

**CITY OF MELBOURNE COMMENTS ON FISHERMANS  
BEND URBAN RENEWAL AREA DRAFT VISION AND  
INTERIM DESIGN GUIDELINES**

November 2013

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## 1. OVERVIEW

Thank you for the opportunity to provide the City of Melbourne's comments on the Fishermans Bend Urban Renewal Area (FBURA) Draft Vision and Interim Design Guidelines. The Draft Vision was prepared by Places Victoria with the advice and guidance of the City of Melbourne, the City of Port Phillip, the Department of Transport, Planning and Local Infrastructure (DTPLI) and the Office of the Victorian Government Architect.

The Draft Vision effectively captures many of the aspirations for the FBURA that the City of Melbourne has considered since July 2012 when the Minister for Planning requested Places Victoria to prepare a Strategic Framework Plan for the FBURA to guide future development patterns, determine infrastructure needs and establish a development contributions framework to fund infrastructure investment.

The City of Melbourne is generally supportive of the Draft Vision and Interim Design Guidelines. In particular of the aspirations for transport and community infrastructure to support the economic growth of Melbourne's Central City, for the necessary funding and delivery of community services and facilities and transport infrastructure to precede and shape the growth of the area.

We recommend that the following major changes are incorporated into the Strategic Framework Plan for release in summer, 2014:

- More defined aspirations and targets for the environmental sustainability objectives.
- Reinstatement/realignment/additional bridge and further investigation of the Yarra River bridge design options and delivery that considers the maritime role of the docklands/river.
- Additional detail on the Lorimer precinct to provide greater clarity on the built form and public realm proposal contained in the Draft Vision and Design Guidelines.
- Incorporate Howe Parade alignment green link to Westgate Park.
- Elevate the importance of creating "Healthy Cities" into the overall Strategic Directions.

The Interim Design Guidelines were prepared by the Department of Transport, Planning and Local Infrastructure (DTPLI). We have included a number of detailed recommendations in our comments below. Generally these request more specific guidance on achieving the desired urban design outcomes for Fishermans Bend as outlined in the Draft Vision.

Comments have also been included to ensure that development in Fishermans Bend contributes to achieving the adopted policies of the City of Melbourne.

## 2. COMMENTS ON THE DRAFT VISION

We understand that following public consultation the Minister will request that the Draft Vision is consolidated into a Strategic Framework Plan and that this and the Interim Design Guidelines will be translated into Melbourne and Port Phillip Planning Schemes' controls. The City of Melbourne response is therefore focused on recommendations for changes to the Draft Vision proposal that should be incorporated into the Strategic Framework Plan.

The City of Melbourne is generally supportive of the Draft Vision. Our comments below focus on the key elements that are supported in the Draft Vision, significant changes that need to be considered and other, more minor changes that we feel should be addressed to facilitate a broader understanding and implementation of the Draft Vision.

### a City of Melbourne support for the Draft Vision

The City of Melbourne particularly supports the following elements of the Draft Vision:

1. Acknowledgement of the need for the timely delivery of infrastructure to support economic growth and the health and wellbeing of new communities. This is required to create a successful place.
2. Central city growth centred on the Yarra River – see also part b. below.
3. Support for a tram link across the river connecting the Hoddle grid and the FBURA (down Plummer Street). This will be critical to attract investment in private development that creates jobs in the city. Without high frequency, direct public transport services into the existing CBD, the FBURA could develop as a predominantly residential suburb which will be difficult to convert to commercial uses. This would compromise Melbourne's position as a nationally significant economic hub and reduce our global competitiveness.
4. The proposal for a metro rail line to the FBURA with early identification of the alignment, reserves required to ensure that can be delivered in the medium term.
5. Aspiration for family-friendly living and the creation of new liveable neighbourhoods that are supported by the services and facilities they need, and where residents are connected to each other via a network of great streets and a well-designed park and open space network.

### b Major Recommended Changes

#### ***More defined aspirations and clearer targets for the environmental sustainability objectives.***

The aspiration in Strategic Direction 8 that smart environmental solutions are essential to creating sustainable communities is supported but requires more clarity of the objectives and timeline for delivery of these outcomes. Considering significant governance, financial and regulatory barriers to the implementation of precinct scale solutions, we would recommend that the steps to be taken to progress precinct-scale planning in the FBURA be included in the Strategic Framework Plan.

#### ***More emphasis on the Yarra River as a defining characteristic of the central city***

Further emphasis is needed on the Yarra River as an important defining characteristic of Melbourne's central city that should be celebrated, embraced and confirmed through decisions around the central city expansion.

To emphasise this, we recommend adding an additional paragraph to P30/31 as follows:

'The Yarra River and Victoria Harbour will increasingly play a central role in defining the city centre. This will continue to expand to include recreational and public water transport, along with other activities both on the water and along its edges. This activity should be strengthened and encouraged as Fishermans Bend grows as a place.'

In addition, the potential ferry shuttle shown in Key Move 4 (p41) could be added to Figure 7.

***Further investigation of design options for the Collins Street extension Yarra River Bridge that cater for the maritime role of the Docklands waterways and the river.***

The proposed bridge crossing and alignment connecting Collins Street extension to FBURA and Plummer Street is supported by the City of Melbourne. This will be a critical connection to the existing CBD for public transport, pedestrians and cyclists. Early instalment of a bridge will ensure the growth of jobs and businesses that will only be attracted to the FBURA if good access to existing businesses and services in the Hoddle Grid and Docklands is available. It will also enable the new community to establish with good access to the services and facilities in the Docklands.

