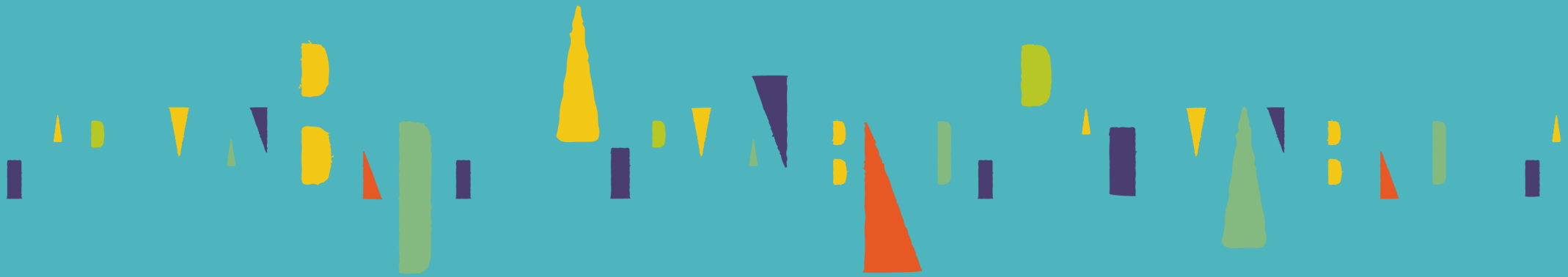
FISHERMANS BEND

STRATEGIC FRAMEWORK PLAN JULY 2014



CONTENTS



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 250 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.

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

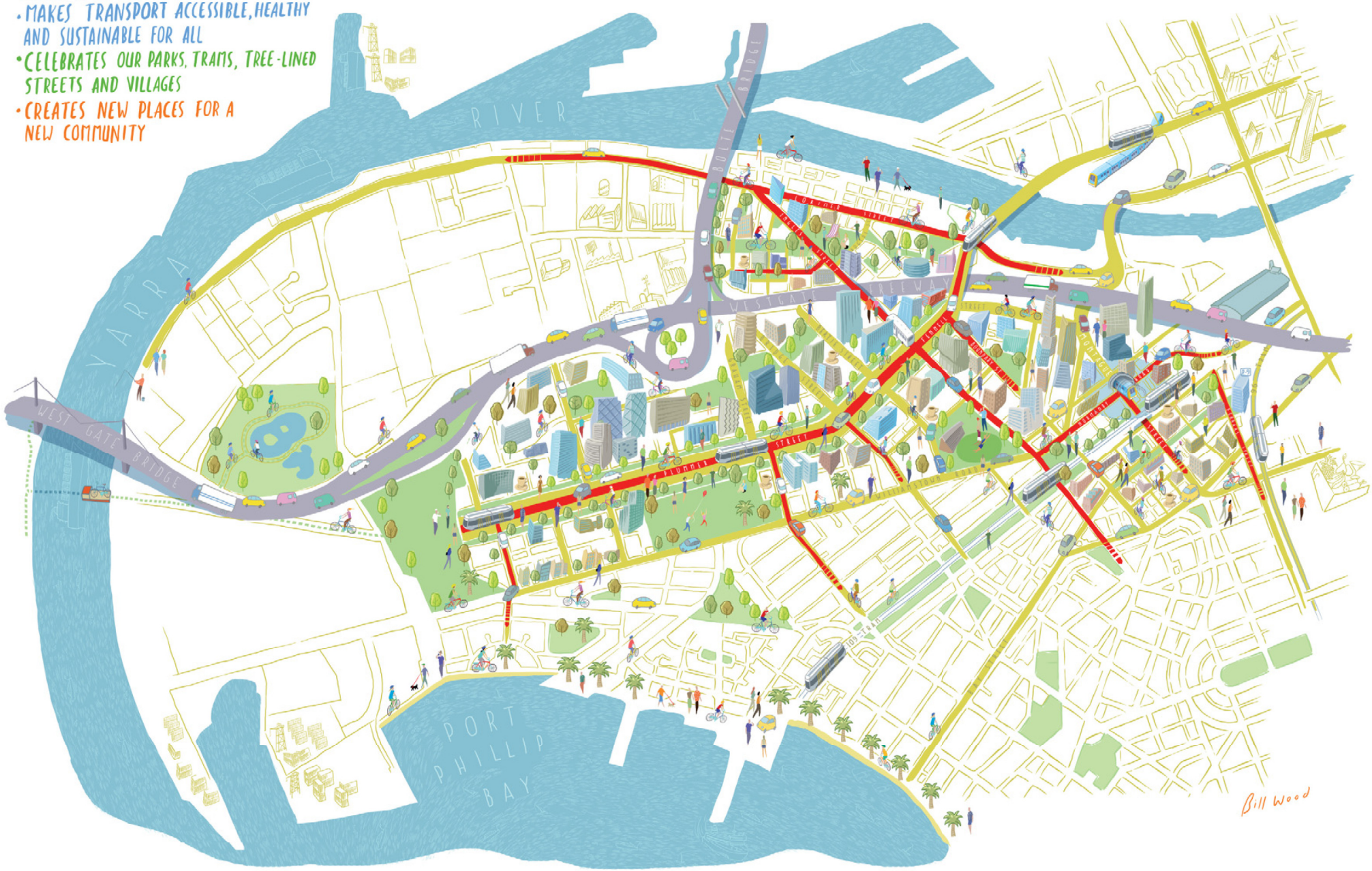
At its core, the Plan adopts four uncomplicated elements that push the creation of place to its forefront. These ***key elements*** are street network, sustainable transport, open space and a 'series of places' - centres of vibrant mixed-use activity. With these building blocks, an urban framework can 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 thatnew 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 declared Fishermans Bend Urban Renewal Area is 20% (or 40 hectares) larger than Melbourne's Hoddle grid. By 2050, it will accommodate at least 40,000 new jobs and 80,000 residents. With a projected development timeframe of over 40 years, the area has a key role to play in addressing Melbourne's growth challenge.

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.

More information

The Metropolitan Planning Authority website (www.mpa.vic.gov.au) contains extensive background information about the Fishermans Bend project. This includes:

- Summary of the historical context about the project
- The ***Fishermans Bend Urban Renewal Draft Vision***, September 2013 by Places Victoria
- ***Interim Fishermans Bend Design Guidelines***, September 2013 by the Department of Transport, Planning and Local Infrastructure
- Public consultation summary
- Relevant background documents

For more information, please call the MPA on (03) 9651 9600.

Fishermans Bend:

SIZE: 250ha

MUNICIPALITIES: City of Melbourne, City of Port Phillip

PLANNING SCHEME ZONING: Capital City Zone (CCZ)

EXISTING POPULATION: 200

EXISTING JOBS: 17,700

PROJECTED POPULATION: 80,000+

PROJECTED JOBS: 40,000

EXISTING USES: Light and heavy industrial, manufacturing, creative, convenience retail

FUTURE USES: Employment, housing, retail, community, civic

Figure 1: Fishermans Bend aerial

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 40,000 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 40 years, Melbourne's population is expected to grow by 3.4 million to 7.7 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.

A new underground station in Montague, part of the Melbourne Rail Link Project, will be a major catalyst for both commercial and residential development. Businesses and residents will benefit from the accessibility opportunity this presents. New tram and bus routes and improved services will integrate with Montague Station and the central city, and 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 four ***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, sustainable transport*** (including tram and rail), ***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 four ***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

02

THE STRATEGIC FRAMEWORK

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 four *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;
   - **Sustainable transport:** including the location of existing and proposed public transport services, public transport hubs, major cycling routes, commercial centres and major activity nodes;
   - **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 17,700 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 23,000 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.

