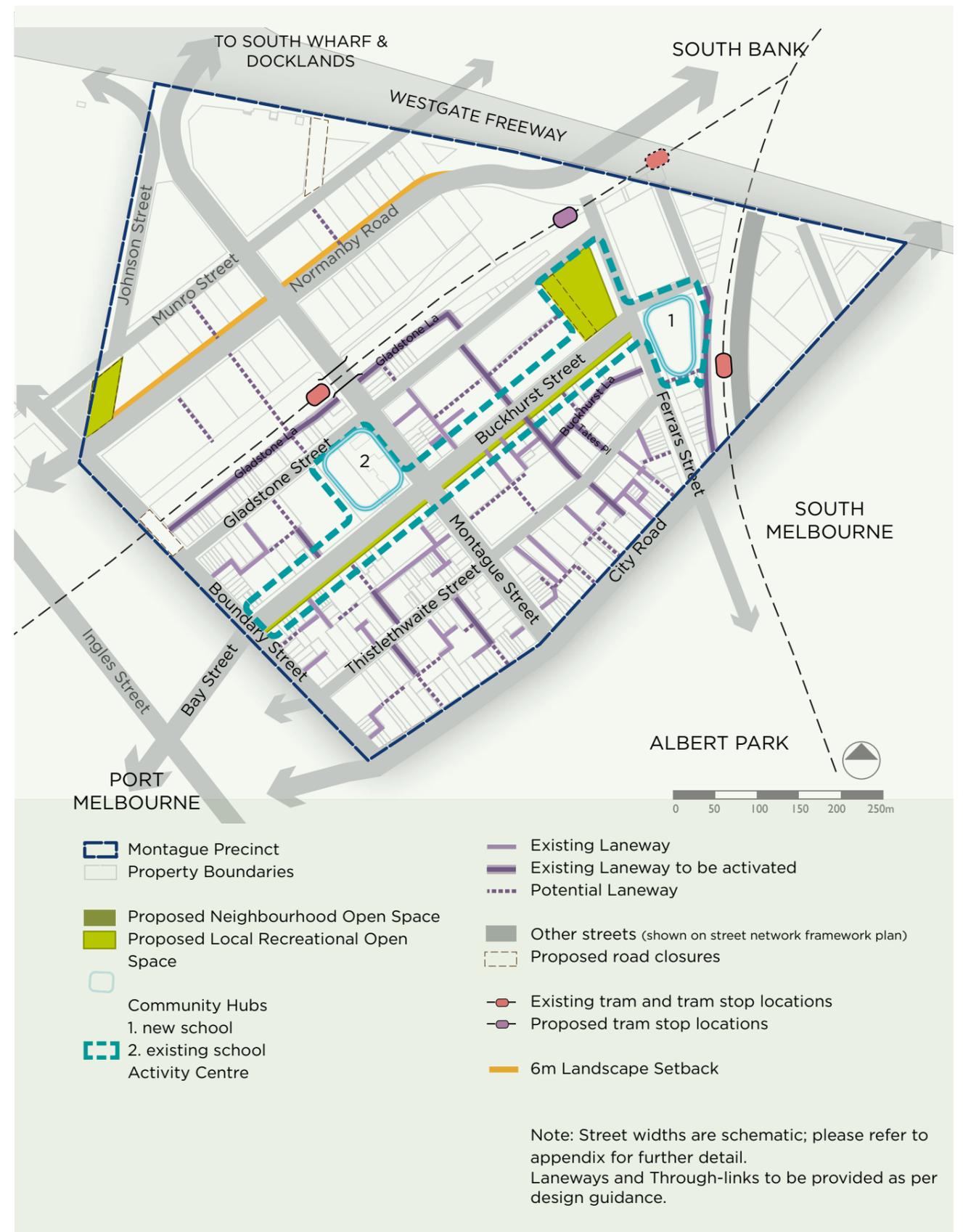
New development will retain and grow Montague's strategically significant creative industry cluster through home offices, places to collaborate and a diversity of commercial space.

Montague comprises two distinct parts, linked by the #109 tram corridor and extension of the Walker Street Reserve. The southern section is characterised by a more traditional urban structure, retaining a strong relationship with neighbouring Port Melbourne and South Melbourne. It contains Buckhurst Street, which is to become the neighbourhood 'high street' and heart of Montague, providing an extension of the uses and activity along Bay Street, Port Melbourne, to the south. The street will act as a promenade, characterised by a linear park and cycle way along its southern side and onward connections to Port Phillip Bay. Both sides of the street will be activated at ground floor, with non-residential uses encouraged, creating an integrated streetscape where indoor activity spills out to the street.

Supporting the Buckhurst Street spine is an existing network of wide streets and laneways and a finer grain, subdivision pattern, particularly in the area between Thistlethwaite Street and City Road. These streets and laneways will be activated by boutique factories, retail and commercial uses, including creative industries for which Montague is already known. New development will retain and amplify this urban character through the provision of additional laneways, pocket parks and urban squares that interpret Melbourne's iconic laneway culture as a defining feature of Montague. There will be opportunity to protect and enhance defined heritage character through appropriate materials and sensitive design responses.

Montague can expect its most significant housing growth on Buckhurst Street and the north side of Thistlethwaite Street, where lot sizes are appropriate for higher rise formats. Lot consolidation will be needed to achieve more intensive development elsewhere; and this should not be to the detriment of the fine grain character envisaged for the precinct. This housing will be complemented by civic and community functions, and support the commercial centre around the future train station.

The 109 tram route provides a direct connection to the CBD and a valuable open space corridor that is book-ended by two precinct scale parks. This corridor will be supported by a local network of open spaces that emerge as the precinct develops.



Plan 6: Montague Urban Village

DESIGN GUIDANCE

This section identifies intended design outcomes that development proposals will need to respond to. These guidelines build on the four key elements, and provide more detail as to how these elements and the vision for each new place can be addressed.

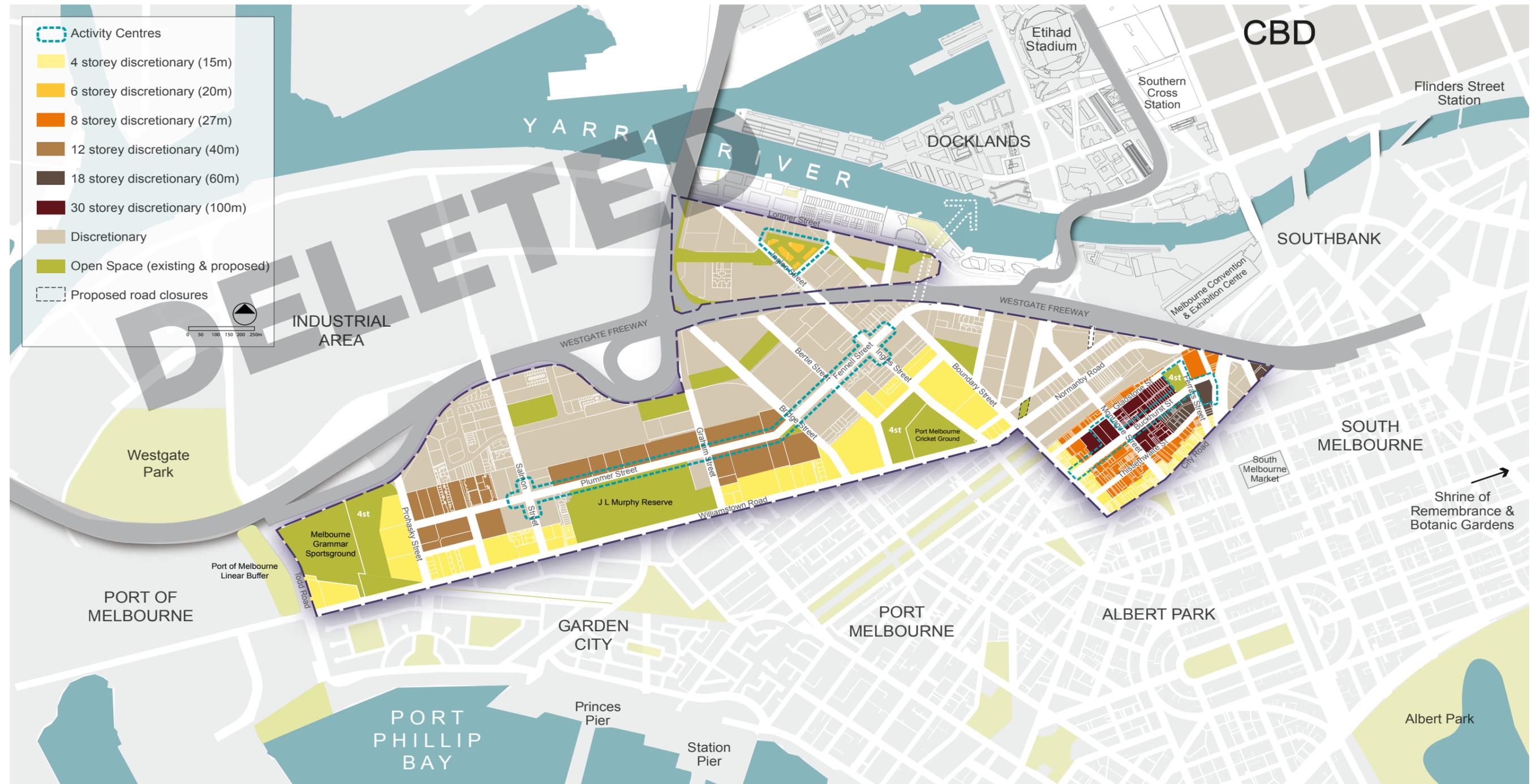
Specifically, the **OBJECTIVES** set out the goals for Fishermans Bend: the strategic outcomes that must be attained through development. The **GUIDELINES** are the instructions about how these objectives may be achieved. They are offered as guidance for developers and their architects, as well as a checklist for those assessing planning permit applications. They are not intended to be prescriptive, except where specified that they must be achieved. Sometimes, new or site specific issues will require different approaches and it is recognised that there may be other ways of achieving the planning objectives for Fishermans Bend.