There is however significant local concern, mainly coming from Yarra's Edge residents and those with boats at the marina with the alignment and role of the proposed bridge crossing. We understand that there are three key issues with the bridge, which are:

- The bridge will constrain or block passage for the majority of boats at the Marina Yarra's Edge which have air drafts exceeding 4m. Current existing minimum bridge clearances further to the east are 3.18m at the Webb Bridge (pedestrian) and 2.89m Charles Grimes Bridge (road) at high tide.
- the bridge will take precious park space away at Point Park; and
- views and amenity will be compromised by the bridge.

Whilst it is understandable that the proposed new crossing raises these issues in the emerging Yarra's Edge community this needs to be balanced with the broader city-shaping objectives of the Fishermans Bend urban renewal area. These include an extension of the future city centre, new populations of 80,000 residents and 40,000 workers, the need for Lorimer (and other precincts) need to be developed with excellent public transport access and convenient and effective walking and cycling accessibility to both Docklands and the Hoddle Grid. This will benefit the whole central city and the current alignment seems to offer the best opportunity to do so.

However the detailed alignment, design, role and operation of this bridge connection needs to be thoughtfully considered to ensure that a workable solution for a river crossing can be achieved. For example, an operable bridge would allow access to the existing marina to yachts within an agreed timetable. Additional open space could be delivered to compensate the potential losses in Point Park.

The City of Melbourne is committee of management and landlord of Marina Yarra's Edge which has 149 berths/sea bed leases with tenure until 2030. More detailed technical investigation of the design options for this connection is critical to the success of the FBURA and must be a priority in the finalisation of the Strategic Framework Plan. We recommend working closely with all key stakeholders to progress this issue.

***Additional detail on the Lorimer precinct to provide greater clarity on the built form and public realm proposal contained in the Draft Vision and Design Guidelines.***

Further detailed design and planning work on the vision outlined for the Lorimer precinct is required urgently to provide an effective guide for future development. In particular further development of the design for the public realm initiatives (including the open space, parks, urban squares and improved streetscapes) and the built form proposals included in the Draft Vision.

We recommend that some of the design and planning thinking that has informed the proposals included in the Draft Vision be incorporated into the Strategic Framework Plan. This will enable the strategic directions for the Lorimer Precinct to be tested, refined and clarified and made more explicit.

***Incorporate Howe Parade alignment green link to Westgate Park.***

This link will provide pedestrian and cycle connectivity to the Yarra River west of FBURA and the Port of Melbourne site.

***Elevate the importance of creating “Healthy Cities” into the overall Strategic Directions.***

The health (physical, mental and emotional) of future communities will determine whether the FBURA can be considered a success. This should be further emphasised in the Draft Vision and, subsequently, in the Strategic Framework Plan, to ensure that this directly informs decision making on future development, infrastructure investment and policy development. “Healthy Cities” is an evidence-based, conceptual framework promoted by the World Health Organisation to support planning and design decision making. A good example of planning for healthy communities can be seen in the Centre for Active Design in New York (<http://centerforactivedesign.org/about/>). We would recommend the inclusion of Healthy City principles and measurables into the Strategic Directions.

***Other Recommended Changes***

The following comments generally focus on providing greater clarity on some of the supported aspirations in the Draft Vision. Further explanation of these important concepts will be useful to inform the discussion and decision making for the FBURA.

**On page 19.** Add additional clarity on what constitutes ‘Smart Environmental Solutions’ as follows:

- Include: Maximum use of solar resource, particularly in medium rise areas.
- Include: precinct-wide resource recovery infrastructure enabling sorting and extraction.
- Include: Plan for future impacts of sea level rise

**On page 30.** The aspiration for expanding the opportunity for ‘family-friendly’ living is welcome and supported. The City of Melbourne is committed to providing a vibrant and inclusive city for everyone to enjoy, including children. As part of this commitment, Council is seeking to become accredited as a UNICEF (United Nations Children’s Fund) Child-Friendly City. Around the world UNICEF’s network of 850 Child-Friendly Cities listen to the voices, needs, priorities and rights of children to inform how the city is run.

Adding an explanation of what is meant by family-friendly living would clarify the objective. We suggest adding a definition on page 21 along the lines of:



'Family friendly living refers to a pleasant urban setting which is, inclusive and safe, built on a human scale with places where people gather, connect and contribute to neighbourhood life.

These places build a sense of belonging for residents and help make the neighbourhood safer. Parks, childcare centres, schools, grocery stores, libraries, and cultural, sports and community centres in the neighbourhood need to be easy to access and enjoy.

A suggested measure of success is the 8/80 rule, where family friendly places are assessed according to whether they are comfortable and accessible places for those who are 8 years old, or 80 years old. If so, they will likely be successful places for the full age spectrum that represents our family-friendly aspirations'

**On Page 34.** Improvements to the public realm are supported but more explicit statements are needed on what is meant by 'streetscape enhancements' and 'high quality public realm'. For example:

"Streetscape enhancements: A streetscape refers to the overall character of a street or route. While they are public spaces, they usually form part of the movement network and may need to address multiple movement networks while fulfilling places roles such as providing places for seating, places to meet friends and allow a range of open space roles. Enhancements to the streetscape refer to improving the overall character of a street, focusing on its role to contribute to the pedestrian experience, while also considering and balancing the need to fulfil other roles, such as the needs of public transport.

High quality public realm: Public realm, which refers to any publicly or perceived public streets, pathways, right of ways, parks and open spaces, defines our urban experience. It connects buildings to streets to neighbourhoods and creates the everyday social and civic spaces of a city. High quality public realm refers to vibrant, accessible, diverse and connected places. High quality suggests that the physical environment is designed to enhance the overall pedestrian experience, and it supports the overall social, economic and environmental aspects of place."

**On Page 48.** Add a statement to clarify what a cycle-friendly street is such as the following at the end of second paragraph:

'This includes designing each street to provide for safe and convenient cycle access to every front door.'

