

Fishermans Bend Urban Renewal

Community Forum – North Port Oval, Port Melbourne

29 February 2016



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Introduction

Fishermans Bend provides a unique opportunity in expanding Melbourne's central city to the south-west, connecting the existing Central Business District to the Port Phillip Bay. By 2050, Fishermans Bend could accommodate up to 60,000 new jobs and 80,000 residents.

In October 2015, the Fishermans Bend Ministerial Advisory Committee (MAC) reviewed the planning process to date for the Fishermans Bend Urban Renewal Area and provided a report with 40 recommendations to the Minister for Planning.

On Monday 29 February, over 300 community members joined the Hon. Richard Wynne MP, Minister for Planning and the Hon. Martin Foley MP local member for Albert Park at an open community forum at North Port Oval, Port Melbourne.



Image 1: Community members posing their questions

At the forum, the Minister for Planning advised that 34 recommendations of the report have been adopted in full and six in part.

These recommendations set the future direction for Fishermans Bend's urban renewal which includes improvements in key areas such as transport, sustainability, infrastructure, process improvements, heritage and planning controls, as well as community engagement.

The 40 recommendations and ministerial response can be found at www.delwp.vic.gov.au/fishermans-bend.

One of the first recommendations that has been acted on is the creation of a newly formed Fishermans Bend Taskforce which comprises of members from Places Victoria, the Metropolitan Planning Authority, the Department of Environment, Land, Water and Planning, and the Cities of Melbourne and Port Phillip.

The Taskforce will work hand in hand across Government, the Cities of Melbourne and Port Phillip, the expert Advisory Committee and local and future communities, to develop a blueprint for a Fishermans Bend that acts upon the MAC's recommendations and transforms it into a place for everyone.

In addition to the ministerial response of the MAC Report, the forum provided an opportunity for community members to pose questions to an expert panel, which comprised of the Hon. Richard Wynne MP, the Hon. Martin Foley MP, Fishermans Bend MAC Chair Meredith Sussex AM and Fishermans Bend General Manager, Geoff Ward.



Image 2: Panel members fielding community questions

Community members registered over 130 individual questions, across a diverse range of topics and a number of these questions were put forward directly to the panel.

This report provides an overview to forum's frequently asked questions that was put forward by community members.

As the Taskforce continues to work towards the future blueprint for Fishermans Bend, further opportunities for community input will be sought, to ensure liveability for current and future communities.

To keep up to date with the project's progress please visit: www.delwp.vic.gov.au/fishermans-bend and to join our mailing list please email fishermansbend@delwp.vic.gov.au.

What's happening with Community Infrastructure and Open Space?

Q. How many pre-schools, primary and secondary schools are planned to meet the existing community and additional residents?

- A. The Taskforce is preparing a detailed community infrastructure plan that will identify existing and future community facilities that will be required for each precinct such as schools, kindergartens, early learning centres, community rooms, libraries, sports infrastructure and open space.

The Department of Education and Training leads the planning for new schools across Victoria. The Department has been working in partnership with Council and the Taskforce to plan for schools for Fishermans Bend and the surrounding area.

The new South Melbourne Primary school in Ferrars Street, will be delivered by 2018, so that existing residents and new residents will have the facilities and services that they need, and this will take the pressure off existing primary schools such as Port Melbourne Primary school.

The Department of Education and Training is also currently preparing to build a new Prep to 6 Primary School Primary School on Albert Road, adjacent to the Melbourne Sports and Aquatic Centre (MSAC). This will provide additional school places in the South Melbourne and Albert Park areas.

Q. Why was a vertical school considered and do you realise that it will be at capacity once opened?

- A. The Victorian Government and the City of Port Phillip jointly invested into the South Melbourne Primary school, integrated community facilities and a local park. This infrastructure will be delivered on a small land envelope, due to the high property costs and based on an inner urban model based on the high cost and availability of land. There are capacity issues at surrounding schools, however there will be additional capacity for further students once the school is opened.

There has been very considered planning for the vertical school, the first of its type in Victoria. The Department of Education and Training has been planning and designing the school with a local school planning committee comprising local school principals, parents, and state government and Council staff to ensure that the school will provide excellent learning and play spaces for students.