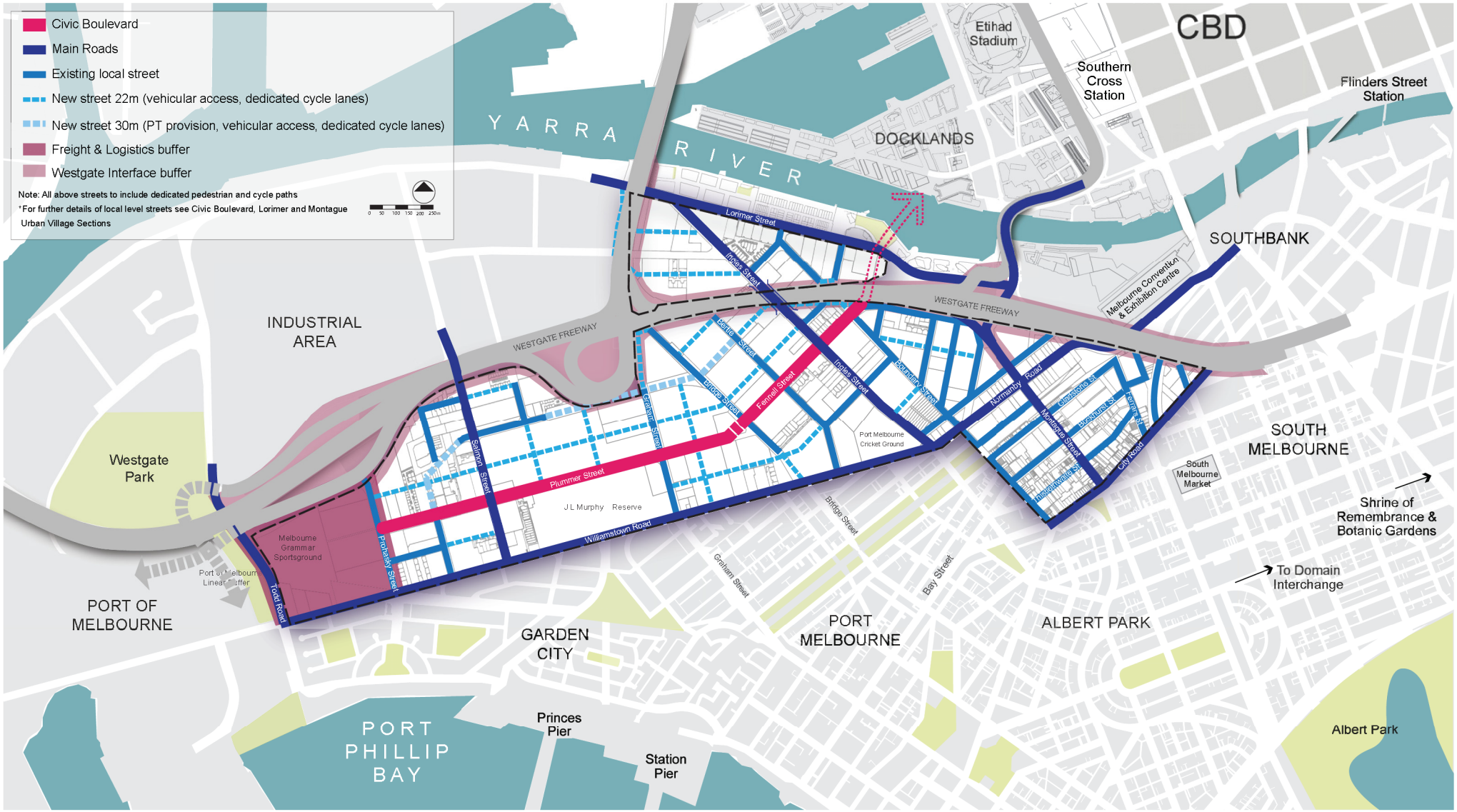
Fishermans Bend will remain highly accessible by road, with strong connections from all precincts to freeways and arterial networks. However, the new grid pattern of additional streets can also improve through connectivity, and support public transport and cycling objectives. New local streets will be 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 (DTPLI) 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:

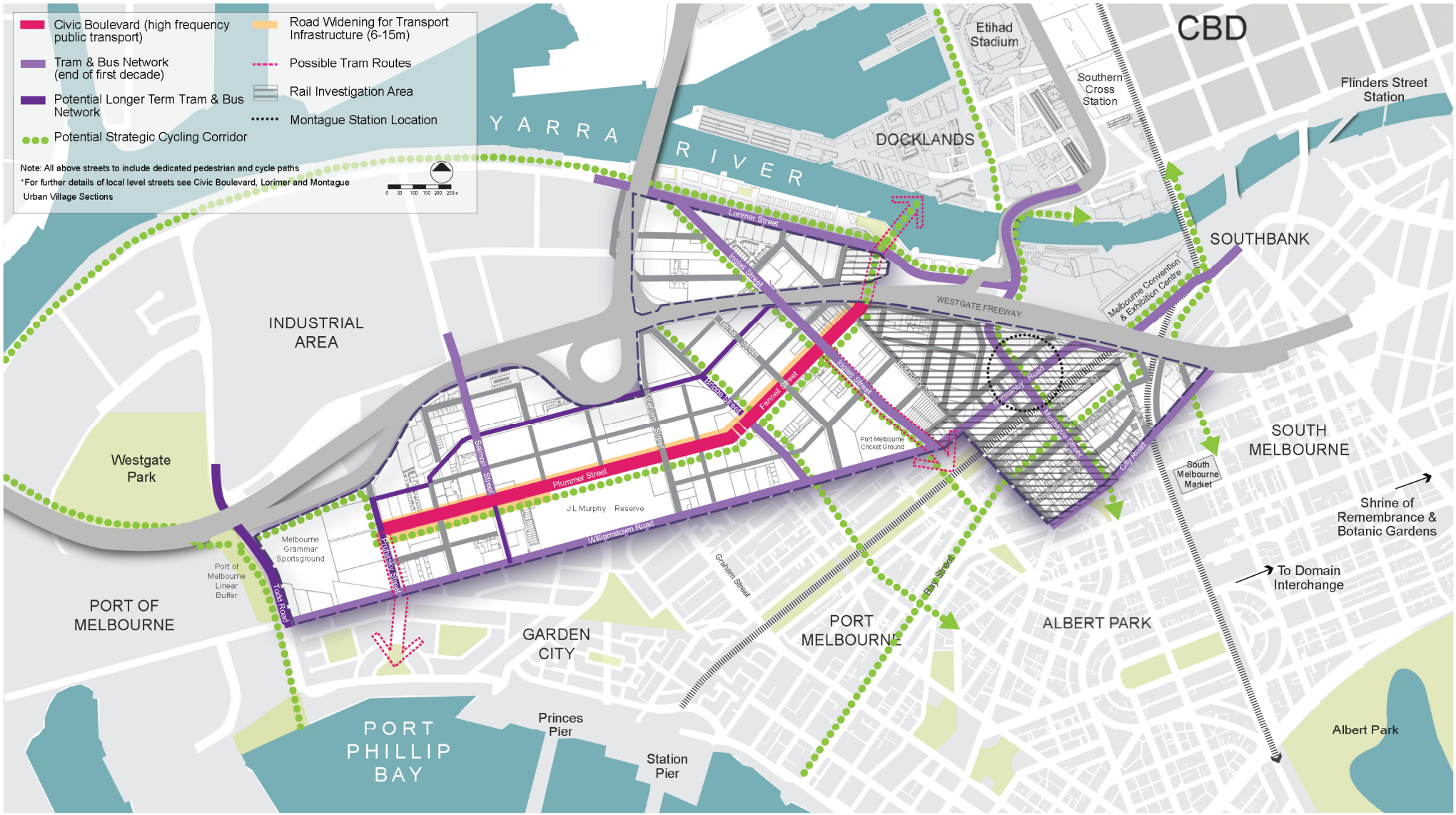
- Protect opportunities for locating the station and station entrances within the "Station Location" area identified on Plan 2, associated transport infrastructure and underground rail alignment
- Provide for a rich network of pedestrian and cycling connections from the station into the surrounding areas
- 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 DTPLI has confirmed in writing that the property presents no issue for future public transport infrastructure.

SUSTAINABLE TRANSPORT



Plan 2: Sustainable Transport

KEY ELEMENT 3: 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.

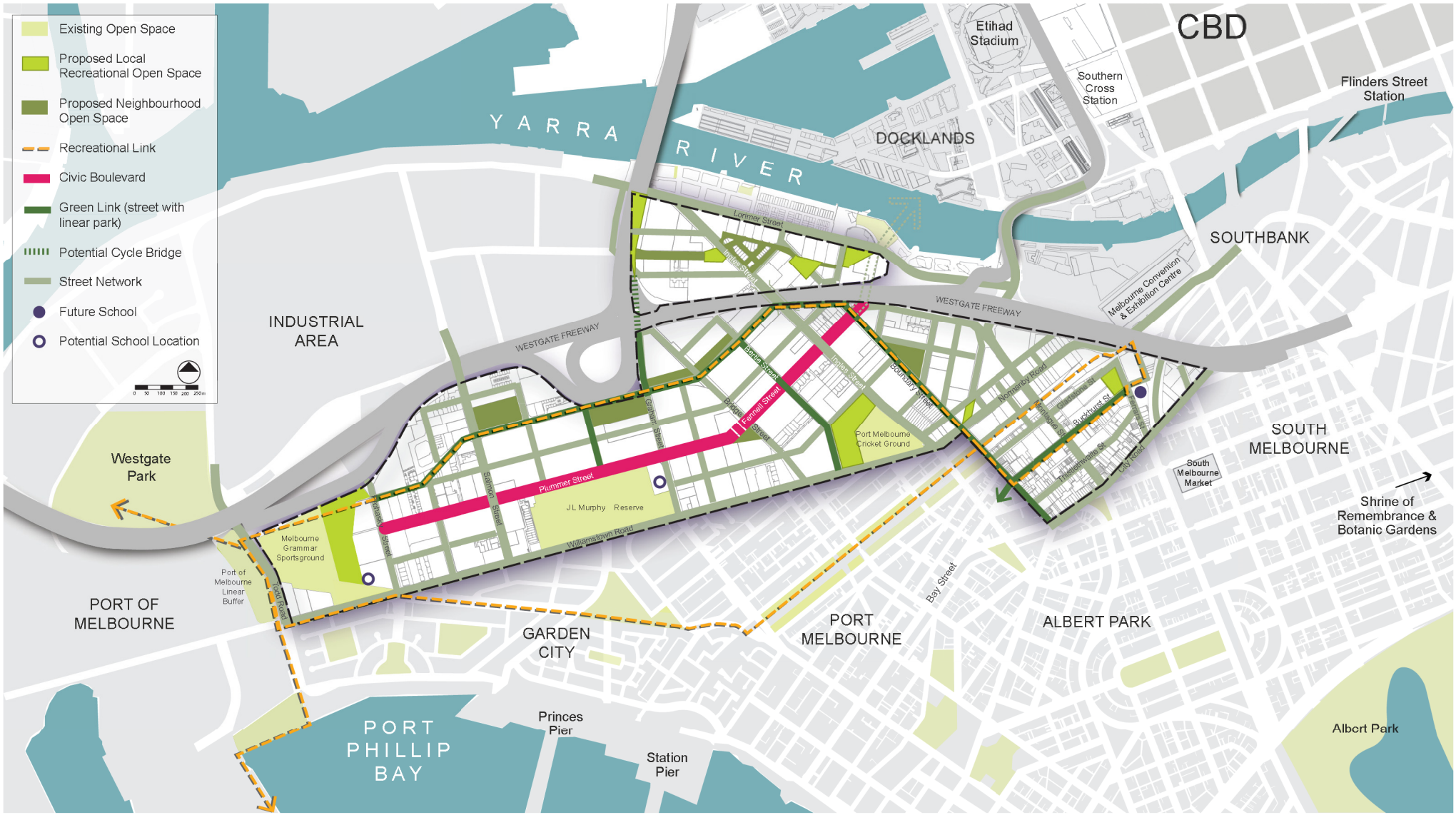
Existing open spaces, such as the JL Murphy Reserve and the Port Melbourne Cricket Ground, are significant assets integral to the existing community on a broader scale. Upgrading or supplementing these facilities will allow their use as focal points in the community and an increased intensity and range 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 provice 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 4: 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.