**One page 52.** Include a range of typologies to be located within each FBURA neighbourhood. This will help define what a 'diversity of built form outcomes' is intending to achieve and how to achieve it. This should be related to, and tested against, the proposed height controls.

The following comments include recommendations for additional priority projects to be considered as follows to ensure that the key moves can be progressed.

**On page 44.** Add a potential project to

"Work with VicTrack/VicRoads on exploring opportunities to create linear parks or green ecological functional space along the train line / major roads using now often vacant / underutilised land, without compromising safety issues."

**On Page 44.** Add a potential project

“Where possible, explore the opportunity of creating ecologically more sophisticated green boulevards and potential high amenity routes, by incorporating a whole range of green elements in the same space: eg. grass, bush, trees.”

**On Page 46.** Add a potential project

“The green network should demonstrate a wide range of uses, from active recreation to ecologically functional urban parks and spaces. Secure key sites early to demonstrate new types of open space, such as urban wetlands, to showcase the potential of open space, and as demonstration projects, to influence the potential of private green space design”.

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## 3. THE INTERIM DESIGN GUIDELINES

The following comments outline detailed recommendations to ensure that the application of the Interim Design Guidelines is considered and that they are effectively translated into meaningful planning controls.

Many of the recommended changes below are necessary to deliver on a number of City of Melbourne policy objectives.

Location	Comment
p.4	<p>Recommend outlining exactly what urban context is significant and should be considered (e.g. views, solar access to existing parks, any historic buildings or established landscapes...). Analysis drawings would be useful to set the site context at the start of the document.</p> <p>Development applications would then be required to respond to urban design context objectives with a concept statement, their own analysis and drawing.</p>
P4 1.2	<p>Add focus on a public-realm and contextual approach to develop larger sites.</p> <p>Add at the end of 1.2 text: "The master plan should promote a strong public-realm approach to create a series of routes and spaces that contribute in a meaningful way to the larger pedestrian and movement networks. Resulting development blocks and sites should activate these proposed routes and spaces."</p>
P4, 1.2 Note 3	<p>The site master plan must integrate within its surrounding context.</p> <p>Add the following at the end of Note 3: "and must enhance and contribute to existing and proposed open spaces, open space network links and movement networks."</p>
P 4 1.1 Note 2	<p>Natural features located on the existing site and adjoining public land should be detailed in the context plan and help inform design of the site. E.g. swales, existing vegetation, topography.</p> <p>Add sentence to Note 2: "This should include how the site and existing site features (such as swales, soil type, existing vegetation, topography, etc) positively inform any design proposition."</p>
p.5, Note 4	<p>Further guidance is needed on the design of laneways and any 'Little Streets' to ensure that car park access on new laneways does not undermine the potential of lanes as people-oriented spaces, and it is the lanes that can offer so much due to their scale.</p> <p>Consider adding at the end of the point: "Within Lorimer, car access points should be located along proposed little streets."</p>

Location	Comment
p.5, 1.3 Note 5	<p>“Active uses” aren’t necessarily an indicator of quality, but rather a fine scale and high quality of design. This principle needs to be explored further and perhaps illustrated.</p> <p>Consider adding at end of note: “A fine scale, high quality and considered design to enhance the pedestrian experience will be important to demonstrate in the design of all public links. Where possible, trees and vertical landscaping should be considered to add to the pedestrian experience.”</p>
P6, 1.5	<p>Mixed uses should be fine grained, not coarse.</p> <p>Add text at end of 1.5 text: “The mix of uses should be fine grained, to create synergies between uses, and encourage urban intensity for the proposed medium to high densities of Fishermans Bend.</p>
P6, 1.5 Note 2	<p>A more robust and flexible toolkit of building typologies (such as perimeter blocks, linear blocks, L-shaped, C-shaped, etc, courtyard housing, whatever is appropriate to the geometry of the site, offering narrow floorplates for natural cross ventilation, high floor to ceilings for ample natural daylighting, a mix of private and communal gardens, courtyards and open spaces.</p> <p>Recommend that as part of Note 2, a range of typologies is shown that could form the basis for a range of development forms.</p>
p.7, Figure 1.6	<p>Where tower and podium is stated as such, it is suggested that the words are re-stated to suggest frontage buildings (which would be finer grain) and tower.</p> <p>Delete the following text: “(by pursuing a podium and tower format)”</p> <p>Replace text with: “Low rise street frontages should develop as clusters of singular buildings, with distinct frontages.”</p>
p. 8, 2.1 Note 3	<p>For the first point, add at the end of the note: “Car parking will not be allowed on the ground floor of any new building. Car parking on levels above ground level need to be designed to allow for future conversion, considering future use heights, daylighting, cross ventilation, and ownership/management plan to facilitation easy conversion.”</p>
P8, 2.1 Note 7	<p>Narrower frontages provide a finer grain approach to high density urbanism that creates more desirable, people-focused outcomes. Narrower frontages help promote and realise the aspirations, as set out in the Strategic Directions.</p> <p>Final dot point - Delete text: “30” and “(20m in Montague)” and replace with “10”.</p> <p>Add sentence: “This fine grain approach to ground level frontages applies to all ground floor uses. Often, larger desired frontages can be accommodated through a narrow frontage with atrium or corridor forms that link to a larger central space (for example for supermarkets and other large floorplate uses).”</p>
P8, 2.1	<p>Recommend adding Note 8:</p> <p>Multiple front doors to fine grained ground floor frontages produces a structure that has resilience and promotes active streets.</p>