Q. Why is no school being built in the Fishermans Bend area?

- A. The State Government recently announced that a new South Melbourne Primary school will be provided in Ferrars Street, within Montague precinct and will be delivered by 2018. Further information can be found at:

<http://www.education.vic.gov.au/about/programs/infrastructure/Pages/ferrars.aspx>

Q. Is there a possibility for a University Campus for teaching and research, incorporated with Schools?

- A. The Taskforce would be very keen to see such a facility within the Employment Precinct, however at this stage no firm plans are in place for such a facility.

Q. What is planned for open space in the Montague Precinct?

- A. The State Government and the City of Port Phillip recently jointly invested in a parcel of land for a local park, adjacent to the new South Melbourne Primary school and integrated community facilities. A green spine along Buckhurst Street has been proposed as part of the Strategic Framework Plan.

A detailed open space for the whole of Fishermans Bend will be prepared by the Taskforce. This open space plan will inform the revised Strategic Framework Plan.

Q. Will existing community sports fields facilities be protected from overshadowing from multi-storey buildings that will affect grass growth?

- A. The protection of open space from overshadowing is part of the area's Design Guidelines.

Q. How will existing community facilities be protected from developers purchasing them and changing their nature? E.g. 1-5 Waterfront Place, Port Melbourne.

- A. Existing facilities will be retained. In many instances they will eventually be upgraded if they are fit for purpose and are positioned in the best location to service the existing and new residents.

Q. Will existing facilities be reviewed for future use as part of the Fishermans Bend development? E.g. Sol Green

- A. We will work closely with the users of facilities, such as Sol Green, to understand how these facilities are used and valued by the existing community. Over the medium to longer time, there will be opportunities to upgrade and improve existing facilities to ensure that they can support both the existing and incoming communities.

Q. What is being done to provide community facilities and infrastructure? E.g. meeting spaces, leisure facilities for people of all ages and abilities.

- A. The Taskforce is preparing a detailed community infrastructure plan that will identify existing and future community facilities that will be required for each precinct

There will be additional infrastructure provided that both the existing and future community will share to ensure that they can support people of all ages and abilities.

Q. How will the need for open space / parkland and community sporting and recreational facilities be identified, funded and integrated into the design as there is minimal public land?

- A. The Taskforce is working with partners to undertake further work to investigate public space requirements for Fishermans Bend. A number of mechanisms are in place to deliver public space in Fishermans Bend Urban Renewal Area.

Each developer has to contribute eight per cent of their site area or the equivalent of eight per cent site value in a monetary contribution, or a combination of both, for public space.

Council makes the decision on whether it is to accept the eight per cent contribution as cash, land or a mixture of both.

This contribution can then be used to purchase sites for public space as has been the case with the Montague open space. Public space can also be delivered through negotiation with land owners, with this occurring very successfully in the Lorimer Precinct to deliver the Lorimer parkway concept.

Q. Can a sporting precinct be developed where leisure/recreation facilities co-exist and leverage off one another?

- A. JL Murphy Reserve is already a significant sports precinct which is highly valued by the existing community. The Melbourne Sports and Aquatic Centre and Albert Park is another regional sports precinct located within a reasonably close distance from Fishermans Bend.

Fishermans Bend is being planned to be a highly walkable area where residents and workers can walk to a range of local community facilities. It is therefore preferred to have a number of multi-purpose flexible leisure and recreation facilities that are dispersed in a range of accessible locations across the whole of Fishermans Bend.

**Q. How will individual clubs be able to financially afford and source space in the precinct?
eg. Gymnastic clubs.**

A. The Taskforce appreciates that there is a need to plan and deliver a range of spaces that are affordable for local clubs and groups. Some of these facilities and spaces can be funded from Development Contributions, Government Grants, future Council rates and other funding sources.

Q. Are Self-Managed Super funds being explored to invest in community infrastructure?

A. A range of options are being considered by the Government across the State to fund infrastructure. The Taskforce is included in this discussion.

Q. How will you ensure that JL Murphy Reserve is maintained, and upgraded as an open space / sporting precinct for existing residents of Port Melbourne?

A. JL Murphy reserve is a highly valued open space and sporting facility. Over time it will need to be upgraded to enable intensification of use. The Taskforce will work with council and consult with existing users of the reserve to plan for the future.

No immediate changes to the reserve are proposed.