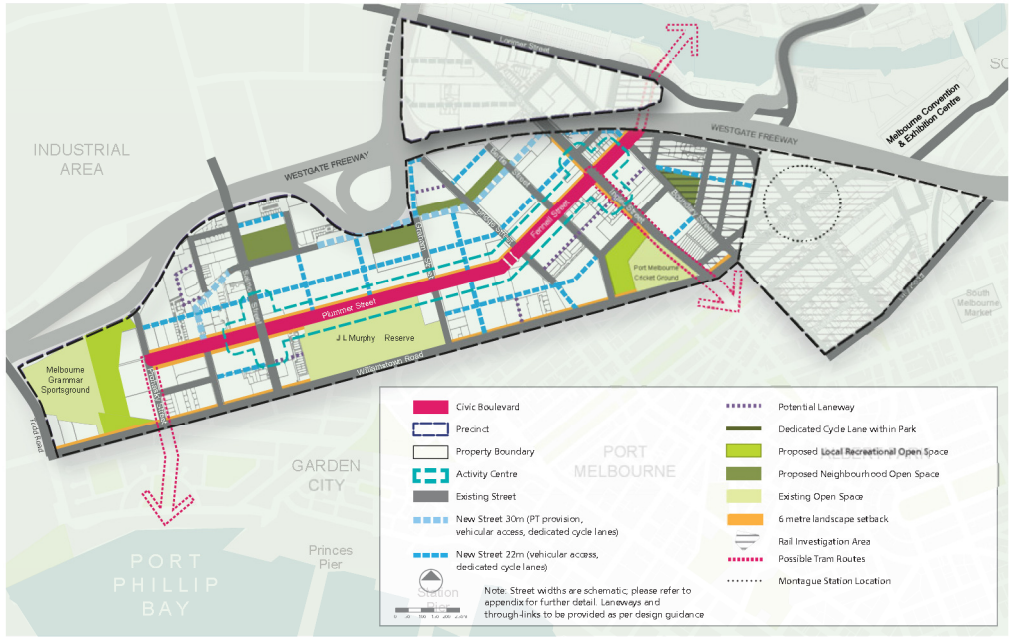
The JL Murphy reserve is an existing recreational asset that will act as an anchor for new community infrastructure such as schools, libraries, recreation facilities and community centres as Fishermans Bend develops.

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.

Rail Investigation Area:
Please see further details about the designated Rail Investigation Area on page 16 of this document.



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.

Rail Investigation Area:
Please see further details about the designated Rail Investigation Area on page 16 of this document.

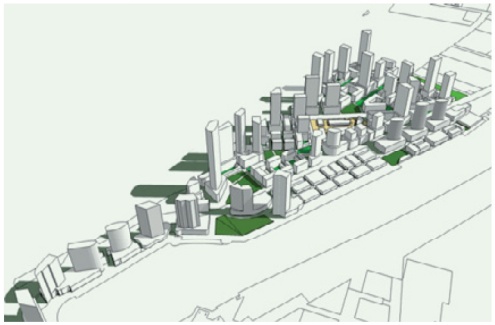
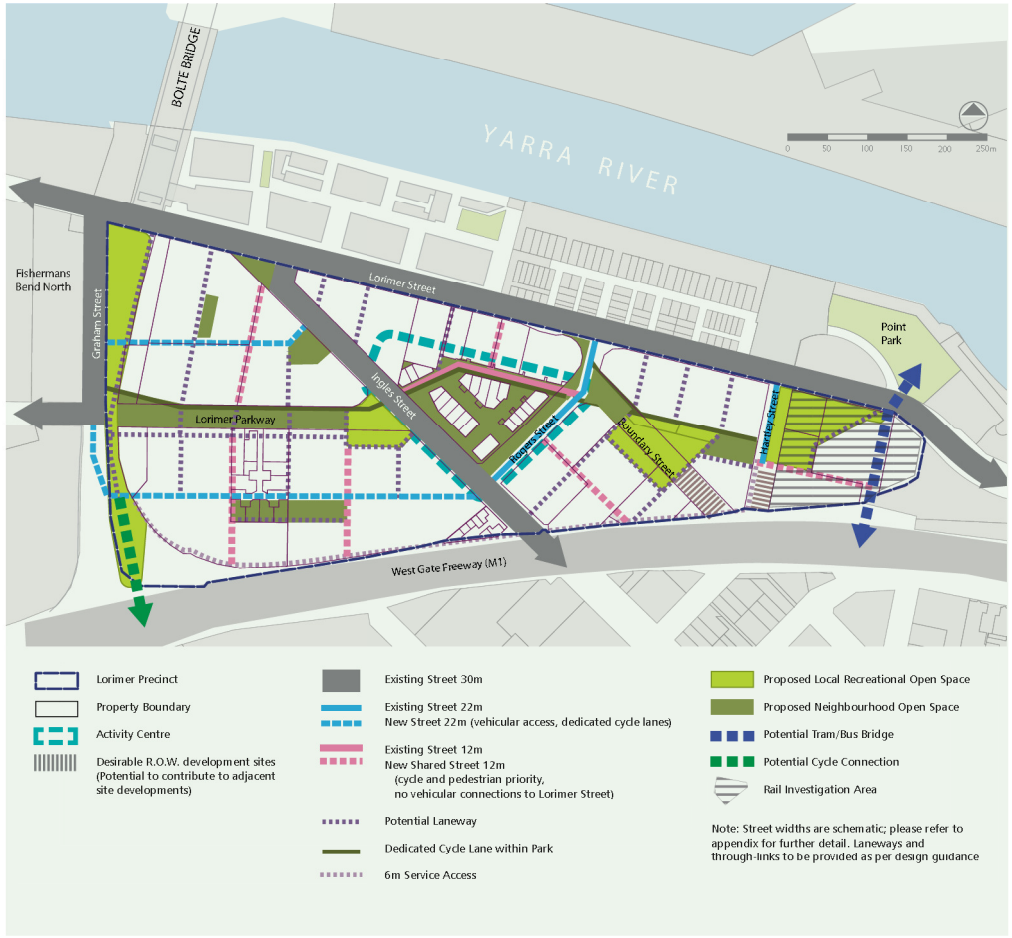


Figure 3: Illustrative concept



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.

A new underground station is planned as part of the Melbourne Rail Link Project.

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

1. DEVELOPMENT CONTEXT

INTRODUCTION: The vision for Fishermans Bend will be achieved incrementally through the development of individual parcels and staged delivery of infrastructure. It is vital when preparing an application that development proponents are conscious of this vision and how their proposal will contribute to its realisation.

1.1 OBJECTIVE

To implement the Vision for Fishermans Bend.

GUIDELINE 1: All development must respond to the four key elements, including the Vision for the relevant precinct.

GUIDELINE 2: Retail uses should be accessible from the public domain and focused along the Civic Boulevard, Buckhurst Street and Lorimer Parkway.

GUIDELINE 3: Development must deliver the level of connectivity demonstrated on Plans 1, 4, 5 and 6 through the creation of new streets, laneways, and pedestrian paths.