Location	Comment
p. 8, 2.1 Note 5	This note needs to provide guidance on what should be done. E.g. no more than a percentage of glazing per frontage with a focus on the use of windows (not glazing) and articulation to the ground level design to provide transparency and interest.
P8 2.1 Note 6	<p>Allow façade greening but it must be majority evergreen species and maintained in good condition at all times.</p> <p>Add to note after the work artwork “or façade greening”, and add second sentence: “For façade greening, they must be located in suitable growing locations, be of a majority evergreen species and maintained in good condition at all times.”</p>
p.9, Note 2.3 Note 1	<p>Encourage greater variation in the parapet line, as is the case in the central city.</p> <p>Add after text: “Variation in parapet height should reflect variation in small scale frontages and creation of narrow front buildings throughout the precinct to reinforce pedestrian scale. Exceptions to this principle may be reflected in specific street sections for the various precincts.”</p>
P 9, 2.3 Note 3	<p>Laneway height, based on successful City of Melbourne examples, should not be three times taller than the laneway width. Therefore the minimum 20m height that is over the maximum height of a 6m wide laneway. The guidance needs to change to reflect this.</p> <p>Recommend deleting text and add: “As a general rule, the building frontages along a laneway should not exceed three times the width of the laneway, at which point, a meaningful setback is required.”</p>
P10 2.6 Note 3	<p>Towers should be 20m apart, especially for habitable-facing rooms.</p> <p>Add: “Such justification includes where visual privacy is maintained, such as where habitable rooms do not face habitable rooms and sufficient daylight reaches habitable rooms.”</p>
P11 2.5	<p>De-emphasize tower and podium typology as this does not encourage more thoughtful approaches to site specific design and alternative building typologies.</p> <p>Remove words “or podium” in text under 2.5 as sentence still is clear in meaning and intent without these words.</p>
P11 2.5 Note 3	<p>States that all occupied roof space must be clear of any required setbacks. The image depicting required setbacks shows an occupied space within the setback which is not necessarily a concern (as long as there is no adverse impact to other adjoining or abutting properties).</p> <p>If note 3 remains it is recommended that it be amended to advise that non-publically accessible green vegetated roofs are exempt from this requirement.</p> <p>Please clarify intent of the rule which is understood that spaces above the 20m threshold (or otherwise stated) should not interrupt the set-back space ABOVE this level. Please clarify or rephrase Note 3 further to more clearly state this.</p>

Location	Comment
P11, 2.7, and add Note 3	<p>The role of towers is larger than promoting visual variety – they ought to help create visual markers, aid legibility and promote sense of place.</p> <p>At the end of the sentence, add: “and aid overall neighbourhood and precinct legibility while promoting a unique sense of place.”</p> <p>Add Note 3: “Consider the view corridors to proposed towers and overall townscape to orient towers that contribute to the larger legibility, townscape and sense of place, considering the street, neighbourhood and precinct scales.”</p>
P11, 2.8 Note 1	<p>Green roofs are generally better suited to flat surfaces. This note currently encourages sculpted roof forms. This could exclude consideration of a green roof. Recommend amending note to say slender or fragmented tower forms are generally more visually appealing, as are sculptured roof forms or vegetated roofs.</p> <p>Add to end of sentence: “and vegetated roofs.”</p>
P11, 2.8 Add Note 5	<p>Add additional Note 5</p> <p>High buildings work on a large range of scales, including citywide, precinct, neighbourhood, street, block, plot and human interaction scales. Due to their greater visual dominance, it is even more important that designs successfully address integration, massing, layout, expression and honesty, proportion, order, materials, detail and style, considering the full range of scales.</p>
p.11, 2.9	<p>Consider adding a note/principle about creating contemporary heritage – i.e. some architectural and landscape gems that immediately become treasured.</p>
P.11, add 2.10	<p>The podium part of the typology prevents no natural cross ventilation and makes the block impermeable to sunlight, resulting in no courtyards, laneways or the like. The tower also offers little to no natural ventilation as opening a window (if even possible) at 50-100m in the sky can have dire consequences.</p> <p>Add 2.10: “Building design should provide long term adaptability and consider long-term costs and uses to create healthy and sustainable uses, especially for residential design.”</p> <p>Add Note 1: “Buildings should provide cross ventilation and daylight to all habitable rooms”</p> <p>Add Note 2: “Buildings should consider how ‘lifetime home’ principles can ensure the long term suitability of a dwelling can be facilitated over time with minimal changes.”</p> <p>Add Note 3: “A range of building typologies can introduce a range of desired housing types to provide diversity in each precinct, and create more family-friendly housing.”</p>
P12, 3.1 Note 3	<p>Make guidance stronger, remove the word “generally.”</p>

Location	Comment
P 14, 3.3	<p data-bbox="376 456 512 483">Add Note 6</p> <p data-bbox="376 517 887 544">Canopies can be utilised spaces for plants.</p> <p data-bbox="376 577 1353 667">Add Note 4: “Canopies may be used to shade and provide shelter for users below, but through a considered design, they could also act as a planting area above to create visual interest from upper levels.</p>
P 14 4.1	<p data-bbox="376 703 507 730">Add note 5</p> <p data-bbox="376 763 1394 880">Maximising permeability, infiltration and passive irrigation of all public and private landscapes should be encouraged. Sustainable, simple and robust irrigation systems should be installed in all public and private landscaping to maximise vegetation health.</p> <p data-bbox="376 913 1378 1070">Add Note 5 under 4.1: “Permeability of surfaces, water infiltration and passive irrigation is important for public landscapes. Sustainable, simple and robust irrigation systems should be installed in all public landscaping to maximise vegetation health. Vegetation health should enhance the local urban ecosystem and adaptation to climate change.”</p>
P14, 4.1 add Note 6	<p data-bbox="376 1128 1342 1191">Proposed open space, whether developer proposed or that is detailed in the draft vision document should state that development is not overshadowed.</p> <p data-bbox="376 1225 1385 1312">Add Note 6: “Solar access to existing and proposed open spaces as well as existing low rise residential areas should not be overshadowed by any new building – see 2.2 Note 1.”</p>
P14, 4.1 add Note 7	<p data-bbox="376 1348 1315 1435">Most of the existing open spaces in the precinct currently have an active sports focus. Creating larger open spaces that have a passive recreation focus will be important also.</p> <p data-bbox="376 1469 1394 1585">Add Note 7: “Proposed open spaces should consider a wide range of uses, including but not limited to active uses, passive uses, biodiversity and ecological uses, etc, and promote social inclusion of the anticipated culturally and age diverse future population.”</p>
p.14, Note 4.2	<p data-bbox="376 1621 1353 1709">Introduce a stronger principle around requiring developers to incorporate onsite communal outdoor space, and to have it low down where the environment is more conducive to spending time.</p> <p data-bbox="376 1742 1018 1769">Change the word “podiums” to “lower storey rooftops.”</p> <p data-bbox="376 1803 1353 1895">Consider expanding 4.2 Note 1 by adding the following: “Such communal spaces should be provided for easy and convenience access for residents, and in suitable microclimate locations. Often this occurs on ground level or near ground level.”</p>