As one of Victoria's most significant urban renewal areas, there is a fundamental requirement that a genuine mix of uses is delivered, at a range of densities across the area. Further, to create a truly unique place, development must also respond to the existing and future context as described through the four key elements.

The SFP also recognises the challenges presented by the ground conditions in some parts of Fishermans Bend. These conditions will demand innovative and diverse built form outcomes that are sensitive to liveability and scale at street level and avoid repetitive and monolithic forms.

The heights plan on this page provides more detail on the preferred heights sought to be achieved across the urban renewal area.

PREFERRED HEIGHTS



Plan 7: Preferred Heights

ABOUT THESE URBAN DESIGN GUIDELINES.

WHY UPDATE THE FISHERMANS BEND URBAN DESIGN GUIDELINES?

Fishermans Bend Urban Renewal Area is in early stages and its transformation is forecast to continue for many decades.

The original identification of Fisherman's Bend as an urban renewal area was fast tracked, but in order to create a liveable and attractive series of neighbourhoods, more detailed and integrated planning, infrastructure investment and coordination is required.

This necessitates a continual review of the planning and design controls that help shape the form of development occurring to ensure that this development delivers on the types of neighbourhoods Victorians want to live and work in.

As more detailed plans for infrastructure are prepared and delivered, and as development trends evolve and mature within Fishermans Bend, further refinement of these guidelines and other planning documents is expected to be required in the future.

HOW DO THESE URBAN DESIGN GUIDELINES WORK?

The Design Guidance does not apply to the Employment precinct. These Urban Design Guidelines have been developed to provide greater clarity and simplicity when developing concepts for sites across the Fishermans Bend neighbourhoods of Montague, Sandridge, Lorimer and Wirraway.

URBAN DESIGN GUIDELINES STRUCTURE

Each chapter is structured in the following way:

Introduction: provides an outline of why the element is important and how it relates to the overall vision for Fishermans Bend.

Objective: describes the desired outcome to be achieved in the completed development.

Standard: should normally be met. However, if the responsible authority is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.

Application requirement: describes the documentation required to be submitted that will enable assessment of the proposal against the desired objectives and standards.

References for further guidance: additional documentation that will assist in developing proposals and provide further information and detail on specific elements.

1. DEVELOPMENT CONTEXT

INTRODUCTION:

The vision for Fishermans Bend will be achieved incrementally through the development of individual land parcels and the staged delivery of infrastructure. It is vital when preparing an application that development proponents are mindful of the overall vision for Fishermans Bend, as well as the vision of each of the neighbourhoods. The Vision for Fishermans Bend includes Strategic Directions which aim to provide:

- 21st century jobs
- Diverse communities
- Timely provision of infrastructure
- A high quality built environment
- A place that is easy to get around
- A sustainable and resilient place
- A vibrant mix of uses and activities
- Distinctive and diverse neighbourhoods
- Management of industrial legacy and ground conditions

OBJECTIVE 1.1

To ensure development is in accordance with the Vision for Fishermans Bend and contributes to achieving the distinctive vision for each neighbourhood.

Standard 1: Development must respond appropriately to the Strategic Directions for Fishermans Bend in order to maintain investor confidence and ensure future liveability and amenity of Fishermans Bend.

Standard 2: Development in Montague must respond to the neighbourhood vision that seeks to create a diverse and well-connected mixed-use precinct celebrating its significant cultural and built heritage, and network of gritty streets and laneways.

Standard 3: Development in Lorimer must respond to the neighbourhood vision that seeks to create a vibrant, mixed use precinct close to the Yarra River and connected to Melbourne's CBD, Docklands and emerging renewal areas.

Standard 4: Development in Sandridge must respond to the neighbourhood vision that seeks to create one of Melbourne's premium office and commercial locations, balanced with housing and retail.

Standard 5: Development in Wirraway must respond to the neighbourhood vision that seeks to create a family friendly inner city neighbourhood close to the Bay and Westgate Park.

Standard 6: Development must incorporate the planned facilities and assets outlined in the four key elements of the Strategic Framework Plan below:

- Street Network
- Sustainable Transport
- Open Space
- A Series of Places

References for further guidance:

Fishermans Bend Strategic Framework Plan, amended September 2016.

Application Requirements

1. Provide an Urban Context Report that demonstrates how the development responds to the envisaged context of Fishermans Bend, and more locally to a minimum radius of 200 metres from the site, and providing the opportunity for Fishermans Bend and for the relevant Neighbourhood/s to gradually develop into its/their intended form.

2. SITE LAYOUT

INTRODUCTION:

Successful communities require access to a full range of local services and facilities. This will include residential, commercial, educational, health, spiritual, public and civic uses offering a mixture of housing and employment opportunities to ensure a vibrant community is created.

In addition to a residential population of 80,000, Fishermans Bend is expected to accommodate in excess of 60,000 jobs (including the Employment Areas) when fully developed and provide for a high level of activity throughout the neighbourhoods. Space for these jobs needs to be built into proposals from their inception.

Due to the degree of change anticipated, new developments need not necessarily conform to existing scale and use patterns, but existing and proposed future site context is critical and must be analysed to clearly inform design outcomes.

On larger sites, new streets or laneways, public infrastructure and/or community facilities may be required. A range of development typologies are expected to deliver this outcome, however all should reinforce a pedestrian friendly environment that does not prioritise cars.

OBJECTIVE 2.1

To ensure an accessible, pedestrian friendly precinct through the creation of new streets and laneways that extend existing routes, lead to key destinations, and provide mid-block connections between parallel streets.

Standard 1: Streets and laneways must not be more than 100 metres apart and should not be more than 50 metres apart in the vicinity of public transport stops, activity centres and 'high streets'.

Standard 2: Pedestrian laneways and connections on smaller sites should be located along a side boundary to provide opportunity for integration and potential widening with adjoining sites.

Standard 3: New streets and laneways must be fronted with active uses at ground level.

Standard 4: The pedestrian amenity of primary street frontages must be protected from garages and service access ways which must be accessed from side and rear laneways where possible.

Standard 5: Laneways must be designed as pedestrian-friendly, low speed, shared zones with a maximum design speed of 10 km/h and be between 6-9 metres in final clear width.

Standard 6: For safety and wayfinding, laneways and pedestrian connections should be designed to enable views straight through the street block, be well-lit and open to the sky.

Standard 7: Developments must provide for universal access and ensure laneways and pedestrian connections reflect the access needs of all users.

OBJECTIVE 2.2

To ensure large developments are comprehensively planned to create integrated neighbourhoods and deliver high amenity, diversity and a good mix of land uses.

Standard 1: Development on sites greater than 3,000m² or proposing more than 300 dwellings or proposing more than 1 building or tower, must prepare a master plan for the whole site that includes provision for:

- Streets and laneways that connect the site to its surrounds in accordance with Objective 2.1;
- Publicly accessible spaces that accommodate local passive recreation that is consistent with the Open Space Key Element of the Strategic Framework Plan;
- Diversity of land uses, including non-residential floor space;
- Diversity of dwelling types and sizes, including an affordable housing component; and
- Diversity of built form typologies, including low and medium rise buildings.

2. SITE LAYOUT

OBJECTIVE 2.3

To ensure development facilitates new public transport infrastructure and supports further coordinated public transport investment.

Standard 1: Development gross floor to site area ratios (FAR) must not exceed 10:1 beyond 200 metres of existing or proposed 'high street' with potential public transport routes:

- Plummer Street;
- Fennell Street;
- Normanby Road;
- Montague Street;
- Ingles Street;
- Lorimer Street;
- Salmon Street; and
- Buckhurst Street.

Standard 2: Setbacks or rights of way must be provided to accommodate planned public transport infrastructure and pedestrian access to it. This should be agreed with Public Transport Victoria before lodging an application.

OBJECTIVE 2.4

To ensure the creation of diverse, mixed use neighbourhoods.

Standard 1: All development must provide a mix of dwelling sizes and opportunity for street level home occupation and non-residential use.

Standard 2: All development over 40 metres in height within the Montague and Lorimer neighbourhoods must provide a minimum amount of non-residential floor space equivalent to at least 15% of total habitable gross floor area.

Standard 3: All development on sites along Lorimer Street, Normanby Road, Fennell Street, Plummer Street, Buckhurst Street, Ingles Street, Montague Street and Salmon Street must provide non-residential uses along at least 60% of the ground level street frontage.

Standard 4: All development over 40 metres in height must provide at least 30% of dwellings as 3-bedroom units and allocate 6% of dwellings to a registered housing association or provider.

References for further guidance:

- City of Melbourne - 'Walking Plan 2014-2017'
- Homes and Communities Agency - 'Employment Density Guide' 3rd Edition 2015
- City of Port Phillip Housing Strategy 2016

Application Requirements

1. Provide a contextual plan of the proposal that extends a minimum radius of 200 metres from the site and demonstrates integration with the surrounding walking environment, alignment with existing and planned streets, laneways, open spaces and public transport.
2. Provide a project schedule that summarises apartment types, land use mix, open space areas, and gross floor areas.
3. An Access Statement should be provided indicating how DDA compliance is achieved throughout the development.