Q. Will the governance arrangements for Fishermans Bend provide sufficient powers to acquire land for public use?

At the end of the Recast process Government will have a better idea of what land may be required to deliver services for public use including schools, community infrastructure and open space. A suite of policy tools will be identified for acquiring the land.

Q. How will the balance between active and passive recreation use be accommodated?

A. The open space strategy, that is being prepared by the Taskforce, will plan for both active and passive open space. Where possible, all open space should be flexible to enable a range of recreational uses.

Q. Will North Port Oval be converted to public open space, as the historical grandstand and surroundings need to be protected?

A. The historical grandstand will be protected as it is currently situated within a Heritage Overlay.

The Taskforce appreciates that the North Port Oval is highly valued by existing users such as the Port Melbourne Football Club and Cricket team and we will work closely with the club, and other users of the oval, as we develop plans for Fishermans Bend to ensure optimal outcomes for the community.

Q. Melbourne has very high open space standards. Will these be replicated in Fishermans Bend compared with other inner city neighbourhoods?

- A. Open space provisions in Melbourne, varies greatly between municipalities. The Fishermans Bend Taskforce is working with partner organisations to investigate public space requirements for Fishermans Bend.

A number of mechanisms are in place to deliver public space in the Fishermans Bend Urban Renewal Area, including developer contributions.

The Taskforce wants to ensure that a detailed open space plan for the whole of Fishermans Bend delivers the best outcome possible for existing and future residents that matches or improves existing provisions across Melbourne. This open space plan will inform the revised Strategic Framework and Neighbourhood Plans.

Q. How is nature considered in planning?

- A. The recast Strategic Framework and Neighbourhood plans will deliver a provision for ecological processes for improved biodiversity outcomes and the impacts of climate change.

Q. What are the public and affordable housing targets for affordable housing?

As outlined in the Plan Melbourne Refresh the Victorian State Government is developing a policy for affordable housing. This will inform the approach taken for Fishermans Bend.

Q. What is the provision for the spiritual needs and a Christian presence in Fishermans Bend?

- A. The community infrastructure plan, being prepared by the Taskforce, will plan for a range of multi-purpose community spaces where groups can come together for the purposes of worship.

Tell us more about Transport at Fishermans Bend

Q. Will traffic issues affecting the current passenger terminal be resolved or considered in the Plan?

A. We assume this question relates to the current passenger terminal at Station Pier. This is outside of Fishermans Bend. Whilst freight access from the Freeway to the pier will be considered as part of the traffic and transport planning for Fishermans Bend the project will not consider local issues at the terminal itself.

Q. What plans other than road are there to manage the massive increase in freight traffic from Webb Dock?

A. Growth in freight traffic has been modelled for Webb Dock and a series of road upgrades have been commissioned and are in the process of being constructed.

Additional growth in freight volumes above that predicted for the Port Capacity Project will be investigated through the Recast of Fishermans Bend.

In the process of the recast, if required, additional transport improvements will be proposed to ensure that the Port continues to operate efficiently and that the development of Fishermans Bend is not compromised.

Q. What are the proposed public transport networks and how will they be integrated into a comprehensive system?

A. The introduction of the Employment Precinct through the recast process means that the wider transport network for Fishermans Bend must be reconsidered.

Fishermans Bend in 2051 will require a high capacity public transport network supported by strong walking and bike riding networks which make these movement options the preference for residents and employees within Fishermans Bend.

The Taskforce is working with the Department of Economic Development, Jobs, Transport and Resources (DEDJTR), Public Transport Victoria (PTV) and VicRoads to ensure that the transport networks proposed for Fishermans Bend integrate into wider Melbourne and provide the flexibility and capacity for change and adaption over time.

Q. Will adequate car parking be provided?

A. The Capital City Zone (CCZ) over Fishermans Bend caps car parking at one space per a dwelling.

Many of the development applications in Fishermans Bend are submitting applications for car parking at rates of less than one car parking space per dwelling. This reflects the lower car ownership and usage rates for inner city residents.

Q. Are any new roads planned to cater for additional growth in population?

- A. The current Strategic Framework Plan identifies the need to deliver a number of additional roads throughout Fishermans Bend to cater for the people movement demands of growth in population and employment. These roads are being delivered by agreement with individual developers and they must meet the design standards of the relevant local council.

