URBAN RENEWAL AREAS

Southbank

Housing

- Support medium scale residential development in the Residential Zones of Southbank Village.

Economic Development

- Support Southbank’s development as an extension of the Central City, providing a mix of commercial and residential land uses.
- Support a mix of uses, including residential development, with ground floor retail and small scale business uses.
- Deliver a good provision of local services and facilities for workers and visitors and within easy walking distance from all residences.
- Support the ongoing operation and establishment of businesses that provide professional and business support services to the Capital City Zone in the Mixed Use Zones of Southbank.

Built Environment and Heritage

- Connect and integrate Southbank with the Central City and the Yarra River.
- Position Southbank as the natural extension of the city establishing the Yarra River at the City’s centre, not its edge. Provide easy and attractive access to and across the river from the central and southern parts of Southbank.
- Maintain low rise development on the northern and southern sides of the Yarra River and Arts Precinct to maintain the low scale river edge to protect key views to the Arts Centre Spire and prevent overshadowing of the south bank of the River.
- Encourage high rise tower development to the north of City Link and west of Moore Street.
- Encourage medium scale development in the Arts Precinct and the areas to the east of Moore Street and to the south of City Link.
- Encourage medium scale development in the Southbank Village.
- Support the physical integration and connection of the Victorian College of the Arts to the surrounding area to enhance its connection with other uses in the precinct.
- Ensure that buildings along St Kilda Road and in Sturt Street maintain the visual dominance of the Arts Centre Spire.
- Maintain the landscape character of St Kilda Road.
- Ensure that development maintains views to the Shrine of Remembrance as an important landmark.
- Ensure that the scale and design of buildings south of Coventry Street preserve the setting and significance of the Shrine of Remembrance as a historic and cultural landmark and place of reverence.
- Promote high rise, high density development, south of the Crown Casino and the Melbourne Exhibition Centre.
- Ensure all new development creates a high quality pedestrian environment and positively enhances the area’s public realm.
- Encourage a mix of public and commercial uses at ground level in new developments to support street life and provide pedestrian interest.

**Transport**

- Improve the public environment of Southbank by providing public spaces, improving pedestrian facilities and upgrading streetscapes.
- Improve streetscapes as a priority along major pedestrian routes.
- Strengthen pedestrian and cycle connections between Southbank and the Hoddle Grid and South Melbourne.
- Encourage a continuous network of through block links to increase permeability, amenity and safety and to improve access to the Yarra River and Arts Precinct.
- Give greater priority to pedestrian, cyclist and public transport amenity and access ahead of private motor vehicle use.
- Create a connected and permeable neighbourhood.

**Infrastructure**

- Encourage provision of open space and links between the Port Melbourne foreshore and the Hoddle Grid.
- Support arts and education uses and facilities at Southbank.
- Support arts, entertainment, cultural, educational attractions in Southbank, especially in the Arts Precinct.
21.13-2 Docklands

12/09/2013 C162

Housing

- Support residential development in Docklands that complements its other functions.
- Encourage medium to high residential density.
Economic Development

- Support mixed use development including office and commercial development in the Digital Harbour, Stadium, New Quay, Victoria Harbour, Yarra’s Edge and Batman’s Hill Precincts.
- Encourage active uses in the areas fronting the waterfront to promote maximum usage and activity at the waterfront.
- Support Victoria Harbour waterfront and Waterfront City as the primary retail precinct for Docklands that complements retailing in the Hoddle Grid.
- Limit the impact of marina development on public access to the waterfront.
- Encourage local industries and uses such as recreational boating, marinas, fish markets, and port services, particularly where access to the waterfront is available.
- Encourage the establishment of leading edge industries through the development and promotion of Digital Harbour and the installation of high technology infrastructure.
- Encourage the installation of high technology infrastructure throughout Docklands.
- Support the consolidation of education and research clusters in Docklands, including the Digital Harbour Precinct and TAFE facilities.

Built Environment and Heritage

- Ensure Docklands is physically and visually linked with the west end of the Hoddle Grid.
- Ensure that buildings provide weather protection and an attractive built form to promote an attractive, vibrant, safe and comfortable street environment.
- Encourage a development pattern that acknowledges Melbourne’s traditional hierarchy of streets, lanes and arcades. The development pattern should be permeable and fine-grained to create a clear pattern of access and movement.
- Ensure that the design of buildings encourages sustainable outcomes.
- Encourage the reuse of heritage buildings.
- Encourage interim land uses, reuse of existing buildings, infrastructure and landscaping which presents an attractive physical environment during the development phase.
- Ensure building heights and setbacks along the waterfront in Docklands allow for optimum climatic conditions on the promenades.
- Encourage a built form profile in the Docklands that forms an extension of the Hoddle Grid building profile.
- Maintain and reinforce views to the water from the Hoddle Grid where possible, particularly along the Collins, Bourke and Latrobe Street corridors.
- Ensure buildings on landmark sites which terminate views or vistas or mark key local focal points are designed to the highest quality.
- Ensure development in Docklands extends and reinforces Council’s public environment initiatives and practices.
- Ensure safe, wide and attractive public promenades are provided along the Docklands waterfront as an integrated part of the development of each precinct.
- Ensure continuous pedestrian and cycle promenades along the waterfront in Docklands.
- Ensure marina development in Docklands allows for public access to the water and the waterfront.
- Strengthen Harbour Esplanade as a civic spine for the Docklands.
- Ensure that new streets and open spaces provide physical and visual linkages to the waterfront.