3. BUILDING DESIGN

INTRODUCTION:

Fishermans Bend has changed and evolved significantly over the past 150 years. This history is evidenced in the urban structure and built form that exists today. In ensuring that Fishermans Bend continues to retain links to its colourful past and a character with authenticity, it is important that past qualities are preserved.

New buildings should respond to the height and scale of adjoining sensitive uses, provide an engaging face to all public areas, maximise surveillance opportunities and not unreasonably impact the amenity of nearby buildings and existing or potential public open spaces.

In order to deliver the type of qualities that urban neighbourhoods should expect, developments will need to be carefully shaped to ensure diverse, active and human-scaled environments are created.

OBJECTIVE 3.1

To ensure that development creates a diverse cityscape, and maintains a human scale at street level that does not overwhelm the public domain.

Standard 1: Building height along street frontages should be no greater than 20 metres or 5 storeys tall.

Standard 2: Developments should provide a degree of wall height variation along streets, especially on large sites, generally within the range of 4 to 6 storeys.

Standard 3: Development should avoid very low heights (1-2 storeys) which may reduce the definition of the street space, particularly in relatively wide streets.

Standard 4: Building heights should allow for sunlight to penetrate to the street and lower building levels, and must provide for this to the southern side of Fennell Street, Plummer Street and Buckhurst Street.

OBJECTIVE 3.3

To avoid undue visual dominance and overshadowing of the public environment.

Standard 1: Buildings must transition in scale where interfacing with existing low rise residential areas, adjoining heritage buildings and existing or proposed public open spaces.

Standard 2: Buildings must not overshadow existing low rise residential areas of Port Melbourne between 11.00 am and 2.00 pm on 22 September (equinox).

Standard 3: Buildings must not overshadow existing public open space between the hours of 11.00 am and 2.00 pm on 22 September (equinox).

Standard 4: New development must not overshadow proposed neighbourhood or local recreational open space between the hours of 11.00 am and 2.00 pm on 22 September (equinox).

OBJECTIVE 3.2

To recognise the important contribution of heritage places to the character of Fishermans Bend.

Standard 1: Existing heritage places (buildings, landmarks and elements of the urban structure (not just facades) should be retained and incorporated into new developments through contemporary responses and adaptive reuse.

Standard 2: Buildings must have heights and setbacks that do not compromise the heritage character of an adjoining heritage place.

Standard 3: Development adjacent to historically significant items should demonstrate a complementary design response and provide a gradual transition between the heritage place and new development.

OBJECTIVE 3.4

To achieve direct surveillance, activation and visual interest of adjoining streets, laneways and public spaces.

Standard 1: Buildings must be designed to provide a visual connection to public environments with windows, doors and balconies along street frontages within the first 5 stories.

Standard 2: Buildings with over 20 metres of frontage to a street, laneway or public space should be visually segmented to present a finer grain of street level diversity with multiple doors, windows and architectural strategies.

Standard 3: All ground floor uses must have individual ground level entries from the street.

Standard 4: Any ground level residential use should use raised floor levels (up to 1.0 metre) with windows and balconies to provide street activation without losing privacy.

Standard 5: Above ground car parking must be set back from public frontages and separated from those spaces by active land uses rather than simply being screened (e.g. the use of artwork and green walls is not supported).

Standard 6: Buildings on corner sites must address each street frontage with active uses and frontages and avoid blank walls.

Standard 7: Ground level frontages should be articulated with defined windows, door and wall combinations to provide transparency and visual interest and without creating continuously glazed frontages that appear blank.

Standard 8: Service spaces/storage areas must be located internally or centrally to service a block.

3. BUILDING DESIGN

OBJECTIVE 3.5

To ensure tower designs achieve high levels of amenity for occupants and surrounding users and contribute to an attractive and legible urban environment.

Standard 1: Proposals with more than one tower development must:

- Provide a minimum of 20 metres separation between towers
- Substantially vary the volume of each tower building envelope, and
- Vary architectural form, materials and detail between towers to avoid repetition or identical towers.

Standard 2: Towers should minimise overlooking of adjacent towers by offsetting or angling views, staggering or turning tower footprints and alternating lower and higher tower forms.

Standard 3: Towers should have visually appealing, sculpted roof forms.

Standard 4: Plant, air-conditioning units and other service equipment must be integrated within the design of the building and appropriately visually screened.

Standard 5: Towers must limit perpendicular reflectivity to 20% and avoid any potentially sensitive impacts. Impacts on main roads must be the subject of a specialist study.

OBJECTIVE 3.6

To ensure that towers are setback so that they avoid dominating the street and do not restrict the development potential of adjoining development sites.

Standard 1: Built form taller than 20 metres must provide a minimum street setback of 10 metres.

Standard 2: Built form taller than 20 metres must provide minimum side and rear setbacks of 10 metres.

The minimum setback of 10 metres along laneways (less than or equal to 9 metres wide) will be measured from the centreline of laneways.

Standard 3: All potentially enclosable or roofed spaces, such as balconies, must not project into the building setback.

Application Requirements

1. Provide a heritage report prepared by a suitably qualified specialist for all sites with, or immediately adjacent to, an identified heritage place.
2. Provide shadow diagrams at the specified times as part of the pre-application process.
3. Provide a 3D digital model of the proposed development for assessment within its context, and supplement with perspective views from surrounding public spaces.
4. Undertake a Design Review Panel process with the Office of Victorian Government Architect for significant applications.

4. MICROCLIMATE

INTRODUCTION:

Adverse wind effects are a major concern in Melbourne, particularly for exposed taller buildings close to Port Phillip Bay.

Building design impacts the microclimate of nearby outdoor spaces, including the effects of wind conditions, sunlight and temperature. Development should respond appropriately to the local microclimate, particularly wind, to enhance comfort across all developments and neighbouring properties and public places. Pedestrian comfort in streets and public spaces is paramount to the success of Fishermans Bend as an active and liveable series of neighbourhoods.

OBJECTIVE 4.1

To ensure the provision of weather protection along streets with high levels of pedestrian activity.

Standard 1: Development must provide continuous footpath canopies in any streets with commercial frontages, and specifically along:

- Buckhurst Street,
- Fennell Street, and
- Plummer St

Standard 2: Canopies must maintain a height above pavement level of 3.0-4.5m and be consistent in height with adjoining buildings.

Standard 3: Canopies must be setback from street kerbs by at least 0.75 metre to avoid vehicle damage and service poles.

Standard 4: Canopies should provide greater setbacks or cut outs where necessary to accommodate existing or future street trees.

Standard 5: Canopies may be omitted or glazed in special circumstances to accommodate upward views, daylighting and/or protection of heritage places.

OBJECTIVE 4.2

To ensure wind protection along streets with high levels of pedestrian activity.

Standard 1: All developments must be designed to ensure safe and comfortable wind conditions in streets and other public spaces.

For safety, wind gusts greater than 3 seconds must not exceed 20 m/sec for more than 0.1% of the time from all wind directions combined.

For comfort, the mean wind speed from all directions combined must not exceed the following for more than 20% of the time, measured across all hours of the year:

- walking comfort - 5 m/sec
- standing comfort - 4 m/sec
- sitting comfort - 3 m/sec

Standard 2: The addition of protective screens and other incidental add-ons to buildings and landscaping within open spaces are not acceptable design responses to wind mitigation.

Standard 3: Podiums and rooftops used for communal open spaces must be D t for purpose and similarly designed to mitigate against wind conditions.

Application Requirements

1. Provide a wind analysis that shows how the development meets the above standards, including tunnel testing for all buildings greater than 40 metres in height.

5. PUBLIC SPACE AND LANDSCAPE

INTRODUCTION:

Public space and the landscape of both public and private open spaces form one of the most vital components of attractive and liveable neighbourhoods. This is a cornerstone to creating a sense of place for Fisherman's Bend.

Achieving a safe, connected and usable public environment that provides open spaces and develops an integrated landscape character is a priority beyond simply achieving prescriptive standards.

It is expected that all new developments will provide improvements to neighbourhood amenity in the form of public space provision and contribution to the public environment through high quality landscape treatment.

OBJECTIVE 5.1

To ensure open space is provided in a way that achieves a high standard of amenity for the whole neighbourhood.

Standard 1: Public open space must be provided in accordance with the Open Space Plan in the Strategic Framework Plan.

Standard 2: New open spaces (and adjacent built form) must be appropriately sited to maximise solar access, be protected from wind and have adequate conditions for tree planting, including sufficiently deep soil zones and access to daylight and rainfall (without building overhangs or canopies).

Standard 3: New public open spaces must be a minimum of 300m² and a minimum dimension of 10 metres, and generally be in a location that is consistent with the Open Space Plan. Co-location with existing or proposed open space is preferred.

Standard 4: Open spaces should be designed to accommodate a range of activities for a range of users, as well as incorporate any ecological and stormwater management function.

Standard 5: All open space proposals must be approved by the relevant local council to ensure coordination and integration with local open space strategies and standards. Open space should be unencumbered so they can be transferred to Council if publicly accessible.

OBJECTIVE 5.3

To ensure streetscapes are developed as high amenity, biodiverse landscape corridors.

Standard 1: All streets must be formally planted with canopy trees. This must be coordinated with the relevant local council.

Standard 2: Vehicle crossings along Plummer Street, Fennell Street, Normanby Road, Buckhurst Street and Lorimer Parkway should be limited in order to maximise the landscape opportunity along these corridors.

OBJECTIVE 5.2

To ensure that developments maximise the opportunity to create recreational spaces and contribute to the urban landscape character.

Standard 1: All developments should provide for on-site communal open space in addition to the specified contribution towards public open space.

For developments incorporating any dwellings without a private balcony, communal open space must be provided at a minimum rate of 2.5m² per dwelling.