Q. How will congestion be addressed?

- A. Through making Fishermans Bend a great place to walk, cycle and use public transport the use of private car for everyday movements to work, school or the shops will be reduced.

People will still continue to own cars and use them at weekends as we see in current usage and ownership patterns across inner Melbourne today.

Recent traffic studies across inner Melbourne indicate a reduction in car use on our major roads.

To accommodate the additional vehicle movements from the development of Fishermans Bend and growth across inner Melbourne a number of road and traffic signal improvements will be necessary.

The Taskforce will work with the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) to finalise the integrated transport plan and associated Infrastructure Plan for Fishermans Bend.

Q. When I look at the history of transport that the area has been remembered for (horses & cart, airport, car); what is the taskforce's plan for the future transport type?

- A. Fishermans Bend will cater for all transport modes. The density of Fishermans Bend and its close proximity to the central city means that walking, bike riding and public transport are all very competitive options in terms of travel time, convenience and accessibility.

We would hope that Fishermans Bend could be a mini Amsterdam for Melbourne in regard to its bike riding culture, with 20 per cent of trips being undertaken by bicycle.

Q. The Government is currently getting rid of level crossings. However a tram crossing across the Yarra River which would have to open and close for boat movements would be the same concept?

A. Opening tram bridges have precedent in European cities whereby their operation enables maritime access for a number of vessels.

The locations of the currently identified tram crossing is under review as part of the Recast process.

The design of any bridge would need to consider maritime access and be designed to permit the vast majority of vessels to pass without the need to open in order to reduce the impacts to reliability and journey times for both tram passengers and water transport.

Volumes of water transport along the Yarra River are significantly lower than those on the road network across the metropolitan level crossings and therefore any impacts from bridge opening are anticipated to be minimal.

Q. Can we be assured any such tram bridge across the Yarra River would allow marina access?

A. Design solutions for any Yarra River crossing option will consider the needs of existing river users. The Taskforce will work with the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) to investigate river and Freeway crossing options and design solutions to ensure maritime access continues.

Q. How will Yarra's Edge be kept in the loop with consultation on river crossing options?

A. The Fishermans Bend Taskforce is committed to ongoing consultation and engagement with both current residents, adjacent communities and wider Melbourne to shape Fishermans Bend to be a forward looking precinct.

The Taskforce will work with the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) to finalise the consultation plan which aligns to the work program.

Q. What options are being considered to cross the Yarra River for public transport, walking and cycling?

A. In order to promote the use of public transport, walking and bike riding new direct connections from Fishermans Bend to the CBD and Docklands will be required. Existing River crossings are already close to or at capacity and therefore new routes will be needed.

A number of options to cross the Yarra River will be assessed by the Taskforce and the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) through the recast process.

Q. Is the tram bridge dead?

- A. Fishermans Bend will need new public transport services to cater for the increase in population and to ensure that people have a choice of transport options other than the private car.

The Fishermans Bend Taskforce and the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) through the recast process will undertake further investigations into public transport and tram river crossing options.

Q. When will we see the tram, bike and pedestrian bridge built?

- A. Funding decisions for new infrastructure will be considered as part of the Government's funding process. The Infrastructure Plan that will accompany the revised Strategic Framework Plan will set out indicative timeframes and development triggers for infrastructure delivery.

Q. Are there going to be separated bike lanes as a preference to shared paths in Fishermans Bend?

- A. Detailed cross sectional designs for the road network are still being developed by the Taskforce and local Councils. The wide road reserves across most of Fishermans Bend enables the provision of dedicated and safe bicycle networks to be created.

Where possible separated bike lanes will be provided to meet the needs of bike riders and promote bike riding as a viable choice for people of all abilities.

Q. What does "integration of best practice walking and cycling" mean?

- A. Integration of best practice walking and cycling means planning in early how footpaths and cycle networks link together to form safe, dedicated, continuous and attractive routes for people to use to access jobs and key services such as healthcare, schools, community infrastructure, parks and shops.

Planning for these ways to move from the outset of planning and detailing them in the neighbourhood plans is essential to prevent the normal retrofitting approach to bike provision which can lead to bike paths stopping prior to intersections.

Ensuring footpaths are wide enough to cater for increased volumes of people whilst also creating vibrant places to walk, rest and dine will also form part of the early thinking for Fishermans Bend Recast.