GUIDELINE 4: Development must provide land for the widening of existing road reserves where indicated to allow for the delivery of open space corridors or new public transport infrastructure.

GUIDELINE 5: Neighbourhood and recreational open space demonstrated on Plan 3, 4, 5, and 6 will be delivered through the relevant contribution process described in Section 3 of the SFP.

GUIDELINE 6: Building heights should generally not exceed those set out in Plan 7. These were devised to ensure appropriate transition from existing residential areas, to new higher density locations based around activity centres and new transport routes. CBD densities through tall buildings are encouraged in areas strategically located closer to the city and where their impact on existing open space and houses will be minimised.

GUIDELINE 7: Applications must demonstrate how building design in places identified as part of an activity centre or employment cluster has allowed for the long-term evolution of commercial and retail uses at lower levels.

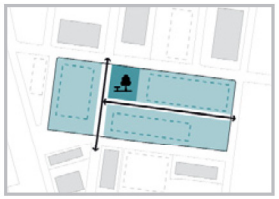
2. SITE LAYOUT AND DEVELOPMENT TYPOLOGY

INTRODUCTION: 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. Development typologies should reinforce a pedestrian friendly environment that does not prioritise cars.

2.1 OBJECTIVE

To ensure that all new development responds to the current and proposed features of the site and surrounding area.

GUIDELINE 1: The Urban Context Report (UCR) required by the relevant Schedule to the Capital City Zone should always precede and inform the design response in a meaningful way.



2.2 OBJECTIVE

To coordinate form and location of all buildings, open spaces and movement networks.

GUIDELINE 1: Larger, complex or staged development sites will be required to provide a master plan to coordinate the form and location of all buildings and access points.

GUIDELINE 2: Subdivision of large sites is encouraged to enhance the permeability of the area.

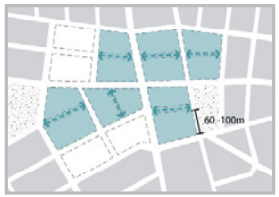
GUIDELINE 3: The master plan must include nearby properties showing known or indicative development proposals, existing or potential streets/laneways, opportunities and constraints, and the response to these issues.

GUIDELINE 4: Consolidation of smaller sites is discouraged if it reduces the diverse character of a currently finer grain precinct (such as parts of Montague).

GUIDELINE 5: Development layouts should maximise northerly orientation for buildings and open spaces.

GUIDELINE 6: Development layouts need to contribute to larger neighbourhood and precinct spatial concepts.

2. SITE LAYOUT AND DEVELOPMENT TYPOLOGY



2.3 OBJECTIVE

To ensure an accessible, pedestrian friendly precinct through the creation of new streets and laneways. These links should be reasonably spaced. They may be a continuation of an existing route, lead to key destinations, or simply provide a midblock connection between parallel streets.

GUIDELINE 1: Links should be no more than 100 metres apart. Closer spacing may be necessary near key destinations such as public transport stops and facilities clusters.

GUIDELINE 2: Existing or proposed adjoining routes should be extended through a proposed development site.

GUIDELINE 3: On smaller sites, links may be best sited along a side boundary. On larger sites, they may serve to define and separate individual buildings. They should always have the potential to be continued through adjoining sites to reach the next street.

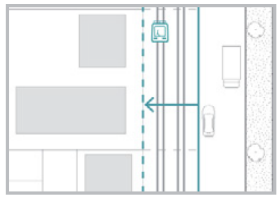
GUIDELINE 4: Links should be fronted with active uses and provided with surveillance opportunities from adjoining buildings.

GUIDELINE 5: Laneways should be orientated to minimise wind impacts and maximise solar access.

GUIDELINE 6: Laneways must be designed as people oriented, low speed, share zones. They may be shared with vehicles and are usually the preferred access point for garages and servicing. This will protect the pedestrian amenity of the primary street frontage. They should be 6 to 9 metres in width and designed with a maximum street design speed of 10km.

GUIDELINE 7: For safety and way finding, laneways should be designed to enable views straight through, have universal access, be overlooked by adjoining development, have active frontages, be well-lit and open to the sky.

GUIDELINE 8: Links should be transferred to council. If not legally transferred to council, they will require a binding legal agreement to ensure permanent public accessibility.



2.4 OBJECTIVE

To respect proposed site setbacks or rights of way which may occasionally be required to accommodate proposed public realm and infrastructure.

GUIDELINE 1: Agreement may be reached to adjust site development outcomes where some of the land is to be used for public purposes.

GUIDELINE 2: The developer must treat any reserved land area in an attractive and integrated manner, until such reservations are acted upon.

GUIDELINE 3: Co-location of underground infrastructure (augmented and new) is encouraged in shared-service trenches.

2.5 OBJECTIVE

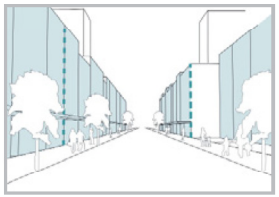
To ensure that the form and layout of development is designed to allow for a mix of residential, employment and complementary activities, across a range of hours.

GUIDELINE 1: Most developments (over 20 dwellings) are expected to be designed to incorporate a mix of land uses and a diversity of residential typologies and dwelling sizes. Larger developments (over 200 dwellings) should consider including an affordable housing component.

GUIDELINE 2: Community facilities such as recreational facilities, child care and medical clinics can be provided on a commercial or partnership basis and will be expected in larger developments (over 200 dwellings) and especially in association with identified facilities clusters. Such facilities should have an independent entry and be clearly visible to facilitate community access.

GUIDELINE 3: Small office or retail tenancies are encouraged in the lower levels of developments to provide activation and services to the local community.

2. SITE LAYOUT AND DEVELOPMENT TYPOLOGY



2.6 OBJECTIVE

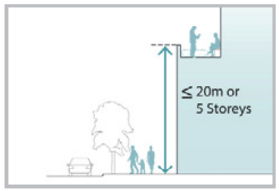
To present a pedestrian scale to streets.

GUIDELINE 1: Tall buildings will be considered if appropriately located and set back from the lower street frontage in a podium and tower format.

GUIDELINE 2: In general, intense developments with a gross floor area to site area ratio above 10:1, should be located close to existing or planned high-frequency public transport stops, to provide an attractive alternative to car use.

3. BUILDING DESIGN AND HEIGHT

INTRODUCTION: 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 public open space, existing or potential.



3.1 OBJECTIVE

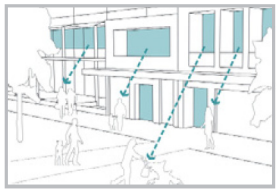
To ensure street frontages of new developments are of a low scale, generally up to 20 metres or not more than 5 storeys. This is the recognised height to which pedestrians relate without losing eye contact and experiencing visual dominance.

GUIDELINE 1: A degree of parapet/wall height variation of 4 to 6 storeys, rather than a constant 5 storey height is encouraged.

GUIDELINE 2: Very low heights (one or two storeys) are discouraged as they may result in a lack of definition of the street space, particularly in relatively wide streets.

GUIDELINE 3: In laneways that do not form part of the main pedestrian network, it may not be practical or necessary to provide a low scale frontage.

3. BUILDING DESIGN AND HEIGHT



3.2 OBJECTIVE

To achieve visual interest and direct surveillance of adjoining streets, public places and through block links.

GUIDELINE 1: Buildings must be designed to provide a visual connection from and to public areas through the use and positioning of windows, doors and balconies to the street frontage/s within the first 20 metres of building height.

GUIDELINE 2: Where the residential development is at ground level, slightly raised balconies or multiple entries, such as to townhouses or home offices, can provide street activation without losing privacy.

GUIDELINE 3: Wider frontages, over 20 metres long, should be visually subdivided in a meaningful way to reflect or develop the finer grain diversity where this is a characteristic of the precinct.

GUIDELINE 4: Car parking should be set back from public frontages and sleeved with active uses rather than simply screened.

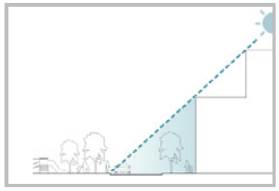
GUIDELINE 5: Buildings on corner sites must address each street frontage. Blank walls to street frontages should be avoided.

GUIDELINE 6: Service spaces/cupboards should be located internally or centrally to service a block or broad development area.

GUIDELINE 7: Continuously glazed frontages can appear blank and non-descript. Frontages should be articulated with defined windows, door and wall combinations to provide transparency and visual interest.

GUIDELINE 8: The use of artwork and green walls to visually articulate a facade is not a substitute for an active frontage.

GUIDELINE 9: All ground floor uses should have access from the street.



3.3 OBJECTIVE

To avoid undue visual dominance, overlooking and overshadowing.

GUIDELINE 1: New developments should scale down close to interfaces with low rise residential areas, adjoining heritage buildings and existing or proposed public open spaces.

GUIDELINE 2: New development should not overshadow existing low rise residential areas of Port Melbourne between 11.00 am and 2.00 pm on 22 September (equinox).