Standard 2: At a minimum, developments must provide for the opportunity to develop open space on rooftops and podium level spaces for gardens and recreation areas.

Standard 3: Wall, facade and roof greening must be located and designed to enable planting to thrive with adequate light and water and reflect local micro-climatic conditions.

Standard 4: Development is to maximise the retention of any existing mature trees on the site and street trees must be protected.

Standard 5: Any trees proposed for removal must be replaced with suitable planting as agreed by the relevant local council.

Standard 3: All public spaces must be designed in accordance with the relevant local council's technical standards for street furniture and finishings.

References for further guidance:

- City of Melbourne - 'Urban Forest Strategy 2014'
- City of Melbourne - 'Open Space Strategy 2012'
- City of Port Phillip - 'Open Space Strategy 2009'
- Relevant local council technical specifications

Application Requirements

1. Provide a landscape concept plan set within a 200 metre context of the site and demonstrate integration with surrounding streetscapes and open spaces.
2. Provide landscape technical details that verify the planting and soil conditions can support the intended landscape plan.
3. Provide documentation to ensure a robust design and maintenance regime.

6. TRANSPORT AND ACCESS

INTRODUCTION:

Mixed use and high density neighbourhoods can only succeed with lower levels of car ownership and uses that enables people to access jobs, education and recreation through other, more sustainable means.

All developments should minimise motor vehicle usage and ensure that any necessary vehicle presence, both for site users and for servicing, does not unduly impact pedestrian movement and precinct amenity. Public and active transport alternatives must be anticipated, facilitated and encouraged to enable alternative movement patterns to emerge. Walking and cycling links will be prioritised as will an increase to permeability throughout the area through both existing networks and new linkages across larger development sites.

All development must respond to the Fishermans Bend Strategic Framework Plan - April 2015 and any transport plans developed for the area to ensure protection /allocation of space in accordance with the proposed major infrastructure improvements in the precinct, which includes both heavy rail stations and light rail routes.

OBJECTIVE 6.1

To ensure that development site layouts facilitate and accommodate the future transport network for the wider area.

Standard 1: Development that adjoins an existing or proposed public transport route must anticipate and provide for the ultimate infrastructure layout..

Standard 2: Breaks in street frontages along planned public transport routes must be limited by consolidating crossings to a single point, avoiding on-street queuing and ensuring continuity of pedestrian flows and public safety.

This may include shared access for site servicing and for multiple buildings, or vehicular access from secondary streets or laneways.

Standard 3: All site servicing and loading areas should occur within site boundaries, away from public streets.

Standard 4: The width of vehicle crossovers should be minimised and must incorporate intermediate pedestrian refuges where crossovers are more than 6 metres wide.

OBJECTIVE 6.3

To reduce reliance on private car use, and limit provision of private car parking that would undermine the transport functionality of the neighbourhood.

Standard 1: Development within 200 metres of existing or proposed 'high streets' with potential public transport routes (see 6.1) must not exceed a rate of car parking provision equal to:

- 0.5 spaces per dwelling, and
- 1 space per 100m² of non-residential net floor area.

Standard 2: Development within 200 metres of existing or proposed public transport routes should provide parking as shared assets to maintain long term adaptability of its use.

Standard 3: The use of car lifts and stackers must not result in queuing onto the street or significant time delays in use.

OBJECTIVE 6.2

To actively encourage alternative transport modes and higher rates of walking, cycling, and car share use..

Standard 1: Development must provide a minimum of one bicycle space per dwelling and one bicycle space per 50m² of net office floor area.

Standard 2: Visitor bicycle parking must be provided at ground level in a prominent and safe location.

Standard 3: Resident bicycle parking must be secure and located in the first level basement, ground level or first floor with dedicated cycle access directly from the street.

Standard 4: Change facilities and locker facilities must be provided to serve occupants of commercial uses at ratios of one shower per 10 bicycles and one locker per bicycle respectively.

Standard 5: Car share spaces should be provided and located in areas that allow for public access to the spaces from multiple buildings and developments.

OBJECTIVE 6.4

To ensure car parking is not visible from streets and public areas.

Standard 1: All parking not located in basements must be sleeved with active uses to a depth of 5-10 metres to all street frontages.

When facing secondary laneways and adjoining sites, appropriately designed screening may be sufficient.

Standard 2: Car parking must be accessed from laneways wherever possible and not from primary street frontages

Standard 3: Above ground car parking should provide for natural ventilation without compromising activated street frontages.

Standard 4: Above ground car parks must have level floors and a floor-to-ceiling height of at least 3 metres to provide for future conversion from car parking to other uses.

Application Requirements

1. Provide an integrated transport plan that specifically addresses how sustainable transport modes are built into the proposal and can grow in significance over time.
2. Provide a transport assessment that addresses vehicular and cycling parking and access, vehicle queuing (including delays incurred by stackers or car lifts), service vehicle access, and initial and possible future (reduced) vehicle parking arrangements.
3. Consideration of consolidated parking options should be explored with the relevant local council.

References for further guidance:

- City of Melbourne - "Transport Strategy 2012"
- City of Port Phillip 'Sustainable Transport Precinct Plan 2012'

7. SUSTAINABILITY AND INFRASTRUCTURE

INTRODUCTION:

For Fishermans Bend to become a liveable, resilient and commercially successful series of neighbourhoods, it is crucial that all new development is adequately prepared for future changes and opportunities and that all buildings make efficient use of energy, water, scarce materials and other resources.

Broad sustainability goals include developing a city that is low carbon, water sensitive, climate adapted, connected, liveable, and low waste.

Improving the sustainability performance of the built form will support the creation of a resilient city.

OBJECTIVE 7.1

To protect buildings and occupants from the impacts of current and forecast flooding events.

Standard 1: All buildings must maintain a minimum floor level of 3.0 metres AHD or 0.3 metres above the local overland flow flood level, whichever is the higher unless otherwise agreed by the relevant water authority.

Standard 2: Level changes required between street level and elevated ground floor levels must be integrated into the design of buildings to maintain good physical and visual connection between the street and internal ground floor spaces. This may include use of footpath level building entries with internal level changes..

Standard 3: Building entries must provide for universal access requirements.

Standard 4: The location of essential services, such as power connections, switchboards and other critical services should anticipate and address potential flooding events.

OBJECTIVE 7.2

To reduce potable water consumption and prepare for a precinct-wide recycled water supply.

Standard 1: Development must maximise the use of alternate water sources whilst awaiting connection to a future precinct wide recycled water supply once it is available. This should include the use of:

- Best practice water efficient fixtures and appliances;
- Rainwater collection and use, and
- Grey water collection and reuse.

Grey water collection and reuse is expected for all larger developments (300 dwellings and over).

Standard 2: New buildings must install a third pipe to supply non potable uses within the development for toilet flushing, fire services, irrigation and cooling, unless otherwise agreed by the relevant water authority. Provision of a third pipe must include an agreed building connection point.

Standard 3: The relevant water authority must be consulted when designing and constructing streetscapes to facilitate cost efficient and low-disruption provision of a third-pipe network.

OBJECTIVE 7.3

To reuse stormwater, minimise impacts on existing drains and create a greener urban environment while improving waterway health.

Standard 1: All stormwater generated on-site must be managed within the development footprint. Advice from the relevant water authority and local council will assist in determining the most appropriate strategy for each site.

Standard 2: All buildings must capture runoff from 100% of the roof area and successfully retain onsite at least 50% of the volume of runoff derived from a 5 year, 72 hour storm event.

Standard 3: Stormwater captured on site must be re-used in toilet flushing and irrigation or, as a last option, controlled release.

Standard 4: Surface generated stormwater should be minimised through maximising permeability and providing rain-gardens, swales and other water sensitive urban design which will also create a greener environment.

Standard 5: Stormwater treatment must meet best practice quality standards to the satisfaction of the relevant water authority prior to discharge to receiving waterways.

7. SUSTAINABILITY AND INFRASTRUCTURE

OBJECTIVE 7.4

To minimise the energy consumption of all new development while maintaining high levels of occupant thermal comfort.

Standard 1: Residential development should be designed to maximise cross ventilation through provision of dual aspect dwellings which must have openable windows.

Standard 2: All developments should maximise northern orientation and provide external shading to facades to reduce summertime heat loads.

Standard 3: Residential development must not rely on borrowed light within dwellings and all habitable rooms must have external, openable windows.

Standard 4: All developments must provide the ability to naturally ventilate communal areas, including the removal of hot air at night in commercial buildings.

Standard 5: Developments must include low energy lighting and appliances, and incorporate where possible, solar panels and photovoltaics to reduce energy needs.

OBJECTIVE 7.5

To ensure the development of Fishermans Bend as a low waste precinct through effective and efficient waste management and resource recovery.

Standard 1: All developments must provide adequate waste management and resource recovery (recycling) facilities and procedures that are fully integrated within the design of buildings.

Specific measures such as use of dual chute technologies for waste disposal and on-site storage and collection facilities must be incorporated into the design.

Standard 2: Developments must re-use existing buildings and materials wherever possible to reduce development waste.

References for further guidance:

- City of Melbourne 'Guidelines for Preparing a Waste Management Plan - 2015'
- City of Port Phillip 'Waste Management Plan guidelines for development'
- Built Environment Sustainability Scorecard (BESS)

<http://www.bess.net.au/>

Application Requirements

1. Provide a Built Environment Sustainability Scorecard (BESS) Assessment and a sustainability strategy that describes the proposal's best practice sustainability initiatives, Greenstar performance and overall approach to site remediation, demolition, construction and operation.
2. Provide a waste management plan and a construction waste management plan in accordance with council templates and guidelines.
3. Provide a stormwater management strategy.

ADDITIONAL GUIDANCE

This section provides additional guidance to be considered in the preparation of permit applications.