**Transport**

- Support pedestrian connections to the Southern Cross Major Transport Hub.
- Strengthen pedestrian connections between Docklands and Port Melbourne and West Melbourne.
- Strengthen pedestrian and cycle connectivity between the Hoddle Grid and Docklands.
- Require the development of Docklands to incorporate a high level and quality of pedestrian and bicycle access.
- Support a wide variety of transport modes to and in Docklands, including public transport, vehicular, pedestrian, cycle and water based transport.
- Support an integrated public transport system in Docklands with a high degree of connectivity between tram, rail and bus services.
- Support the extension of light rail services to Docklands.
- Ensure new developments make provision for on-street car parking and bus and taxi parking adjacent to key public spaces and land uses.
- Encourage the co-location and sharing of car parking facilities where appropriate.
- Develop Footscray Road as a western boulevard entry to the City, through the use of strong urban and landscape design elements.
- Ensure the design of roads in Docklands encourages through-traffic to be diverted away from the harbour waterfront.
- Ensure that the provision of car parking for use and development is consistent with the efficient operation of the Melbourne Docklands area road network and approach roads, and with environmental considerations.

**Infrastructure**

- Support the development of continual open space links along the Docklands waterfront, Yarra River and Moonee Ponds Creek that provide for recreational and ecological purposes.
- Support the provision of an integrated network of parks and open spaces in Docklands.
- Support the development of Victoria Harbour, Harbour Esplanade and Docklands Park as the recreational focus for the Docklands.
- Ensure adequate and appropriate space is set aside in Docklands for community facilities and that these facilities can be extended and upgraded when required.
Figure 8: Docklands
Fishermans Bend Urban Renewal Area - Lorimer

The area measuring 250 hectares within the City of Melbourne and City of Port Phillip municipalities has been declared a site of State significance and rezoned as part of an expanded Capital City Zone.

The area is now part of the Expanded Central City and will accommodate CBD jobs and residents, in high densities.

The Fishermans Bend Strategic Framework Plan, July 2014 (amended September 2016) sets out the long term vision for the area, and includes statutory requirements for development of the area. This document is incorporated in this planning scheme pursuant to the Schedule to Clause 81.01.

The State Planning Policy identifies Fishermans Bend as a priority urban renewal area. It is an unparalleled renewal opportunity within Melbourne. It will provide for 80,000 jobs (40,000 within the mixed use precinct and 40,000 in the Employment Precinct) and a range of well serviced, high density housing options for 80,000 people. Lorimer is planned to accommodate 12,000 residents and 6,000 jobs.

The Lorimer precinct will promote a mix of residential, retail, commercial, entertainment and employment opportunities that complements the functions and built form of the Central City and Docklands. The area will provide opportunities for co-location of employment and housing, increasing productivity through decreased travel times for residents.

Fishermans Bend urban renewal project is driven by the fundamental principles of economic prosperity, social equity and environmental quality that takes advantage of its close proximity to existing employment, residential and transport links in the Central City/Southbank/Docklands areas. Design excellence and environmental sustainability is fundamental to delivering a high quality, high amenity urban environment and realising the vision for a highly liveable urban renewal area.

The Fishermans Bend Urban Renewal Area will seek to achieve an affordable housing target of 6% across the precincts. Delivering improved housing affordability, choice and a diversity in this key area of Melbourne.

The Lorimer precinct has a distinct role in realising the vision for Fishermans Bend and will have its own distinct character and identity.

Housing

- Ensure new residential areas have a strong sense of community and are welcoming and convenient places to live.
- Encourage a vibrant, mixed use precinct close to the Yarra River and connected to Melbourne’s Central City, Docklands and other emerging urban renewal areas.
- Encourage a high density mixed use precinct centred around a linear green spine and open spaces. To create an important recreational and biodiversity green link, promoting a healthy and diverse lifestyle for people of all ages and backgrounds.

Economic Development

- Ensure Lorimer has excellent access to employment and public transport, being located on the doorstep of the Central City, Docklands and adjacent to the Fishermans Bend Employment Precinct (NEIC), connected by the northern Tram Route.
- Encourage development to deliver high levels of amenity, focus on the attraction and retention of talent, and to support investment and growth in the knowledge, creative, design, research, education, innovation, engineering, advanced manufacturing and service sectors.
• Encourage mixed use outcomes across the four mixed use precincts that create a significant employment growth, complementing existing industries in the Employment Precinct (NEIC), and build on strengths in aeronautical and automotive engineering and defence.

• Ensure that new development implements measures to mitigate itself from potential amenity impacts from existing industry and warehouse uses, or from ongoing port operations.