GUIDELINE 3: Except in exceptional circumstances, new development must not overshadow existing open space between the hours of 11.00 am and 2.00 pm on 22 September (equinox).

GUIDELINE 4: New development should not overshadow neighbourhood or local recreational open space, or civic spaces between the hours of 11.00 am and 2.00 pm on 22 September (equinox).

3.4 OBJECTIVE

To achieve continuous, well defined street spaces and direct contact between pedestrians and adjoining uses.

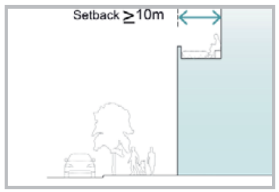
GUIDELINE 1: Avoid cut off corners and recesses along the footpath frontage, as urban areas benefit from continuous, well-defined street spaces and direct contact between pedestrians and adjoining uses.

GUIDELINE 2: There may be cases where a minor internal setback is necessary at an entry point if it is no deeper than one third of its width, to enable safe visibility.

GUIDELINE 3: Occasionally a small open space alongside the street may be justifiable if it has a clear function, is visible from the street, and is designed to appear as a public space.

GUIDELINE 4: Occasionally a setback may be required to widen a street or footpath to accommodate additional public realm and infrastructure.

3. BUILDING DESIGN AND HEIGHT



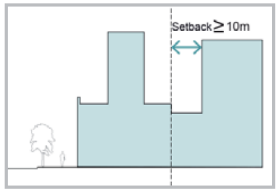
3.5 OBJECTIVE

To set back high or tower buildings above the lower frontage or podium to avoid visual dominance of the street space and lessen adverse shadowing and wind effects.

GUIDELINE 1: For buildings over 40 metres high, the preferred setback of towers is 10 metres from the street. For lower buildings, between 20 and 40 metres high and for parts of high buildings, the street setback may reduce to a minimum of 5 metres, with appropriate justification.

GUIDELINE 2: Tower setbacks from laneways will be assessed on a case by case basis and depend on the intended function and nature of the laneway, as well as potential amenity issues with adjoining buildings.

GUIDELINE 3: All potentially enclosable or roofed space, such as balconies, must be clear of the setback.



3.6 OBJECTIVE

To minimise impacts on the environmental performance and amenity of the proposed building and adjoining buildings.

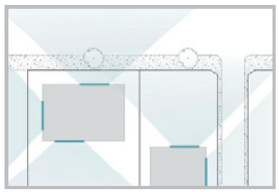
GUIDELINE 1: For buildings over 40 metres high, the preferred setback of towers is 10 metres from shared or side boundaries. For lower buildings, between 20 and 40 metres and for parts of high buildings, the boundary setback may reduce to a minimum of 5 metres, with appropriate justification.

GUIDELINE 2: Buildings less than 20 metres high may have no upper level setback. On smaller sites, it may be possible to directly abut taller buildings to the boundary on adjoining sites in a coordinated manner, with appropriate justification.

GUIDELINE 3: Building faces on shared boundaries should be finished or treated to provide visual interest until the abutting site is developed.

GUIDELINE 4: When multiple towers are proposed on the same site, each tower should be consistent with the tower separation guideline of 20 metres separation between towers. This distance may be reduced to 10 metres minimum with appropriate justification, including providing adequate visual privacy and sufficient daylight to habitable room windows; consideration of visual dominance; wind impacts; and public realm experience.

GUIDELINE 5: When high buildings abut a public laneway with potential development on the other side, the preferred setback should be measured from the centreline of the laneway.



3.7 OBJECTIVE

To maximise amenity (privacy, views and daylight) and create visual variety through individual tower heights, footprints and orientation.

GUIDELINE 1: Staggering or turning tower footprints and alternating lower and higher towers are good design practices.

GUIDELINE 2: Varying architectural form, materials and detail between towers can positively reinforce individual building identity.

GUIDELINE 3: Regardless of separations, tower design should minimise direct overlooking of nearby towers by offsetting or angling views, or by using service areas as a buffer.

3.8 OBJECTIVE

To create a visually interesting and legible cityscape.

GUIDELINE 1: Consider view corridors to proposed towers and overall cityscape to contribute to the larger legibility and sense of place, considering street, neighbourhood, precinct and city scales.

GUIDELINE 2: Towers should have sculpted roof forms and slender or multi-faceted tower forms to be more visually appealing.

GUIDELINE 3: Plant and other service equipment must be integrated in the design of the building and appropriately screened.

GUIDELINE 4: Reflective glazing can create negative visual impacts over a wide area. Perpendicular reflectivity must be limited to 15 per cent and any potentially sensitive impacts, such as on main roads, must be the subject of a specialist study.

GUIDELINE 5: Signage will generally be the subject of a separate permit but should be limited to building identification and integrated with the building design.

3. BUILDING DESIGN AND HEIGHT

3.9 OBJECTIVE

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

GUIDELINE 1: Identified heritage structures, not just the facades, should be retained in as close to their original building form as possible.

GUIDELINE 2: Development should incorporate elements of broader heritage significance through contemporary interpretations of industrial built form, reference to existing subdivision patterns, and references to social history.

GUIDELINE 3: New buildings which adjoin a heritage place should demonstrate a complementary response in terms of material selection, height and massing, providing a gradual transition between the heritage place and new development.

3.10 OBJECTIVE

To mitigate any potential nuisance to new residents from existing industrial uses within the precinct, or from traffic and uses adjoining the precinct.

GUIDELINE 1: Any noise attenuation recommendations included in an acoustic report required by the relevant Schedule to the Capital City Zone must be implemented to ensure high-level of indoor amenity for all new dwellings.

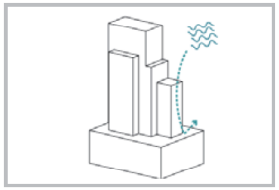
GUIDELINE 2: Vibrational and/or acoustic attenuation may be required for buildings within the Westgate Interface Buffer identified on Plan 1, or are within close proximity to M1, CityLink and locations of freight activity.

GUIDELINE 3: Development applications containing sensitive uses (listed below) within the Freight and Logistics Buffer identified on Plan 1 must include appropriate measures to ensure that the amenity of the proposed use will not be impacted by off-site impacts associated with the Port of Melbourne operations. Sensitive uses are:

- Accommodation
- Child care centre (includes Kindergarten)
- Education centre
- Hospital
- Place of assembly (includes Library)

4. WIND AND WEATHER PROTECTION

INTRODUCTION: Pedestrian comfort in all streets and public spaces is paramount to the success of the area. Adverse wind effects are a major concern in Melbourne, particularly close to Port Phillip Bay and exposed high buildings.



4.1 OBJECTIVE

To ensure that appropriate comfort standards are provided at street level and in publicly accessible areas of the site.

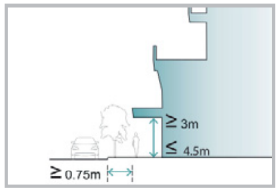
GUIDELINE 1: As wind mitigation is likely to have a significant impact on building design, the inclusion of professional wind advice at the early design stage is critical to ensuring an appropriate outcome. It is likely that the design of high buildings may require significant adaptation (changes to overall form, setbacks and/or cut outs) to achieve an acceptable wind impact outcome.

GUIDELINE 2: The addition of protective screens and other incidental add-ons to a building is not an acceptable design response to wind mitigation.

GUIDELINE 3: Landscaping within public spaces will not be considered as a wind mitigation measure.

GUIDELINE 4: Spaces on top of podiums should also have an acceptable wind outcome, which may be achieved through building form and the addition of protective canopy screens.

4. WIND AND WEATHER PROTECTION



4.2 OBJECTIVE

To provide weather protection from sun, wind and rain especially in streets with commercial frontages.

GUIDELINE 1: Canopies are encouraged and should be continuous, provided they do not prevent the use of canopy trees for shading and cooling.

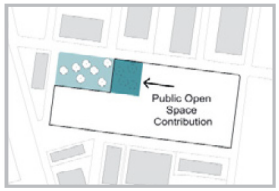
GUIDELINE 2: Canopies should be set back from street kerbs by at least 0.75 metre to avoid vehicle damage and service poles. Greater setbacks or cut outs may be required to accommodate existing or future street trees.

GUIDELINE 3: Canopies above the footpath should be at an appropriate height and width to avoid damage while still providing effective weather protection. The height above the footpath pavement should be generally between 3 and 4.5 metres and consistent with adjoining sites.

GUIDELINE 4: In special circumstances canopies may be omitted or be glazed, such as on heritage buildings or where daylight or upward views are desirable.

5. PUBLIC SPACES AND LANDSCAPING

INTRODUCTION: It is expected that all new developments will provide improved precinct amenity in the form of dedicated public open space and contributory private landscaping.



5.1 OBJECTIVE

To achieve high precinct amenity through open space provision.

GUIDELINE 1: Where the site is large enough (generally over 6,000 sqm) or where the site contribution can clearly be co-located with an existing or proposed open space consistent with Plan 3, the contribution may be required in the form of land transferred to council.