COMMUNITY INFRASTRUCTURE

Community infrastructure for Fishermans Bend will respond to a whole-of-life approach, from young children through to older adults. The clustering of community infrastructure according to activity type will help build social connections, offer opportunities for multi-purpose spaces and will allow for different scales of activities to be provided across the differing centres.

Planning for community infrastructure will require innovative, site specific responses. A vertical and mixed-use approach can make the best use of land, and partnerships across all sectors will be encouraged in developing this. Key facilities such as schools, health and community centres will be clustered with open spaces to gain the benefit of co-location and shared use. Sufficient educational facilities will be required to cater for the school-age population.

The DCP and infrastructure priorities list will nominate both required and desired community facilities. Proponents are encouraged to consider how the delivery of these facilities can be integrated into development proposals through DCP Works In Kind arrangements or partnerships with the State Government or relevant council where appropriate.

EDUCATION FACILITIES

The Department of Education and Training (DET) plans for future school provision to ensure adequate facilities for the projected student population. Based on development assumptions for Fishermans Bend DET recommends the following provision rates for government schools for Fishermans Bend:

- 1 government primary school (450 capacity) per 10,000 dwellings (approx.)
- 1 government secondary school (1100 capacity) per 40,000 dwellings (approx.)

Independent schools are expected to provide further facilities based on demand.

Due to the high cost, limited availability and potential remediation risks involved with purchasing land in Fishermans Bend, education providers should explore alternative procurement methods and/or delivery partnerships to facilitate the delivery of school infrastructure on mixed-use sites. These sites should integrate compatible other uses, with the flexibility to add or reduce education provision levels as demand dictates, given the lack of ability to add and remove relocatable classrooms.

HERITAGE

Fishermans Bend has changed and evolved significantly over the past 150 years. This history is evidenced in the urban structure and built form that exists today. In ensuring Fishermans Bend continues to retain links to its colourful past and a character with authenticity, it is important that past qualities are preserved. Existing buildings and elements of the urban structure should be incorporated into new developments through contemporary responses and adaptive reuse, where appropriate. Development adjacent to historically significant items should be managed in a sensitive way and investigations into historical and Aboriginal archaeological resources should also be made when appropriate.

In most circumstances, specific heritage places are protected by the Heritage Overlay (HO) or are listed on the Victorian Heritage Register (VHR) which both provide further controls on development. In addition, a high-level heritage study, available on the VPA website, confirms there are no statutory triggers for a Cultural Heritage Management Plan.

ADDITIONAL GUIDANCE

CAR PARKING

Car parking cannot continue to be provided at traditional levels in any development if a true change in travel habits is to be effected. Significant improvements to walking, cycling and public transport networks are a central element of Fishermans Bend's future and will provide a more efficient and effective means of movement. This will not happen immediately and the likely timing and staging of infrastructure will need to be taken into account when development proposals are being considered.

Development proposals that come forward early in locations not immediately served by public transport will have to account for reduced parking levels from the outset. This might require innovative short term solutions. It is a choice to bring land forward out of sequence with infrastructure provision; however this will not be a sufficient argument to ignore key land use objectives.

Car parking rates are set out in the Schedule to the Parking Overlay at Clause 45.09 of the Melbourne and Port Phillip Planning Scheme. A planning permit is required for development that provides car parking at rates above those specified. The Design Guidance encourages applicants to reduce parking ratios as far as possible, with a target of 0.5 spaces per dwelling.

INFRASTRUCTURE AND AMENITY BUFFERS

Changing land uses have the potential to impact existing industries in or around Fishermans Bend, while ongoing industrial activity has the potential to impact residential and commercial activity and amenity. Fishermans Bend also interfaces with multiple key transport and freight gateways. Future sensitive uses will need to consider these interfaces, and ensure development responds to the needs of these existing operations as well as those of the new users.

The Principal Freight Network is an important part of Victoria's economy and includes the M1, CityLink and the Port of Melbourne (Webb Dock). Access to these activities requires protection, and decision guidelines are contained within the State Planning Policy Framework (SPPF), *Victoria: The Freight State - The Victorian Freight and Logistics Plan (2013)*, *Plan Melbourne - Direction 3.5, National Ports Strategy (2012)* and the *National Land Freight Strategy (2012)*. Buffer areas identified on Plan 1 seek to protect freight operations in Fishermans Bend, as well as ensure new development provides appropriate amenity for the new community. Requirements for permit applications are detailed in the Design Guidance.

Fishermans Bend is also affected by the prescribed airspace of the metropolitan airports and relevant land use planning required under the *National Airports Safeguarding Framework*. Applications should confirm that the proposed height does not affect the prescribed airspace for the Melbourne, Essendon and Moorabbin Airports: if there is an impingement further consent will need to be sought from the Federal Department of Infrastructure and Regional Development.

GROUNDWATER, CONTAMINATION AND FLOODING

The Environment Protection Agency (EPA) recognises that the scale of future development, its long-term projected development timeframe, fragmented land ownership, challenging geotechnical environment and the risk of land and groundwater contamination due to past industrial practices, present a challenging environment for development. The EPA is developing a precinct-based approach to streamline the environmental audit process for land use change in Fishermans Bend. Future development needs to ensure that human health is protected through appropriate risk mitigation, and that development does not lead to off-site amenity impacts or restrictions on existing uses.

In the meantime, development must be innovative and responsive to, rather than driven by, existing challenging ground conditions. Piles driven to significant depths will necessarily require corresponding heights above ground to mitigate costs; it is expected that in some areas of Fishermans Bend towers will be the chief built form outcome. Creativity will be required in the design of buildings to navigate potential soil contamination and manage flooding risks. Built form outcomes should address these challenges through a considered approach, contributing positively to Melbourne's new urban form.

WIND

Pedestrian comfort in all streets and public spaces is paramount to the success of Fishermans Bend. Adverse wind effects are a major concern in Melbourne, particularly for exposed high buildings close to Port Phillip Bay. The Design Guidance provides recommendations on how the effects of wind should be managed through the design of individual buildings.

ADDITIONAL GUIDANCE

SUSTAINABILITY GOALS

While development trends, priorities and opportunities at Fishermans Bend will evolve and change over time, it is important for environmental sustainability to be upheld as a constant and not-negotiable principle that underpins all land use and development in the precinct.

Development should demonstrate leading practice, and aim to achieve the following goals:

- **A low carbon city**, by building in energy efficiency to all development;
- **A water sensitive city**, by using rainwater, stormwater and recycled water; integrating water sensitive urban design; and minimising potable water consumption through water efficient design;
- **A climate adept city**, by creating a favourable environment through considered built form outcomes;
- **A connected and liveable city**, by ensuring all residents and visitors can travel car-free; and
- **A low waste city**, by implementing a waste hierarchy; minimising construction and development waste and refurbishing, rather than demolishing where possible.

It is acknowledged that significant further work is required to mandate appropriate requirements for development by those bodies governing water use, energy consumption and generation, building practice and waste management. This plan will embrace such conditions on development as they are produced and be incorporated as appropriate through the regular review process.

UTILITIES INFRASTRUCTURE AND WATER SUPPLY

Fishermans Bend's existing waste and energy infrastructure has the capacity to meet the anticipated growth in demand. However, major augmentation to the existing water supply network will be required to appropriately supply the increased population. The extent and cost of any infrastructure expansion can be substantially reduced by minimising consumption of mains water. A reduction in potable water consumption will be achieved through a combination of building-scale water efficiency and the provision of alternative water supplies, including rain water, stormwater and recycled water. Buildings will incorporate best-practice water efficient fixtures. Through the inclusion of a 'third pipe', buildings will also be designed with the capability to connect to a future precinct wide recycled water supply.

The provision of new public open space and green corridors will be enhanced by ensuring the optimal use of local water supplies, particularly stormwater, to sustainably irrigate these areas. Unpaved, vegetated areas provide an important means of managing excess rain and stormwater by enabling it to infiltrate into the ground, while larger areas of open space potentially provide an opportunity to collect and harvest stormwater that can be used for irrigation.

Well-designed streetscapes and green corridors that maximise permeability within the public realm will be a key feature of Fishermans Bend, including distributed rain gardens, permeable pavements and other Water Sensitive Urban Design features that attenuate and treat stormwater flows. This will not only help to mitigate localised nuisance flooding, but also ensure that the stormwater that does reach Port Phillip Bay does not impact negatively on its health.

The Design Guidance provides details of the expectations of all development in meeting the water and energy requirements of Fishermans Bend.

FISHERMANS BEND IMPLEMENTATION

03

DELIVERY

The regeneration of Fishermans Bend will require strong partnerships and coordination between State and local government, the development industry, business and wider community groups. It will require agreement about achieving the shared goals and outcomes of the SFP to ensure that resources are targeted in the appropriate locations in a strategic and timely manner.

The SFP provides an opportunity to bring forward investment and development opportunities that leverage off coordinated planning alongside public infrastructure delivery.

The SFP identifies major place making components that will be the target for private and public investment, being an expanded network of local streets, improvements to existing streetscapes, a variety of new parks, and new transport initiatives.

The responsibility for the development industry is to work with the framework to support its ambitions and to help deliver, for example, the critical mass required to support significant public investment in projects such as major public transport initiatives.

Long term plan

The SFP details a long term vision.

It will be important that both planning and investment decisions have regard to overall outcomes envisaged by this Plan. For example, major transport infrastructure is expensive and technically challenging to deliver and can be expected to emerge in staged outcomes over the lifetime of the project. This will require a level of pragmatism and patience from all stakeholders during its roll-out.

Early development proponents will need to consider how longer term goals can be achieved and avoid the potential to undervalue site specific opportunities or overwhelm the broader delivery of key outcomes.