**Built Environment and Heritage**

• Encourage a visual and physical connection to the Yarra River through a series of new north-south laneways that will stitch the precinct across Lorimer Street through to the Yarra River.

• Encourage a diversity of mid and high-rise buildings with taller buildings located along the less sensitive interface of the West Gate Freeway providing an attractive architectural backdrop to the precinct.

• Encourage a mix of courtyard, perimeter block apartments, and tower developments with hybrid developments that accommodate a mix on larger sites strongly encouraged.

• Ensure heights are reduced in key locations to protect existing and proposed open spaces from being overshadowed.

• Encourage defined frontages with retail uses activate ground level interfaces with open spaces. Large and smaller format commercial uses are also encouraged within podium or lower levels of development.

• Ensure towers are well spaced to provide for outlook and view through to the river, with setbacks to protect amenity of streets and laneways.

• Encourage higher street walls along the freeway interface, providing a buffer from freeway traffic.

**Sub-precincts: Preferred character outcomes**

The following outlines the preferred character within each sub-precinct within the Lorimer precinct (refer Map 10: Sub-precincts within the Fishermans Bend Urban Renewal Area)

<table>
<thead>
<tr>
<th>Lorimer Area</th>
<th>Preferred character</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1</td>
<td>Hybrid developments of mid-rise perimeter blocks and tower developments</td>
</tr>
<tr>
<td></td>
<td>Slender towers located to minimise overshadowing impacts on the Lorimer Parkway</td>
</tr>
<tr>
<td></td>
<td>Provision of private and communal open space with good access to sunlight to provide high levels of amenity for residents and workers.</td>
</tr>
<tr>
<td></td>
<td>Activation of the Lorimer Parkway, Ingles Street and the new north-south street through a diversity of fine-grain frontages, nominally 4-8 metres wide.</td>
</tr>
<tr>
<td></td>
<td>Lower street wall heights along Lorimer Parkway to maximise the amount of sunlight penetrating between tower elements to reach the southern side of the parkway</td>
</tr>
<tr>
<td>Area L2</td>
<td>Mid-rise developments with activated laneways leading to Lorimer Street and the Yarra River</td>
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<tr>
<td>---------</td>
<td>-----------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Area L3</td>
<td>Slender towers located to minimise overshadowing of the Lorimer parkway</td>
</tr>
<tr>
<td></td>
<td>Lower street wall heights along Lorimer parkway to maximise the amount of sunlight penetrating between tower elements to reach the southern side of the parkway.</td>
</tr>
<tr>
<td>Area L4</td>
<td>Hybrid developments of mid-rise perimeter blocks and tower developments</td>
</tr>
<tr>
<td></td>
<td>Well-spaced towers that avoid a wall-of-towers effect when viewed from the Yarra River, Lorimer Parkway, internal streets and the West Gate Freeway.</td>
</tr>
<tr>
<td></td>
<td>Towers that create a visual landmark to the West Gate Freeway recognising that this is an important arrival point into the central city</td>
</tr>
<tr>
<td></td>
<td>Location and design of towers to minimise overshadowing of parks and streets in the Sandridge precinct</td>
</tr>
<tr>
<td></td>
<td>Activation of new north-south laneways and streets</td>
</tr>
<tr>
<td></td>
<td>Lower street wall heights on the east and west of the new large park on Turner Street</td>
</tr>
<tr>
<td></td>
<td>Elsewhere, higher street wall heights that assist in mitigating noise pollution from the West Gate Freeway into the Lorimer Precinct.</td>
</tr>
<tr>
<td></td>
<td>Service access only on the new service road along the West Gate boundary</td>
</tr>
</tbody>
</table>

**Transport**

- Support the creation of the northern tram route along Turner Street and Lorimer Street providing direct, high frequency public transport connection to Docklands and the Central City.

- Support the creation of new or upgraded bridges over the Freeway at Ingles Street and Graham Street to provide public transport, bike and pedestrian access to Sandridge.

**Infrastructure**

- Support the creation of the Lorimer Central Open Space located in the heart of the precinct, between Ingles and Boundary Streets.

- Support Turner Street closure and widening to create a new Linear Parkway along the tram route, and creating a green link to the new Lorimer West Open Space, and additional green link connecting to new open space at intersection of Hartley and Lorimer Streets.

- Support a network of new streets and laneways to transform the existing industrial scale blocks into a walkable neighbourhood.

- Support a pop-up community hub created on land adjacent to the Bolte Bridge, evolving into a Health and Well-Being Hub. Education and Community Hub (primary) is located in the north eastern part of the precinct, and an Art and Cultural Hub is located in the south eastern part of the precinct.
- Encourage new facilities to be delivered as part of mixed use development, located in close proximity to the Lorimer Central Open Space or Hartley Street Open Space and northern tram route.

- Encourage a Sports and Recreation hub (or part of cluster) to be delivered as part of mixed use development, located within the ‘investigation area’ at the western part of the precinct.
Figure 9: Fishermans Bend Urban Renewal Area

Figure 10: Sub-precincts within Fishermans Bend Urban Renewal Area