GUIDELINE 2: A public open space contribution in the form of land will only be required where the outcome fulfils a clear open space role and is more than just a pedestrian link. Generally, the resulting space should be at least 500 square metres with a minimum dimension of 20 metres and be in a location consistent with Plan 3.

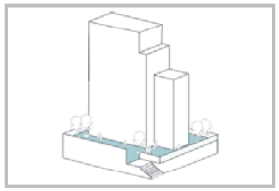
GUIDELINE 3: Any proposed open space should have an appropriate solar orientation, be protected from wind, not be overhung by buildings, have adequate conditions for tree planting and direct at-grade street access.

GUIDELINE 4: Open space should consider a wide range of uses, maximising opportunity for integrated activity and ecological function.

GUIDELINE 5: If council does not require the space to be landscaped, the space must be delivered level and with a usable surface such as grass.

GUIDELINE 6: Sufficient deep soil zones must be provided to allow for large canopy trees and plants for all open space.

5. PUBLIC SPACES AND LANDSCAPING



5.2 OBJECTIVE

To ensure private landscaping, communal and rooftop gardens (generally on podiums) form an integral part of larger proposals.

GUIDELINE 1: On-site, communal open space and gardening opportunities should be provided in addition to the specified contribution for public open space.

GUIDELINE 2: Developments should consider available rooftop space for garden and recreation areas.

GUIDELINE 3: On-site green spaces are best associated with communal facilities, contributing to community use and active surveillance.

GUIDELINE 4: Existing mature trees should be retained on-site and street trees must be protected before and during development (unless replacement is agreed with council). In circumstances where trees are removed, developers are encouraged to incorporate suitable replacement planting.

GUIDELINE 5: Wall or facade greening must be located in a suitable growing location. Screening designs should not depend on the success of green walls.

GUIDELINE 6: Rooftop gardens, including substrate media depth, plant species, drainage and irrigation, must be appropriately designed to optimise the performance and ecological benefits of green roofs.

GUIDELINE 7: Green walls, facades and roofs should be supported by a robust maintenance regime and sustainable irrigation system.

GUIDELINE 8: Landscaping of public open space must address requirements for managing the quality and quantity of stormwater generated.

5.3 OBJECTIVE

To develop streets as high amenity public spaces.

GUIDELINE 1: All streets must be formally planted with canopy trees.

GUIDELINE 2: The landscape reservation setback shown on Plans 4 and 6 will ensure that these streets can be developed as treed boulevards, and provides opportunity for road widening for future transport infrastructure. Footpaths along these landscape setbacks should be located on the facade side.

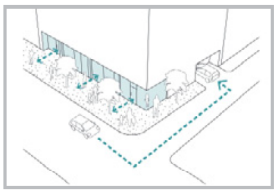
GUIDELINE 3: Vehicle crossings of pedestrian footpaths should be restricted to a minimum, particularly on identified Strategic Cycling Corridors, to the Lorimer Parkway, and public transport routes.

GUIDELINE 4: The design of public spaces must be in accordance with council's technical standards for furniture and finishings.

GUIDELINE 5: Development should incorporate integrated artwork within the street frontage area.

6. TRANSPORT AND ACCESS

INTRODUCTION: 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 encouraged.



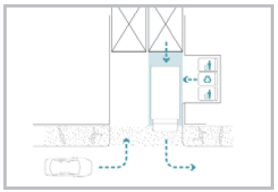
6.1 OBJECTIVE

To consider the transport implications arising from the development on the wider area and provide appropriate site access.

GUIDELINE 1: When a proposal adjoins an existing or proposed public transport route or a major road, vehicle access may be limited. Early consultation with Public Transport Victoria and/or VicRoads is recommended. These agencies must be satisfied that the proposed development does not negatively impact on their transport networks and functions.

GUIDELINE 2: Street frontage interruptions should be limited by consolidating vehicle access to one point. This may include shared servicing access and shared access for multiple buildings. Site access from secondary streets or lanes is preferred.

GUIDELINE 3: The width of vehicle crossovers should be minimised and should incorporate intermediate pedestrian refuges where crossovers are more than 6 metres wide. Clear pedestrian priority should be designed into driveway crossovers and access ways.



6.2 OBJECTIVE

To ensure all servicing and loading occurs on-site.

GUIDELINE 1: A specialist waste management plan must be provided in multistory developments of more than 20 dwellings.

GUIDELINE 2: Sufficient screened or enclosed waste storage must be provided within the site and enable on-site collection. On-street waste collection will not be permitted.

GUIDELINE 3: An adequately sized, on-site loading dock should be provided to enable furniture removal and other servicing.

GUIDELINE 4: Loading docks should be screened with doors that are an integrated part of the building design.

6.3 OBJECTIVE

To actively promote alternative transport modes.

GUIDELINE 1: Development should consider how public transport and other alternative modes can be promoted through design.

GUIDELINE 2: Car share schemes are encouraged as a resource effective alternative to the provision of resident car parking.

6.4 OBJECTIVE

To encourage cycling through the provision of easily accessible on-site facilities and bike parking.

GUIDELINE 1: The planning scheme specifies the provision of at least one cycle space/5 dwellings, one visitor space/10 dwellings, one space/300 sqm of net office floor area and one visitor space/1,000 sqm of net office floor area. These cycle park standards are a minimum, with one cycle space/dwelling and one cycle space per 50 sqm of net office floor area preferred.

GUIDELINE 2: Visitor cycle parking must be at ground level with clear visual cues to its location.

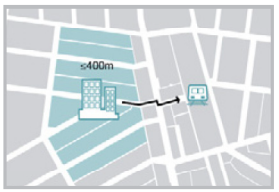
GUIDELINE 3: Resident cycle parking must be secure and located in the first level basement, or on the ground or first floor level with dedicated cycle access directly from the street.

GUIDELINE 4: Change and locker facilities with appropriate capacity are required to serve commercial uses (generally one shower/10 bikes and one locker/single bike).

GUIDELINE 5: Where bicycle parking is co-located with car parking, clear access into and through car parks should be marked to reduce conflict with vehicles.

GUIDELINE 6: Where boom gates are installed at car park entrances they should allow easy bicycle access without having to dismount.

6. TRANSPORT AND ACCESS



6.5 OBJECTIVE

To limit private car parking numbers, particularly within 400 metres of existing or proposed high frequency public transport stops.

GUIDELINE 1: Provision of car parking for dwellings at a rate less than the maximum specified in the relevant Planning Scheme is encouraged, with a target rate of 0.5 spaces per dwelling.

GUIDELINE 2: Parking for non-residential uses will depend on the type of use, but for offices should not exceed one car space per 100 sqm of net floor area.

6.6 OBJECTIVE

To ensure parking is not visible from the street.

GUIDELINE 1: All parking not located in basements must be wrapped in a sleeve of active uses (such as a 5-10 metre deep skin of shallow dwellings or offices), especially when facing the street. When facing secondary laneways and adjoining sites, appropriately designed screening may be sufficient.

GUIDELINE 2: Parking entries should be integrated with the building design and must incorporate quality doors.

GUIDELINE 3: It is preferable that car parking be accessed from laneways, and not from streets.

GUIDELINE 4: Car park designs should maximise natural ventilation, consistent with providing activated frontages.

GUIDELINE 5: Car parks should 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.

7. WATER AND ENERGY MANAGEMENT

INTRODUCTION: If Fishermans Bend is to be a liveable, resilient and commercially successful urban renewal area it is crucial that all new development is adequately prepared for future outcomes and that all buildings make efficient use of energy, water, scarce materials and other resources.

7.1 OBJECTIVE

To make efficient use of stormwater, not overload existing drainage and create green urban environments which protect the environmental health of urban waterways and Port Phillip Bay

GUIDELINE 1: Provision should be made to manage stormwater generated on-site within the development footprint. Advice should be sought from Melbourne Water and council for determining an optimal stormwater management strategy.

GUIDELINE 2: To avoid overloading existing drainage infrastructure and exacerbating flood risk, each building should capture runoff from 100% of the roof area and successfully retain on-site at least 50% of the volume of runoff derived from a 5 year 72 hour storm event.

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

GUIDELINE 4: To contribute to the creation of green urban environments, development should maximise permeability, water infiltration and passive irrigation of all public and private landscaped areas.

GUIDELINE 5: Stormwater generated from surfaces such as car parks, pavements and open space, must be managed on-site. Reducing the impervious area through measures such as rain gardens, permeable pavements, green roofs and other on-site detention systems can improve stormwater management outcomes.

GUIDELINE 6: Development must meet or exceed best practice stormwater quality treatment standards prior to discharge to receiving waterways, to the satisfaction of Melbourne Water and council.

7. WATER AND ENERGY MANAGEMENT

7.2 OBJECTIVE

To reduce the need to augment potable water supplies to Fishermans Bend. New development must maximise use of alternate water sources and thereby ensure readiness to connect to a precinct-wide recycled water supply, once justified.

GUIDELINE 1: New buildings must install a third pipe to supply non potable uses within the development, including for toilet flushing, fire services, irrigation and cooling, unless otherwise agreed by South East Water. Installing third pipe during building construction is more cost effective than retrofitting in the future.