It must be appreciated that achieving the ambitious vision for Fishermans Bend will not occur immediately and the required staging of development must be viable and allow for evolution over the longer term.

Infrastructure priorities

Councils and the Fishermans Bend Taskforce, with government departments, will produce and implement a five year plan that will identify the priority infrastructure items and programmes that will catalyse development in Fishermans Bend.

At this early stage, a pipeline of infrastructure priorities for the first ten years of development at Fishermans Bend has been planned, as outlined below. These include the highest priority short term deliverables. These will be funded by a mix of development contributions, local government rate revenue, state government budget allocations, private sector delivery and other revenue sources as appropriate.

DELIVERY

Delivery timing will be reviewed as part of the Framework Plan development.

Infrastructure Category	Description	Timing
Community	<i>New multipurpose community infrastructure hub in the Montague precinct, potentially co-located with the proposed Ferrars Street School.</i>	2014 - 2016
Open Space	<i>New public park in the Montague precinct, located within close proximity to the proposed Ferrars Street School, Buckhurst Street and existing 109 light rail corridor.</i>	2014 - 2016
Active Transport / Public Transport	<i>Safety and accessibility upgrades to light rail stops on routes 96 and 109, to service growing demands within the Montague precinct.</i>	2014 - 2016
Active transport / Streets / Open Space	<i>New pedestrian and cycle path connecting the existing Bay Street activity centre and proposed Buckhurst Street activity centre to Southern Cross Station, including a landscaped linear park along Buckhurst Street in the Montague precinct and the Lorimer Parkway in Lorimer precinct.</i>	2014 - 2018
Open Space	<i>New public park at the interface between Fishermans Bend and Port Melbourne, located within close proximity to the existing Port Melbourne Cricket Ground.</i>	2014 - 2018
Active Transport / Public Transport	<i>Stage 1 delivery of light rail service to Fishermans Bend (to Graham Street along Plummer / Fennell Street alignment), including consideration of:</i> <ul style="list-style-type: none"> • Boating access to Marina YE in Docklands; and • Addressing open space at Point Park and a need for a high amenity transport link in landscaped setting. 	2014 - 2023
Community	<i>Multipurpose community hubs</i>	2014 - 2023
Community / Recreation	<i>Outdoor sport court facility</i>	2014 - 2023
Streets	<i>Public realm, pedestrian and cycling upgrade of Plummer and Fennell Street, to Graham Street</i>	2014 - 2023
Public Transport	<i>Bus priority lanes and stops to support improved services</i>	2014 - 2023
Active Transport	<i>Stage 1 upgrades to the Strategic Cycling Corridors and Principle Bike Network connecting Fishermans Bend to the CBD and surrounding suburbs</i>	2014 - 2023
Streets	<i>Stage 1 upgrades to local street paving, kerb and channel, footpaths and intersections</i>	2014 - 2023
Future proofing	<i>Land reservations and acquisition for future infrastructure needs, including public transport corridors, rail station access areas, community infrastructure hubs and utilities infrastructure.</i>	2014 - 2023
Open Space	<i>Stage 1 improvements to existing and new parks, squares and public spaces, including upgrades to JL Murphy Reserve and the Port Melbourne Cricket Ground.</i>	2014 - 2023

Table 1: Fishermans Bend infrastructure priorities - first decade of development

DELIVERY

Review of the Strategic Framework Plan

The SFP is not a complete plan. It will require review and updating over the 40 year development lifespan of Fishermans Bend. This will ensure that the vision and objectives remain relevant and capable of delivering the desired outcomes.

The Fishermans Bend Taskforce will continue to monitor the performance of the SFP and recommend changes to the planning framework where necessary and appropriate. The final Framework Plan will be prepared by the Fishermans Bend Taskforce. The SFP will be updated every five years or as required.

Critical to the ongoing consideration of the planning framework will be the capacity of infrastructure (existing and planned) to accommodate future growth. Development approvals will need to be carefully monitored and future yield projections revised depending on the trends that emerge in the formative years of the Fishermans Bend project.

Feedback from development proponents and industry representatives will also be important in understanding the effectiveness of the SFP in realising the Fishermans Bend vision. The Fishermans Bend Taskforce and councils will engage with the private sector through regular forums to ensure this feedback is built into the ongoing monitoring process and the SFP is amended as necessary.

Future tools, such as the introduction of floor space ratio (FSR) controls may be contemplated in order to link development outcomes more directly to infrastructure capacity. This type of planning tool has the capacity to allow projected development yields to be exceeded in exchange for the delivery of appropriate bonus outcomes, such as additional public open space provision and affordable housing.

Other Strategies

The planning framework is one component in the delivery of Fishermans Bend as a place. A number of other supporting strategies and initiatives will be needed to ensure Fishermans Bend realises its potential. This work will need to focus upon key elements such as the public realm, working with business and community groups to consolidate and expand their presence in the precinct, public awareness or community events programs, for example. Developers are strongly encouraged to understand their important role and responsibility in the revitalised precinct as one which extends beyond the construction process.

STAGING OF DEVELOPMENT AND INFRASTRUCTURE

While development is likely to commence in the east of Fishermans Bend – predominantly in Lorimer and Montague – early development in other precincts especially adjacent to JL Murphy Reserve is also encouraged, to ensure competition and affordability within the housing market.

The delivery of local infrastructure improvements is also likely to occur from east to west, extending from the existing networks in Port and South Melbourne. Development proponents should be cognisant of the timing of infrastructure delivery and at times it may be necessary for developers to forward-fund and expedite the delivery of infrastructure to ensure development is appropriately serviced.

The Fishermans Bend Taskforce has commenced a review of the required public transport infrastructure. This will investigate the staging and timing of public transport services; bus, tram and train. It is anticipated that this will be coordinated alongside the preparation of a Development Contributions Plan (DCP) and any State funding processes.

Infrastructure required to support Fishermans Bend

The following projects have been identified to support the realisation of new land uses in Fishermans Bend.

- **Community and recreation infrastructure projects**, including:
 - Primary multipurpose community facilities, eg maternal and child health centres, meeting and technology sharing spaces
 - Secondary multipurpose community facilities, eg youth centres and halls
 - Sport and recreation facilities, eg sports courts and fields, shared paths
 - Civic facilities, eg libraries
- **Transport Infrastructure projects**, including:
 - Public transport projects, eg light rail extension, street duplications
 - Active transport (pedestrian and cycling) projects, eg Principal Bike Network, Civic Boulevard
 - Local street upgrades
 - Local intersection upgrades
 - Drainage upgrades
- **Open space improvement projects**, including:
 - New parks, for local and regional use
 - New urban squares
 - Improvements to existing open space and recreation areas.

For community, recreation and transport infrastructure projects in particular, land acquisition may also be necessary

Infrastructure will be delivered through a variety of mechanisms including development contributions, council capital works budgets, and State Government funding.

Development contributions in Fishermans Bend

Development contributions will assist in the delivery of new infrastructure required to support the increased population envisaged in Fishermans Bend. Contributions will be required from residential, commercial, and retail development.

Development contributions will largely be used to fund the delivery of local infrastructure. However, where appropriate, contributions may also be put toward the delivery of state infrastructure including land and specific projects aimed at the introduction and improvement of public transport and cycling networks.

A Development Contributions Plan Overlay (DCPO) applies to all land in Fishermans Bend under Clause 45.06 of the Planning Scheme.

In the absence of a finalised DCP, the DCPO makes it clear that development proponents must enter into an agreement pursuant to Section 173 of the *Planning and Environment Act 1987* requiring payment of a temporary levy until such time as the DCP has been implemented. Where development contributions are levied through Section 173 agreements with individual developers, these will set out conditions for the timing and staging of payments and responsibilities of parties to the agreement. In the usual way, developers will also be required to provide site-specific improvements such as local roads and footpaths as a condition of planning permit, to mitigate the impacts of a development.

Development proponents are also encouraged to satisfy liabilities through Works In Kind arrangements that will enable the early delivery of key infrastructure items. The five year infrastructure priority plan by the MPA and council will identify what items may suitably be delivered through Works In Kind arrangements and whether the delivery of certain infrastructure projects is required before development may proceed in a given area.

At the time of preparation of the SFP, the Fishermans Bend DCP has not been finalised. The Fishermans Bend Taskforce will prepare a Development Contributions Plan for adoption.

Open space contributions in Fishermans Bend

Development must contribute to the delivery of both neighbourhood parks and local recreational open space in Fishermans Bend.

All development is required to make a contribution equivalent to 8% of site value or land area for the purposes of public open space under Clause 52.01 of the City of Melbourne and City of Port Phillip Planning Schemes. Contributions made through Clause 52.01 will be used to acquire land for new neighbourhood parks.

Contributions under Clause 52.01 may be satisfied in multiple ways:

- Where a neighbourhood park is shown in a specific property on Plans 3, 4, 5 and 6 or the relevant council has agreed to the new open space in addition to the neighbourhood parks shown on these plans, this contribution may be satisfied by the transfer of land;
- Where land for open space has not been identified on a property in the SFP or delivered through new open space within the development to the satisfaction of the relevant council, the open space contribution will be satisfied by a cash contribution of an equivalent value;
- Where land for new parks that is credited against the contribution required under Clause 52.01 exceeds the 8% contribution for an individual property, the relevant council will pay the owner of that property an amount equivalent to the value of the additional land being delivered on that property; or
- The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole land, in accordance with Section 18 of the *Subdivision Act 1988*.

Land shown for new local recreational open space on the plans in Section 2 will be funded through the DCP.

In addition to this land contribution, development contributions may also be used to fund the embellishment of both neighbourhood parks and sporting reserves where appropriate.