Location	Comment
P14, 4.2	<p>Very encouraging seeing the inclusion of rooftop greening in the design guidelines. Also recommend including green façades/walls to provide more choice to developers. Vegetation should be publically visible where possible to add vibrancy to the public realm.</p> <p>Add the following after “Private landscaping”: “(which can also include green walls and facades)”</p>
P14, 4.2 Note 2	<p>Biodiversity spaces that are green but not habitable should be encouraged.</p> <p>Delete “and” and replace with a comma.</p> <p>At the end of the sentence, add: “or biodiversity/ecological landscapes.”</p>
P15, 4.2, Note 5	<p>Add green facades along with walls as these are often cheaper and easier to implement and maintain.</p> <p>Add after “Any green walls”: “, facades,”</p>
P15, 4.2 Add Note 6	<p>Communal and green spaces that are about ground level should provide deep soil conditions to allow for plants and trees to grow and mature in time.</p> <p>Add Note 6: “Communal and green spaces that are about ground level should provide sufficient deep soil conditions to allow for plants and trees to grow and mature in time.”</p>
P15 4.2, Add Note 7	<p>Maximising permeability, infiltration and passive irrigation of all public and private landscapes should be encouraged. Sustainable, simple and robust irrigation systems should be installed in all public and private landscaping to maximise vegetation health.</p> <p>Add Note 5 under 4.1: “Permeability of surfaces, water infiltration and passive irrigation is important for private landscapes. Sustainable, simple and robust irrigation systems should be installed in all private landscaping to maximise vegetation health. Vegetation health should enhance the local urban ecosystem and adaptation to climate change.”</p>
P15 4.2, Add Note 8	<p>Outdoor area for a break out space for non-res uses if more than 100 people with easy access from facilities such as kitchen and toilet (consider impact on residential use).</p> <p>Add Note 8: “Provide outdoor areas for non-residential uses if such uses encompass 100 people or more, such as an office. The outdoor space should be in easy access from facilities such as a kitchen and toilets.”</p>



Location	Comment
p.15, Note 4.3	<p>The scale of details in the building elevation in laneways is also important, particularly as pedestrians will experience the built form in a more intimate space and at a slower pace.</p> <p>Change 4.3 text from “separated 100 metres or more” to “separated 60 – 100 metres” to reflect public links should occur typically every 30 – 50 metres.</p> <p>Under Note 1, remove the word “generally”</p> <p>.</p>
P15, 4.3 add Note 5	<p>Recommend augmenting note to include that laneway facades should be greened where possible and/or street trees provided where space and ground conditions allow.</p> <p>Add Note 5: “For pedestrian sense of place and relating to human scale, links should be designed with greened facades and occasional street trees provided where space, light and ground conditions allow.”</p>
p.16, first paragraph	<p>Recommend further de-emphasising private cars in favour of other travel options. .</p> <p>In paragraph, change the word “limit” to “minimise.”</p>
p.17, Note 5.4.2	<p>Could visitor parking just be on-street?</p> <p>Under 5.6 add Note 3: “The exception to this principle is visitor and accessible parking, which can (and in some precincts and areas) should be provided as on-street car parking.”</p>
P17, 5.5 Note 2	<p>A specific ratio to replace private car parking with on-site car share spaces should be defined.</p> <p>Note 2 add: “Each on-site and easily accessible car share space can be provided to replace 6 private car parking spaces.”</p>
p.17, note 5.6 Note 1	<p>This is a larger issue of car parking, where it is located, how much is provided and future adaptability.</p> <p>For the first point, add at the end of the note: “Car parking will not be allowed on the ground floor of any new building. Car parking on levels above ground level will need to be designed to allow for future conversion, considering future use heights, daylighting, cross ventilation, and ownership/management plan to facilitation easy conversion.”</p> <p>For the second point, add: “Appropriately designed screening can include façade vegetative greening, where properly maintained.”</p>
P 19 6.4 add Note 2	<p>Add Note 2: “Appropriately treated grey water can be utilised for sub-surface landscape irrigation as a back-up for harvested stormwater.”</p>

Location	Comment
P20 6.5 add Note 3	Add Note 3: "Flats should be designed to allow cross ventilation through design, including allowing for dual aspect and allowing for all habitable rooms to have open able windows."
P20 6.4 add Note 4	Add Note 4: "Promote day lighting through the development of shallow office floor plates. Day lighting encourages increased productivity, healthy visual connections to the outdoors, reduced energy costs and facilitates long-term adaptability and conversion to other uses."
P20. 6.6 Add Note 4	Healthy and well irrigated vegetation close to ventilation inlets and walls aid in cooling and should be included.  Add Note 4: "Healthy and well irrigated vegetation close to ventilation inlets and walls aid in cooling, and should be encouraged in appropriate locations."
P21 6.9, add Note 3	Add Note 3: "Promote Green Factor approach, or similar, to deliver appropriate landscape outcomes for each development site. Each development application must demonstrate that their design proposition meets the Green Factor by using the Green Factor Score Sheet. The scoring system is designed to encourage larger plants, permeable paving, green roofs, vegetated walls, preservation of existing trees, and layering of vegetation along streets and other areas visible to the public. Bonuses are provided for food cultivation, native and drought-tolerant plants, and rainwater harvesting."