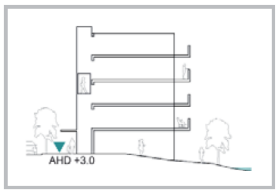
GUIDELINE 2: The design of new development should reduce consumption of potable water by adopting best practice water efficient fixtures and appliances.

GUIDELINE 3: Provision of third pipe should include a building connection point that ensures readiness to connect to future precinct-scale alternative water supply. South East Water should be consulted to identify a suitable location for the building connection.

GUIDELINE 4: Storage, such as rainwater tanks with a capacity of 0.5 cubic m per 10 sqm of roof area and equipped with power and water management telecommunications will be required. Such roof top runoff should be stored independently of runoff from other impervious surfaces such as car parks.

GUIDELINE 5: Grey water collection and re-use is expected for all larger developments (over 200 dwellings).

GUIDELINE 6: To facilitate cost efficient provision of a third-pipe network throughout Fishermans Bend and minimise ongoing community disruption, South East Water should be consulted when streetscapes are being designed and redeveloped. This will enable installation of the third pipe network to coincide with streetscape redevelopment and minimise costly and disruptive infrastructure works and streetscape reinstatement.



7.3 OBJECTIVE

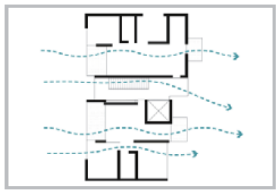
To protect key building access points and uses from current and forecast flooding impacts.

GUIDELINE 1: So that the extent and impact of drainage and flooding issues can be accurately determined, Melbourne Water and council should be consulted early, at the concept design stage, for all new developments. Unless lower levels are approved by the responsible authority, minimum floor levels should be set at 3.0 metres AHD or 0.3 metres above the local overland flow flood level, whichever is the higher.

GUIDELINE 2: Early consideration and careful design of access spaces and ramps is necessary to comply with flooding and universal access requirements. The location of essential services, such as power connections, switchboards and other critical services, should also be considered.

GUIDELINE 3: Creative design responses will be needed to accommodate raised ground floors which pose a threat to visual interaction with the street. An appropriate design response may include an entry at footpath level, with level changes internally to achieve the minimum AHD floor levels or raised level of access ways and laneways.

GUIDELINE 4: Basements may be constructed provided access points comply with site safety requirements such as entry/exit routes incorporating a continuous apex that is at least 0.6 metres above 3.0 metres AHD.



7.4 OBJECTIVE

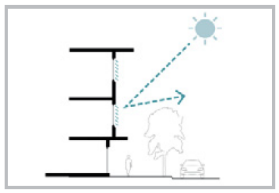
To provide natural ventilation, including cross ventilation, and daylighting of common areas and private spaces.

GUIDELINE 1: The ability to remove hot air at night via openable windows or controlled extraction should be considered, particularly in offices.

GUIDELINE 2: Borrowed light within dwellings will not be accepted. All bedrooms are required to have external windows.

GUIDELINE 3: Residential development should be designed to allow cross ventilation, including allowing for dual aspect and for all habitable rooms to have openable windows.

7. WATER AND ENERGY MANAGEMENT



7.5 OBJECTIVE

To maximise the solar performance of new buildings.

GUIDELINE 1: Maximising the northerly aspect to dwellings is preferred, and building orientation should maximise winter sun and minimise uncontrolled summer sun.

GUIDELINE 2: Air conditioning unit infrastructure should not be externally visible and integrate with the design of a building.

GUIDELINE 3: Air intake and exhausts should not impact public areas.

GUIDELINE 4: Development should include energy efficient glazing and external shading devices to building facades.

GUIDELINE 5: Solar panels for water heating and photovoltaic electricity production should be made use of. These should be located where they are unlikely to be overshadowed by existing and future buildings and integrated with the design of the building.

7.6 OBJECTIVE

To match or exceed current best practice benchmarks in terms of sustainability and energy efficiency rating schemes.

GUIDELINE 1: Energy systems are most efficient when shared between different uses and/or a group of buildings, so partnerships and precinct frameworks are encouraged.

GUIDELINE 2: The design of a development is expected to exceed the National Construction Code sustainability standards in order to achieve best practice outcomes.

GUIDELINE 3: Developments are expected to match or exceed the sustainability requirements of the planning scheme.

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 Early Childhood Development (DEECD) plans for future school provision to ensure adequate facilities for the projected student population. Based on development assumptions for Fishermans Bend DEECD 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 MPA 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 acknowledges 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 underwhelm 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 MPA, 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

Infrastructure Category	Description	Timing
Community	*New multipurpose community infrastructure hub in the Montague precinct, potentially co-located with the proposed Ferrars Street School.*	2014 – 2016
Open Space	*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.*	2014 – 2016
Active Transport / Public Transport	*Safety and accessibility upgrades to light rail stops on routes 96 and 109, to service growing demands within the Montague precinct.*	2014 - 2016
Active transport / Streets / Open Space	*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.*	2014 – 2018
Open Space	*New public park at the interface between Fishermans Bend and Port Melbourne, located within close proximity to the existing Port Melbourne Cricket Ground.*	2014 – 2018
Active Transport / Public Transport	*Stage 1 delivery of light rail service to Fishermans Bend (to Graham Street along Plummer / Fennell Street alignment), including consideration of:* *• 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	*Multipurpose community hubs*	2014 - 2023
Community / Recreation	*Outdoor sport court facility*	2014 - 2023
Streets	*Public realm, pedestrian and cycling upgrade of Plummer and Fennell Street, to Graham Street*	2014 - 2023
Public Transport	*Bus priority lanes and stops to support improved services*	2014 - 2023
Active Transport	*Stage 1 upgrades to the Strategic Cycling Corridors and Principle Bike Network connecting Fishermans Bend to the CBD and surrounding suburbs*	2014 - 2023
Streets	*Stage 1 upgrades to local street paving, kerb and channel, footpaths and intersections*	2014 - 2023
Future proofing	*Land reservations and acquisition for future infrastructure needs, including public transport corridors, rail station access areas, community infrastructure hubs and utilities infrastructure.*	2014 - 2023
Open Space	*Stage 1 improvements to existing and new parks, squares and public spaces, including upgrades to JL Murphy Reserve and the Port Melbourne Cricket Ground.*	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 MPA will continue to monitor the performance of the SFP and recommend changes to the planning framework where necessary and appropriate. 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 MPA 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 MPA will commence a review of the required public transport infrastructure from 2014. This will investigate the staging and timing of public transport services (bus and tram), its integration with the proposed Montague Station, and the delivery of new tram infrastructure. 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 MPA intends to prepare the DCP within 12 months of this Plan being finalised, in consultation with councils, DTPLI, PTV and VicRoads. It is estimated that the DCP levy will be close to $16,000 (2013 dollars) per dwelling, $18,000 per 100 square metres of office and $15,000 per 100 square metres of retail floor space.

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 Schedule to the CCZ requires that any planning permit for buildings and works issued in the **Rail Investigation Area** identified in this document must contain a standard condition which requires the submission of a copy of plans and cross sections 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, prior to the development starting demolition and site preparation works.

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.

The Schedule to **Clause 66.06** requires that the Secretary DTPLI is notified of any planning permit application for buildings and works within the **Rail Investigation Area** identified in this document.

Development must also have regard to various local policies set out in the Melbourne and Port Phillip Planning Schemes. These include policies about sustainability, amenity, water and built form.

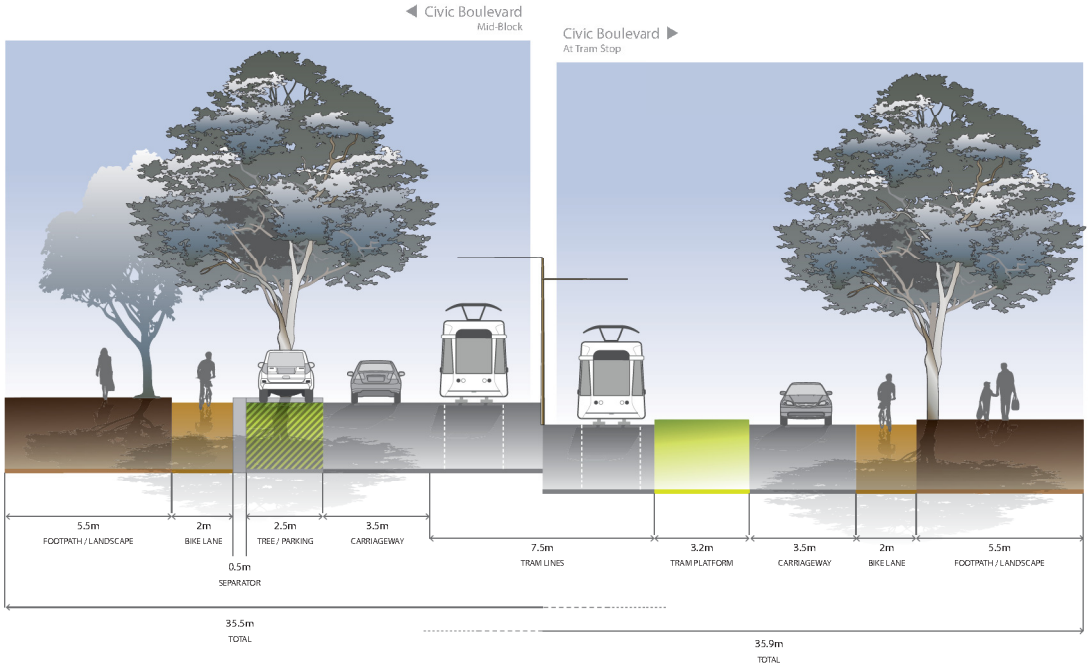
The Particular Provisions of each Planning Scheme provide additional requirements for planning permit applications in prerequisites for approval. These cover such matters as advertising signs, cycling facilities and public open space provision. In particular, the Schedule to Clause 52.01 **Public Open 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