New roads and links within developments are part of the renewed street network and provide necessary frontage and access to the development site; they are not considered as part of the mandatory open space contribution.

PLANNING FRAMEWORK

The Fishermans Bend SFP is an incorporated document in the Melbourne and Port Phillip Planning Schemes (under the schedule to Clause 81.01 of the planning schemes). This means that the application requirements and design guidelines within the SFP must be considered when preparing or assessing planning applications and controls that apply in the document can be statutorily enforced.

The planning schemes specify when a planning permit is required to use or develop the land, and set out matters the Responsible Authority must consider, in conjunction with those in the Fishermans Bend SFP, before deciding a permit application.

All of the Fishermans Bend Urban Renewal Area is in the **Capital City Zone**, in recognition of its role as an expansion of the central city which is an area of national and international importance.

The **Parking Overlay** also applies, which sets our car parking rates that cannot be exceeded, except with a permit.

The **Special Building Overlay** applies to land subject to stormwater flooding or overland flow. It ensures that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity. Melbourne Water is a determining referral authority.

The **Heritage Overlay** applies to specific sites recognised as having natural or cultural significance and provides for their conservation and enhancement.

The **Development Contributions Overlay** ensures that a Development Contributions Plan will be prepared and implemented for the land.

A Design Review Panel was established for Fishermans Bend to examine the merits of significant development proposals at pre-application stage. It will consist of planning, architecture, place-making and design experts. These include policies about sustainability, amenity, water and built form.

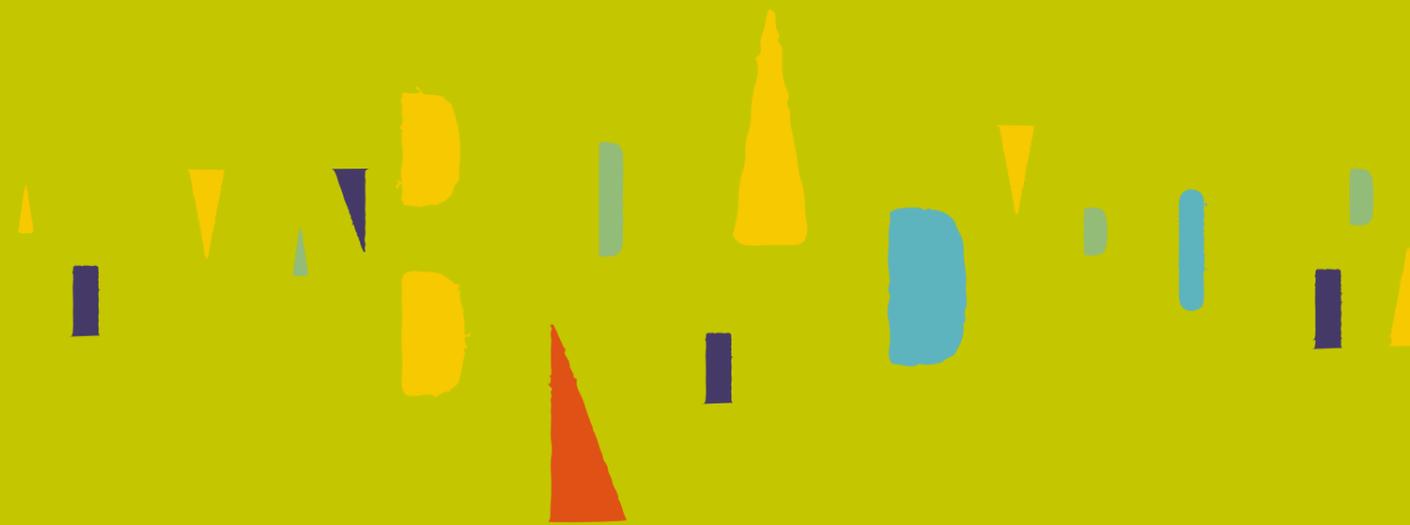
The Particular Provisions of each Planning Scheme provide additional requirements for planning permit applications in prerequisites for approval. These cover such matters as advertising signs, cycling facilities and public open space provision. In particular, the Schedule to Clause 52.01 **Public Open Space Contribution and Subdivision** requires that when land is subdivided a contribution equivalent to 8% of the site area or land value must be made to the council for public open space. Also important is Clause 52.29 **Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road**, which requires a planning permit for creating or altering access to a Road Zone, Category 1, and that any such application should be referred to VicRoads as a Determining Referral Authority. Plummer Street, Williamstown Road, Normanby Road, Graham Street, Montague Street, Lorimer Street and City Road are all zoned Road Zone, Category 1. Clause 52.36 **Integrated Public Transport Planning** requires any applications of scale, including comprising 60 or more dwellings or 10,000 or more square metres of leasable office floor area, to be referred to Public Transport Victoria.

Achieving design excellence

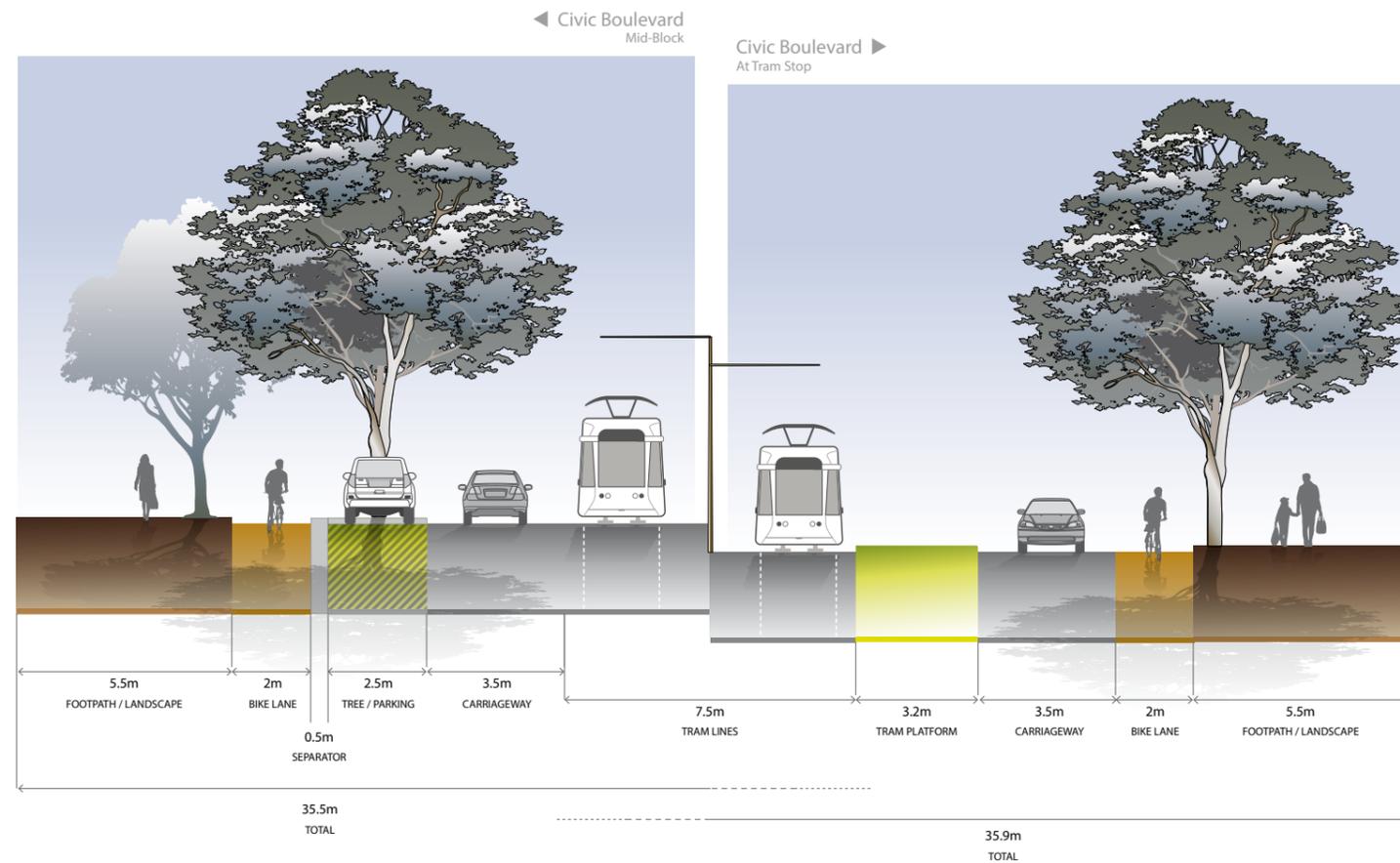
A Design Review Panel was established for Fishermans Bend to examine the merits of significant development proposals at pre-application stage. Its membership included planning, architecture, place-making and design experts. The Panel had regard to the planning policy framework detailed above, the strategic goals set out by this document, and the design guidelines as statutory requirements for all development. It offered a structured process of review of projects that are significant because of their site, context or complexity, or because they will be establishing a precedent for new development in a place. The aim of the review was to improve design quality, achieve best value and ensure that each project realises its full potential, contributing positively to Fishermans Bend.