It is encouraging to see a section dedicated to sustainability and energy efficiency and includes a statement about Clause 22.19 (Energy, Water and Waste) of the Melbourne Planning Scheme.

However, the design guidelines needs to be significantly enhanced if the precinct and individual buildings are to achieve the requirements of Clause 22.19 and the overall sustainability related objectives and vision for the area.

The design guidelines in this section need to provide clarity and certainty to the development industry on the sustainability design expectations. Many of the current design guidelines, in this regard, are vague and are limited to encouragement only. It is suggested further clarity and certainty is provided as suggested below:

Section	Comment
<b>1 Site layout and development typology</b>	Add (potentially) Co –location of underground infrastructure (augment and lay new) such as NBN, water reticulation, stormwater, sewerage, gas infrastructure and heating/cooling loops through shared services trenches.
<b>2 Height</b>	<p><b>Section 2.2:</b></p> <p>It's encouraging to see that <b>Section 2.2 provides guidance on amenity and Note 4 of Section 1.2</b> states that <i>layouts should maximise northerly orientation for buildings and open spaces</i>. This needs to be articulated more in the building design and height section (2) and expanded further in section 6.</p> <p>It is suggested that more guidance is provided for the high rise developments along the northern section of the site to ensure these developments are set back and designed in a way that allows solar access to low-rise buildings in the southern section of the site.</p> <p><b>Section 2.6</b></p> <p>It is suggested that the following is added as a new note or statement to ensure that setbacks assist with achieving sustainability objectives:</p> <p><i>High or tower buildings are also encouraged to be set back from the site boundaries to minimise impact on the environmental performance and renewable energy generation potential of the proposed building and adjoining properties.</i></p> <p>This addresses the policy statement outlined in Clause 22.25 – last sentence. This includes solar access for passive heating and solar panels.</p>

---

## 6 Sustainability and energy efficiency

6.1 Suggest Notes 1 and 2 (3) are moved to **1 Site layout and development typology**.

---

6.3 Add Note Precinct scale/streetscape WSUD measures to be mandatory to assist stormwater management. The public realm can play a strong role to improving drainage of Fishermen's Bend – ie through pervious pavements and rain gardens, storage, permeable tramways etc

---

6.5 The daylight and ventilation requirements need to be linked to other design features such as building setback/separation, site design, building depth and site design. The requirements in 2.6 and 3.2 need to be significantly enhanced in order to achieve good daylight, ventilation, energy efficiency and overall sustainability vision and objectives for the site. It's possible that a natural ventilation requirement only applies to buildings of certain height (e.g.10 storey or less).

---

6.6 – **Enhance section** to include more guidelines that relate to thermal comfort of the buildings and public spaces and design features that can be adapted to changing climate (e.g. appropriate solar access; enhance external shading section, landscaping requirements, insulation, draft proofing lighter external facades, reduced glazing areas in west).

---

---

6.7 Solar access to be considered within the development area and surrounding areas (for example towers on the north of City Road will impact adjacent buildings).

**Enhance** design guidelines related to solar panels that allow buildings and precincts to produce renewable energy on site (e.g. solar access for solar energy systems).

- Incorporate roof forms with suitable structure, orientation, inclination and solar access.
- Consider integrating solar panels into the building structure such as facades, roof and shading structures.

Daylight and solar access, natural ventilation, building separation and building depth requirements in the following design guides/code provide a good reference for enhancing the design guidelines for Fisherman's Bend.

- Moreland Higher Density Design Code
- NSW Flat Design Code  
(<http://www.planning.nsw.gov.au/?tabid=158>)

Note 1 Change to: Buildings approvals to consider solar access of existing buildings

Add Note 2 Other micro renewable energy solutions should be considered (refer Port Phillip's wind energy study)

*Add Note 3: Provide a statement and/or plan illustrating the sustainable design opportunities and constraints (sustainability potential) of the site.*

This would allow for early and cost effective consideration of sustainable design features and infrastructure.

---

---

6.8 Add Note 2 Consider integrating a sewer heat recovery system with cogeneration district heating system to heat high rise residential dwellings.

Add Note 3 Smart grids have the potential to significantly reduce energy demand, through improved efficiency, balancing loads, and providing demand management/ demand response solutions at peak times. These initiatives could reduce peak demand and may result in infrastructure upgrade savings.

Add note: Renewable fuel sources should be prioritised over fossil fuels.

---

6.9 Add to Note: Precinct sustainable development frameworks including Green Star and One Planet Living are encouraged

Requirements of Clause 22.19 of the Melbourne Planning Scheme (updated every three years).

---

Add 6.10 Precinct infrastructure and building scale infrastructure to recover resources is required. For example, waste shoots that allow for resource separation.

---

## General

- The following areas also need to be enhanced:
  - Water efficiency, biodiversity and urban ecology, sustainable materials
  - Flexible and adaptable building design – including climate change adaptation
  - Designing to promote waste avoidance, reuse and recycling

---

## 3 Wind and weather protection

Add 3.4 Climate change impacts (or flood, inundation and heat) managed within the precinct

Note: Building footprints to consider flood modelling (1d-2d modelling already undertaken by City of Port Phillip.

Note: Tidal water ingress will impact precinct scale water retention and reticulation.