Through a best practice approach to walking and cycling we hope to achieve 25 per cent of all trips occurring by walking and 20 per cent of trips by bike riding. These are challenging targets and would place Fishermans Bend alongside European examples of active transport uptake.

Q. Will water transport be considered as part of the transport plan?

- A. Water transport will be investigated to help inform the integrated transport plan which is being developed by the Taskforce and Department of Economic Development, Jobs, Transport and Resources (DEDJTR).

Q. Are tram movements east west to St Kilda Road considered?

- A. In the 2013 *Draft Vision* document a tram alignment connecting Fishermans Bend to Domain interchange and St Kilda Road was proposed. This would assist in providing connectivity east-west from Fishermans Bend and ensure that residents and employees can access the Metro train network without having to come through the CBD.

The staging of transport delivery will need to match population and employment growth to ensure there is sufficient demand to justify investment, this may result in the use of rapid buses in the short to medium term with trams being delivered at a later time.

The Taskforce will work with the Department of Economic Development, Jobs, Transport and Resources (DEDJTR) to finalise the integrated transport plan.

Q. Are you going to design Fishermans Bend as “anti-car”?

- A. Fishermans Bend will be designed and flexible to cater for all transport modes. Priority however, will be given to public transport, walking and bike riding to ensure that these modes are used as first choice by the residents and employees who live and work in Fishermans Bend.

Q. The Monash Freeway isolated Fishermans Bend from Docklands – how can you get pedestrians from Yarra’s Edge to Montague Street without crossing 17 traffic lights?

- A. Fishermans Bend has a number of barriers which make connecting it to the CBD and surrounding suburbs and its neighbourhoods difficult, the Westgate Freeway being one of those.

Fishermans Bend will need a series of new connections both over the Freeway and under (in elevated Freeway sections) to create safe, accessible, direct and attractive connections for people walking, cycling, using public transport or driving.

The integrated Transport Plan and associated infrastructure plan and neighbourhood plans will detail the series of necessary works which will improve connectivity.

How are you planning for Fishermans Bend?

Q. How are you considering aging in place?

- A. Alongside the Precinct Plans for Fishermans Bend the Taskforce is developing a Community Infrastructure Plan which will guide provision of facilities and amenities over time.

The Plan will consider community infrastructure for all life stages, seeking to ensure the development of a strong and healthy community over time. This will include the type of facilities and services which will aid aging in place.

Q. What car parking rates have been set per dwelling?

- A. The Parking Overlay in the Planning Scheme sets out the car parking rates for Fishermans Bend. For each dwelling, or for each 150sqm of retail or commercial floor space, a maximum of one car park must be provided.

A planning permit applicant may provide as few car parking spaces as he or she wants, but must obtain a planning permit if he or she wants to provide more than the rate set out in the Planning Scheme.

Q. Why can't the land be back-zoned?

- A. The Capital City Zoning of the land signals the long term intent of the Fishermans Bend urban renewal area. It was reflected in the 2013 Draft Vision for the area as an extension of the city to the bay, and continued to support the role of the area in resolving Melbourne's growth challenge. There is much flexibility in the zone, and this opportunity will be harnessed in the strategic planning and its corresponding statutory application to be undertaken by the Taskforce.

Q. When will the revised planning controls be finalised?

- A. The Taskforce is working on developing a realistic work program which includes significant community consultation phases. The suite of planning controls that will be developed alongside the recast Strategic Framework Plan and Precinct Plans are likely to be finalised in by mid-2107.

Q. How can you guarantee the plans you produce will be adhered to in the future?

- A. By undertaking sensible planning that has the support of the community, and is embedded in the Planning Scheme, the Taskforce hopes to create a framework for development that will enjoy ongoing support.

Flexibility will be important: it is better that there is some “room to move” in the plans as economic, policy and environmental context changes and Fishermans Bend grows. This is an ongoing project which will be subject to monitor and review, which the Taskforce hopes will ensure it remains relevant and supported over time.

Q. Why don't you halt permit and building approvals until planning is complete? How are you managing them in the interim?

- A. The Fishermans Bend Ministerial Advisory Committee (MAC) also recognised this as an issue. It considered in its first report a variety of ways in which to deal with current planning permit applications (building approvals are outside the jurisdiction of planning). A moratorium on permit applications and decisions was contemplated, but it was recommended that strengthened controls are introduced to avoid any poor urban outcomes. The Minister for Planning is considering this recommendation.