FISHERMANS BEND

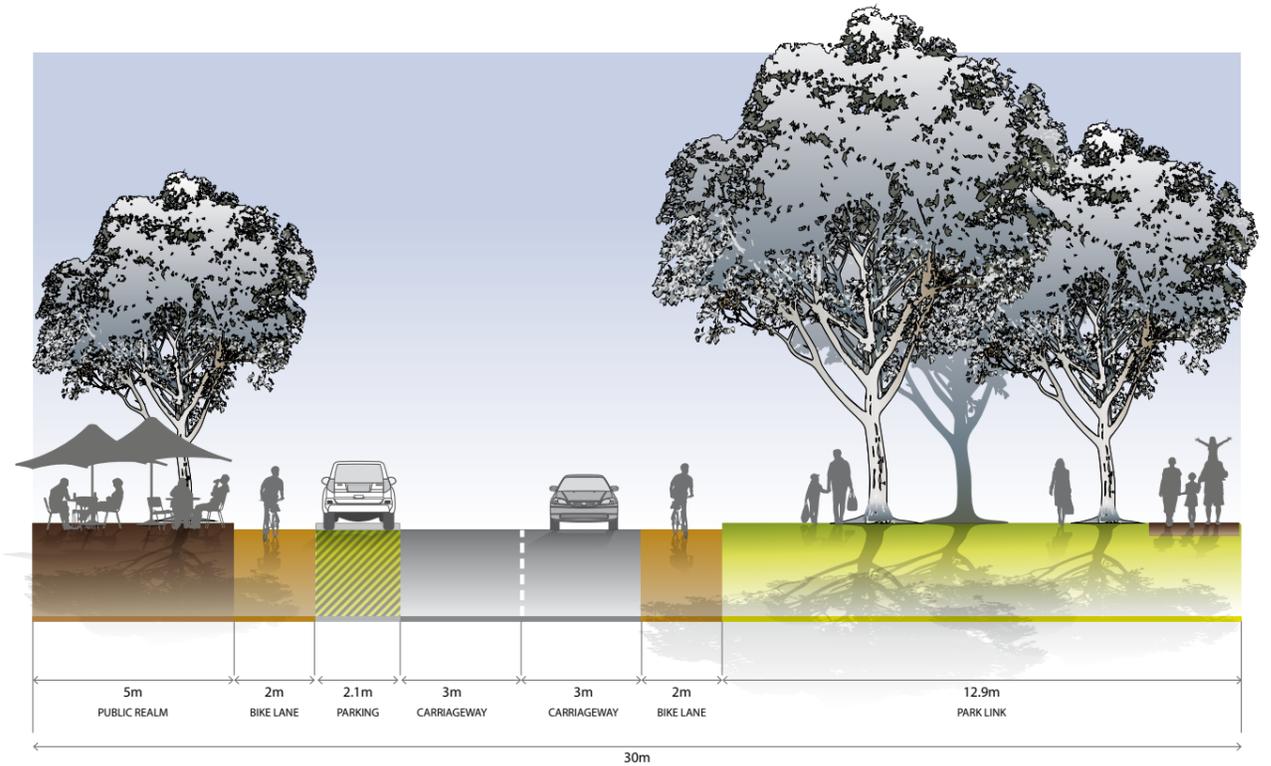
APPENDIX



APPENDIX 1: INDICATIVE STREET SECTIONS



Civic Boulevard
Plummer and Fennell Street

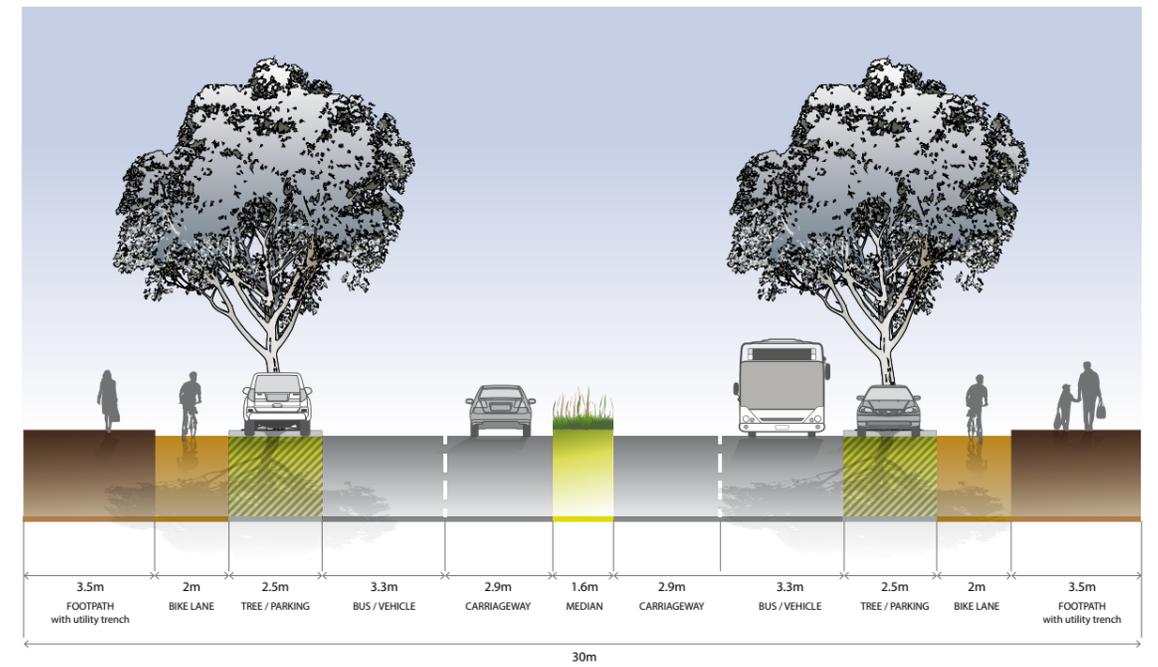


Buckhurst Street
Green Link

APPENDIX 1: INDICATIVE STREET SECTIONS

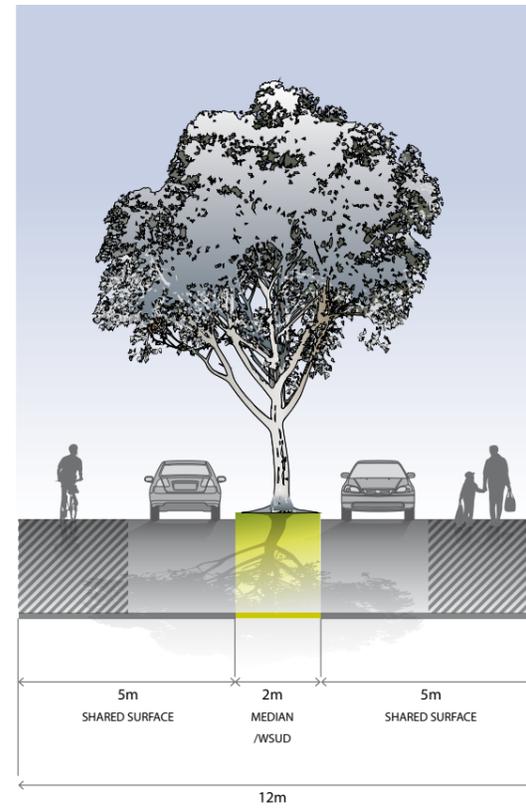
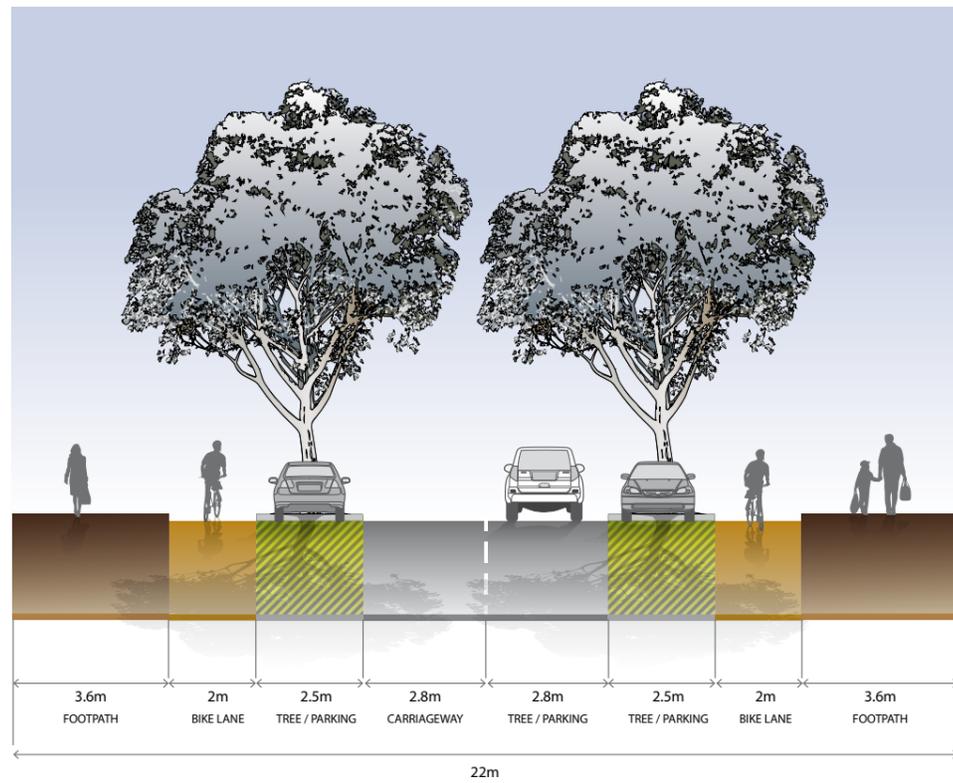


Lorimer Parkway
Dedicated cycle lanes on north side, no vehicular access, water sensitive urban design



30m Street Section
PT provision, vehicular access, dedicated cycle lanes

APPENDIX 1: INDICATIVE STREET SECTIONS



22m Street Section
Vehicular access plus dedicated cycle lanes,
potential bus transit

12m Street Section
Shared street, cycle and pedestrian priority with
minimal vehicular access (no vehicular connections
to Lorimer Street).



Environment,
Land, Water
and Planning