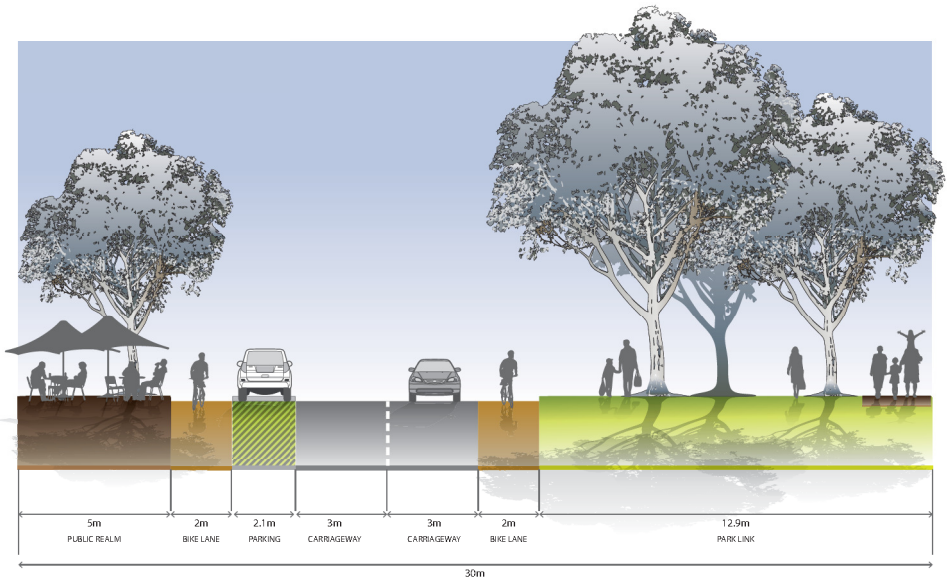
A Design Review Panel will be established for Fishermans Bend by the MPA to examine the merits of significant development proposals at pre-application stage. It will consist of planning, architecture, place-making and design experts, and will be convened by the MPA. The Panel will have regard to the planning policy framework detailed above, the strategic goals set out by this document, and the design guidelines as statutory requirements for all development. It will offer 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 will be 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

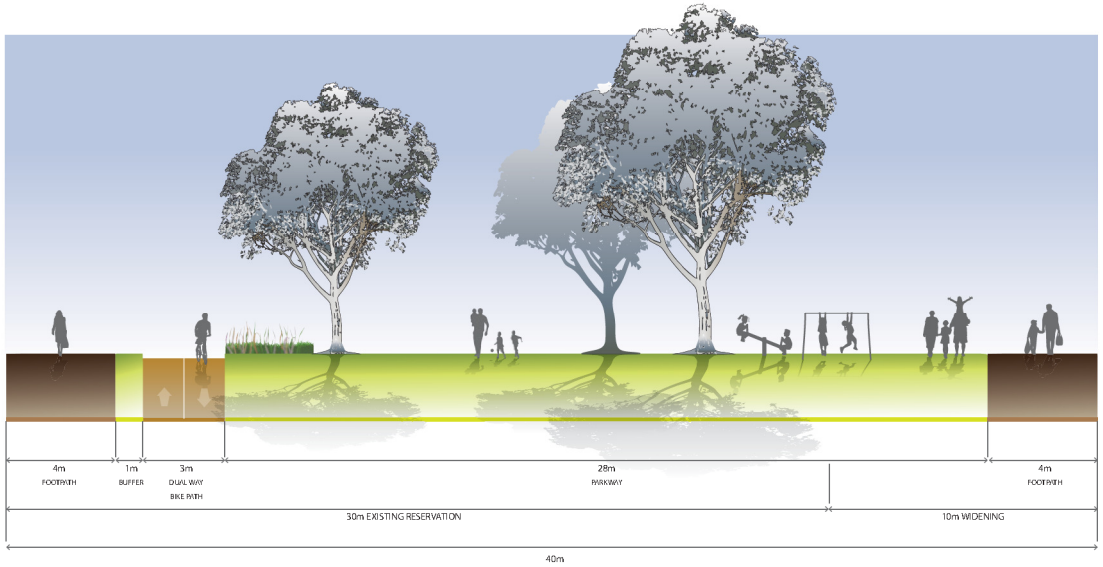


Civic Boulevard
Plummer and Fennell Street

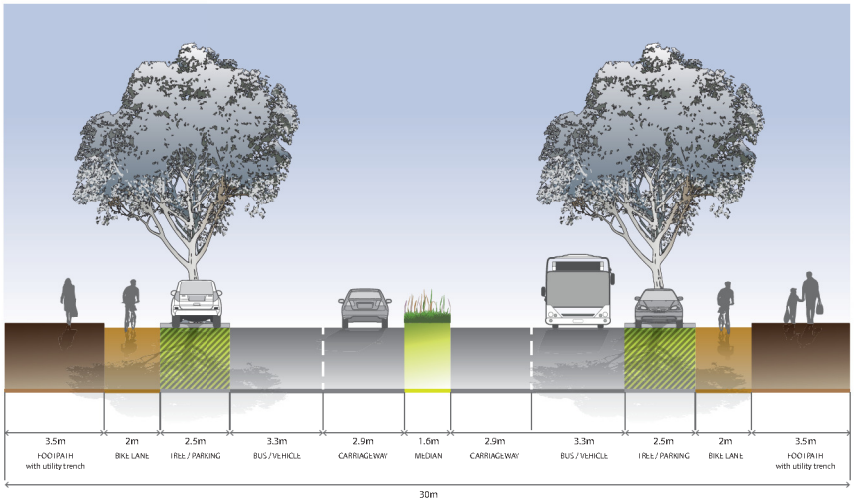


Buckhurst Street
Green Link

APPENDIX 1: INDICATIVE STREET SECTIONS

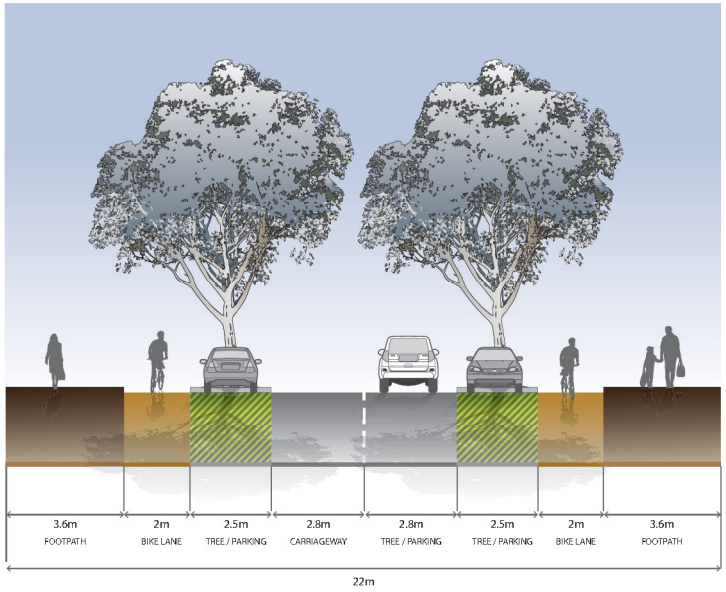


Lorimer Parkway
Dedicated cycle lanes on north side, no vehicular access, water sensitive urban design

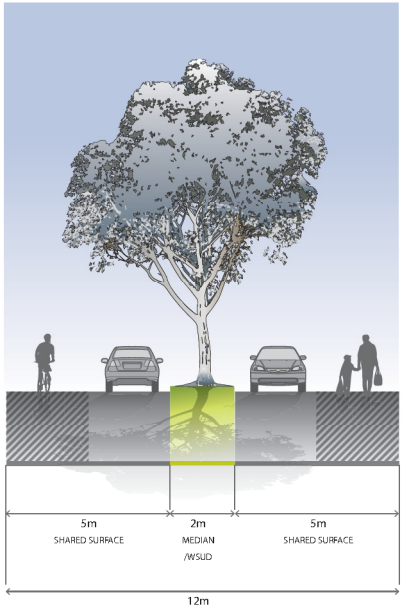


30m Street Section
PT provision, vehicular access, dedicated cycle lanes

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.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