---



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## 5 Parking and Access

Can this heading be change to 'mobility and access'

Add 5.2 Precinct waste recovery systems to be installed and utilised to maximise extraction and minimise vehicle use

---

DRAFT

## 4. FURTHER WORK SUPPLEMENTARY TO THE STRATEGIC FRAMEWORK PLAN

### a A Lorimer Structure Plan

A Lorimer Structure Plan should be prepared to provide more detail for this local precinct. The Structure Plan should be developed with comprehensive community engagement that enables the draft Vision to be shared, debated and realised through future planning and design control and investment decisions.

### b A Design Review Panel

Considering the scale of change required to transform existing industrial areas into vibrant, liveable communities, we recommend that a Design Review Panel be established to advise on planning applications of a significance.

### c Achieving Affordable Housing

It will be important to align the provision of affordable housing with the new principles of governance and partnership set out in Plan Melbourne. Affordable housing can be achieved through innovative approaches across community housing, social housing and public housing sectors. Engagement with this sector is vital to achieve affordable housing opportunities in the FBURA. This will be critical to achieving the outcomes of Strategic Directions 5 – Diverse Distinctive and Diverse Neighbourhoods and 6 – A Great Place for Families.

### d Continuing Community Engagement

The Community Engagement process that has been initiated by Places Victoria should continue through the evolution of planning strategies, policy-making and development decisions for the FBURA.

Aboriginal stakeholder groups need to be consulted and engaged during the entire life-cycle of the FBURA implementation. The City of Melbourne can assist in this engagement process and would recommend that this is done in a timely way to enable these stakeholders to inform the Strategic Framework Plan. This will facilitate the identification of opportunities for advice and partnerships in relation to community infrastructure, sustainable design and landscapes, as well as representations of past and contemporary indigenous culture through the FBURA to be considered in a meaningful way.

### e Determining Appropriate Governance Models

We understand that the Strategic Framework Plan will suggest a preferred model of governance. The City of Melbourne is keen to have discussions on the preferred governance model for the delivery of the FBURA.

This will need to consider development outcomes through the facilitation of changes to planning policy and its implementation, investment decisions in new infrastructure and upgrades to existing infrastructure, development contributions plan implementation and the relationship to existing capital works maintenance and upgrade done to existing assets owned and managed by the City of Melbourne and the City of Port Phillip.

# Fishermans Bend Urban Renewal Area

## Draft Vision

September 2013



*With guidance and advice from officers within:*

Places Victoria



### **Intent**

The Draft Vision seeks ideas and feedback from the community and stakeholders to inform a Strategic Framework Plan to be released in summer 2014.

Concepts and places are preliminary in nature only and will require refinement and further assessment of options and feasibility.

Published September 2013

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The plans in this publication do not take into account site specific constraints which could impact land use outcomes. Boundaries are not necessarily related to individual title boundaries. The size, shape and location of open space and other land uses is indicative and subject to change.

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### **Accessibility**

If you would like to receive this publication in an alternative format, please telephone Places Victoria on +61 3 8317 3400 or email [fishermansbend@places.vic.gov.au](mailto:fishermansbend@places.vic.gov.au). This document is also available at [www.fishermansbend.vic.gov.au](http://www.fishermansbend.vic.gov.au)

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<b>1</b>	<b>Introduction</b>	<b>7</b>
<b>2</b>	<b>What are the 10 strategic directions?</b>	<b>21</b>
	<p>The strategic directions outline the key aspirations and qualities that Fishermans Bend must build on. They are:</p> <ol style="list-style-type: none"> <li>1. The creation of 21st century jobs</li> <li>2. The timely provision of infrastructure</li> <li>3. A place that is easy to get around</li> <li>4. A vibrant mix of uses and activities</li> <li>5. Distinctive and diverse neighbourhoods</li> <li>6. A great place for families</li> <li>7. A high quality built environment</li> <li>8. Smart environmental solutions</li> <li>9. Environmental constraints addressed</li> <li>10. Strong partnerships and effective governance</li> </ol>	
<b>3</b>	<b>What are the 10 key moves?</b>	<b>29</b>
	<p>Together, the following ten key moves provide a spatial framework for transforming the Fishermans Bend Urban Renewal Area:</p> <ol style="list-style-type: none"> <li>1. Grow central Melbourne around the Yarra River</li> <li>2. Link the city to the bay</li> <li>3. Integrate with the rail network</li> <li>4. Connect the inner city</li> <li>5. Extend Melbourne's parks to the bay</li> <li>6. Deliver new boulevards</li> <li>7. Create a network of local parks and green spaces</li> <li>8. Create a walkable and cycle-friendly place</li> <li>9. Create centres for local communities</li> <li>10. Create distinctive and diverse neighbourhoods</li> </ol>	
<b>4</b>	<b>What could this look like?</b>	<b>55</b>
<b>5</b>	<b>How to make it happen?</b>	<b>67</b>

# Foreword

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## Premier of Victoria

I am pleased to invite your comments on the Fishermans Bend Draft Vision.

Melbourne is widely recognised as a great place to live and invest, and the Victorian Coalition Government has sought to build on this reputation. Our strategy is to continue to stimulate sustainable economic growth. An element of this is achieved via our evidence-based planning policies, which promote flexible land use and economic adaptability. Accordingly, this Draft Vision for Fishermans Bend will unlock and maximise the economic value inherent in Victoria's land assets, while maintaining our high liveability.

Fishermans Bend is the jewel in the State's crown of urban renewal opportunities. Its large area (250 hectares) and proximity to Melbourne's central business district (1 kilometre) make it an unrivalled re-development site in Australia. It is anticipated that within 50 years, Fishermans Bend will provide homes for more than 80,000 residents and a new workplace for up to 40,000 people. This urban renewal will involve a variety of residential developments ranging from warehouse lofts, to townhouses and high rise towers, while continuing to encourage

the operation of businesses, creating local employment opportunities.