Q. When are the interim planning controls recommended by the MAC being introduced? Why didn't the Minister for Planning adopt this entirely

- A. The Department of Environment, Land, Water and Planning (DELWP) are considering the MAC recommendation and the introduction of interim planning controls.

Q. Will you develop a scale model of Fishermans Bend?

- A. All of the land in Fishermans Bend is privately owned. By developing detailed precinct plans, the Taskforce will provide clarity to the community and developers about how Fishermans Bend will grow and change over the next few decades.

It will not be feasible to create a scale model in the planning stage, because it is up to the developers working alongside state government to come up with designs for their land when they are prepared to take the opportunity for development.

The government has a digital 3d model of the area though, and as buildings are approved and public realm improved, the model can be updated to reflect the changes.

Q. How have buildings in Fishermans Bend been approved without consultation?

Fishermans Bend is zoned Capital City Zone (apart from land in the Employment Precinct). Under this control in the Planning Scheme planning permit applications are exempt from community consultation.

Q. How are you planning for smaller neighbourhoods within the broader urban renewal area?

The Taskforce is first undertaking the “recast” of the Fishermans Bend Strategic Framework Plan. This will ensure the higher level elements for the entire urban renewal area are all in place. This includes the road network, open space, infrastructure, environment and more. Then, the local precinct plans will developed, providing details about neighbourhoods and activity centres, heritage and design controls and the public realm. The community will be involved in planning at both levels.

Q. How are you controlling the amenity of apartments in developments?

- A. The Better Apartments guidelines are currently being prepared for consultation by Department of Environment, Land, Water and Planning (DELWP). These guidelines will be designed to ensure the spaces within an apartment match peoples' needs and expectations during different phases of their lives. Consultation is due to begin soon.

These will assist in the negotiations councils and DELWP (as responsible authorities) undertake with all permit applicants. For now, the responsible authorities work hard with applicants to ensure the development is in line with the aspirations for a healthy and happy community.

Q. What are the funding arrangements for infrastructure?

- A. A Development Contributions Plan Overlay (DCPO) applies to the land in Fishermans Bend (apart from land in the Employment Precinct). This means a Development Contributions Plan is required to fund infrastructure in Fishermans Bend.

The Taskforce is working across government on compiling a list of infrastructure required to support the community, now and into the future. The next phase will be costing the list, and determining a funding arrangement to ensure it is provided on time. This will be funded in part by the contributions required from all developers (the Development Contribution Plan), which captures the increased land value they enjoyed through the rezoning to Capital City Zone in 2012. Government and council commitment will also be required, and the Taskforce is also exploring innovative funding solutions.

While the DCP is being prepared, developers must make a contribution to infrastructure through a formal agreement with the Metropolitan Planning Authority called a Section 173 Agreement.

Q. What will the height limits be?

- A. Height limits are currently set out in the Capital City Zone schedules. These interim mandatory controls were introduced in April 2015 when the Minister for Planning announced the Fishermans Bend recast. As part of the recast process, the Taskforce will develop new height controls based on an agreed community vision.

Heights must consider impacts of buildings on open space, the wind effects, what densities are to be achieved, neighbouring suburbs, different land uses and the pedestrian experience.

The community will be consulted on height limits through the engagement process.

Q. How is the public realm including streets and footpaths being designed?

- A. Councils are developing new public realm technical and design standards to ensure a consistent approach to streets and open spaces. Different neighbourhoods will have their own “flavour”, complementing the individual identities of each place.

Q. How are we considering the Port operations in planning for sensitive uses?

- A. The Taskforce is working closely with the Port of Melbourne Corporation in ensuring a mutually satisfying relationship between the vital port operations and the developing sensitive uses in Fishermans Bend.

Already, the Port is creating landscape and recreational buffers along its boundaries to create a physical barrier, as well as contributing new open space opportunities.

The Port is also on important working groups within the Taskforce to ensure freight and other operations are considered appropriately.

Q. What is the status of the Lorimer Structure Plan?

The Lorimer Structure Plan is currently on hold pending the outcome of the Fishermans Bend Recast. Previous community engagement will help to inform the development of the precinct plan for Lorimer as part of Recast process.

Q. How are you planning for housing diversity? Does this include consideration of inclusionary zoning?

- A. The Plan Melbourne refresh is considering opportunities for encouraging housing diversity, and affordability, across metropolitan Melbourne. Planning in Fishermans Bend will reflect any new strategy and policy outcomes of Plan Melbourne.

How will the environment be managed?

Q. What is the process for remediating contaminated land in Fishermans Bend?

- A. Developers must remediate the site if it is going to be developed for a sensitive use. This is a requirement of the Capital City Zone (CCZ) and in line with Ministerial Direction 1 – Potentially Contaminated Land.

Before the site can be used for the sensitive use – for example, houses, schools, child care or recreation – it must either obtain a certificate of environmental audit, or a statement of accordance, both under the requirements of the *Environment Protection Act 1970*.

This is the approach used across Victoria.

Q. Have you done any studies about the actual condition of the area? How contaminated is it?

- A. Fishermans Bend has been used by industry for a significant period of time. Earlier on, numerous noxious uses leaked contaminants into the soil and groundwater. This is a particular issue given the low lying nature of the land, much of which is subject to flooding and overland flow from the Yarra to the Bay.

Initial contamination studies from 2012 and 2013 indicate many different types of contaminants in the groundwater. The Metropolitan Planning Authority (MPA) therefore commissioned the EPA in 2015 to undertake a comprehensive groundwater assessment for the area. This only applies to the four original neighbourhoods: the study was commissioned prior to the introduction of the Employment Precinct.

This project is the first of its kind, intended to streamline the groundwater management expectations at a broad precinct scale, rather than the typical site by site approach undertaken in Victoria. It aims to provide certainty to landowners and the community in addressing groundwater contamination and protecting human health and the environment.

Key outcomes of the assessment are:

- Assess the baseline groundwater quality;
- Assess preliminary risk to closest surface water;
- Assess the hotspots of contamination;
- Consider risk mitigation options and opportunities.

This report is due for completion in first quarter 2016. It will also aid land use planning and provide scope for further work in mitigating any risk associated with groundwater contamination as the area is developed.

Q. How have current development applications considered flooding and contamination?

- A. Many development applications are sent to Melbourne Water and the Environment Protection Authority (EPA) for expert comment about flooding and contamination. Their recommendations help inform the design of buildings to mitigate any flooding and contamination risk.

Further, the Capital City zoning requires that all sensitive use permits (including dwellings, open space, schools and childcare) must obtain a certificate of environmental audit, or a statement of accordance, both under the requirements of the *Environment Protection Act 1970*.

The Design Guidance in the Strategic Framework Plan also includes controls to guide building design in regard to stormwater and flooding.

Q. How have current permit applications considered sustainability?

- A. Local planning policy within the Planning Schemes of both local councils include sustainability measures. These are complemented by controls in the Design Guidance of the Strategic Framework Plan which seek to match or exceed the planning scheme requirements. All planning permit applications must respond to these controls.

The Taskforce is working across government and with industry bodies to develop a set of strong guidelines and goals for achieving sustainable development in Fishermans Bend.

Q. Is light pollution being considered?

- A. Buffers to protect existing industrial uses from new development, and vice versa, are embedded in the Planning Scheme for development in Fishermans Bend. This includes consideration of light pollution.

Q. Is climate change being considered in your planning?

- A. The Plan Melbourne refresh is considering the impact of climate change across metropolitan Melbourne. Planning in Fishermans Bend will reflect any new strategy and policy outcomes of Plan Melbourne.

Q. Are you considering rooftop playgrounds for open space?

A. Most developers are utilising the opportunity to include new open space on rooftops and by building laneways and through links, as well as smaller parks, on their land. This is encouraged so that as much variety of open space as possible is available to residents, workers and visitors of Fishermans Bend.

Q. Given the estimated population of proposed permit applications, isn't the future population likely to exceed 80,000?

A. As with many new urban renewal opportunities, there is often some initial interest and speculation in land development. However, of the planning permits that have been approved so far, only two have applied for building permits.

When we compare the build out rates for development in neighbouring areas such as Southbank, we also see that it is very unlikely that as many permits that have been approved can possibly be constructed immediately.

The new Strategic Framework Plan when it is introduced will provide further certainty about density and height controls to achieve the planned population of 80,000 residents by 2051.

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