Fishermans Bend will be served by public transport and an extensive network of walking and bicycle paths. Additional amenities such as schools, childcare centres, parks, shopping precincts and other community facilities will create a destination with a unique character and sense of place.

Places Victoria has been co-ordinating the master planning for the area, overseen by a project control group with members from the City of Port Phillip, the City of Melbourne, the Port of Melbourne and the Department of Transport, Planning and Local Infrastructure. This group provides strategic advice on the physical and social infrastructure required to develop the area to meet community expectations.

I look forward to receiving your views on the Fishermans Bend Draft Vision.

**The Hon Dr Denis Napthine MP**  
**Premier of Victoria**



## Places Victoria CEO

The government created Places Victoria to specifically address strategic population growth, maintain liveability, provide a greater mix of housing and improve housing affordability in well-served locations across Melbourne and key regional cities in Victoria.

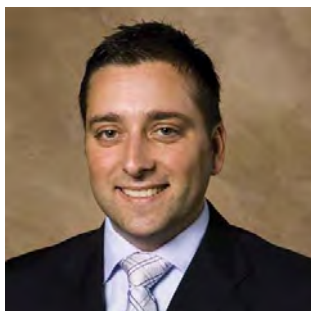
The Minister for Planning has charged Places Victoria with the responsibility of overseeing the strategic planning for the redevelopment of Fishermans Bend; the largest urban renewal project in Melbourne since creating Docklands. This is a marvellous opportunity for Victoria.

Places Victoria is developing a Strategic Framework Plan for the Project and chairing a project control group to support development of the Plan which includes the Department of Transport,

Planning and Local Infrastructure, the Office of the Victorian Government Architect, the City of Melbourne, the City of Port Phillip and the Port of Melbourne Corporation.

The Strategic Framework Plan will help guide future development in the area and set out a development framework that encourages housing diversity for different life stages and affordability levels, existing and new employment opportunities, and community services and infrastructure. This Draft Vision brings together the results of Places Victoria's early investigations and is designed to help stimulate conversations with stakeholders and the community about the future of the area. We want to hear what people like about Fishermans





## Minister for Planning

The redevelopment of Fishermans Bend marks the start of Australia's largest urban renewal project; one that will transform 250 hectares of industrial land on the doorstep of Melbourne's CBD.

The Fishermans Bend Urban Renewal Area (the Project) will more than double Melbourne's capital city area, extending Melbourne's CBD from Spring Street to Williamstown Road. The Project provides Melbourne with an unrivalled opportunity to be a leader in inner city urban renewal.

It is anticipated that over a period of 30 to 50 years, Fishermans Bend will become a flourishing community, providing a home for more than 80,000 residents and a workplace for up to 40,000 people.

Along the way, the renewal will make a huge contribution to Victoria's construction industry and the broader economy.

Over the next 10 years, the Project is expected to deliver almost \$2 billion of private investment and create 13,500 construction jobs, boosting Melbourne's economic growth and securing jobs and investment for decades to come.

In addition to benefitting those who live and work in the area, the Project will

increase productivity as more people are located close to high value jobs and services in the inner city.

By transforming underutilised land only one kilometre from the CBD, Fishermans Bend provides an alternative to continued outward growth, allowing more Victorians to choose to live closer to existing jobs, services, public spaces and transport connections. This proximity is a key determinant of diverse and affordable living.

The redevelopment of Fishermans Bend is an opportunity like no other in Australia. Integral to its success is a strong vision and clear strategic directions to guide future development.

The Draft Vision supports the recent declaration of Fishermans Bend as a project of State significance and the inclusion of the area in the Capital City Zone.

I invite community comments and input into the Draft Vision and encourage everyone with an interest in shaping Melbourne's future to be a part of planning for this exciting new community.

### **The Honourable Matthew Guy MLC Minister for Planning**

Bend today and what can make it a great place to live, work and visit into the future.

The Victorian Government's vision for Fishermans Bend is to create a mixed-use precinct as part of an expanded central city area, with modern terraced townhouses, dense living options, offices, warehouse lofts, education facilities including a vertical school, small laneways, local parks, new art galleries, and many heritage buildings that integrate into the new landscape.

The Fishermans Bend Urban Renewal Project is a major opportunity to demonstrate all the benefits that well planned, quality urban renewal can provide our city. As Places Victoria pursues its mandate to deliver more homes in well-connected and serviced locations, it

will also work to attract private sector investment to progress development and accommodate population growth.

As part of this work, Places Victoria is also working on a Development Contributions Plan to support sustained growth in Fishermans Bend including transport links, community infrastructure, public open space and amenity.

Places Victoria is delighted to be leading this work in Fishermans Bend on behalf of all Victorians and looks forward to working collaboratively with stakeholders and the community as we help realise this vision.

### **Peter Seamer Places Victoria CEO**

# Have your say on the future of the Fishermans Bend Urban Renewal Area!

## Tell us your ideas.

Community engagement on the Draft Vision is designed to incorporate feedback and ideas from the community to help inform a Strategic Framework Plan to be released in Summer 2014.

A series of engagement activities are being held to encourage input. The Victorian Government urges anyone with an interest in the renewal of the Fishermans Bend Urban Renewal Area and the future of central Melbourne to become part of this consultation process. Register your interest and receive ongoing project updates on our website.

 [fishermansbend.vic.gov.au](http://fishermansbend.vic.gov.au)

 [fishermansbend@places.vic.gov.au](mailto:fishermansbend@places.vic.gov.au)

 +61 8317 3683

 Write to Places Victoria,  
710 Collins Street, Docklands, 3008



## 1

# Introduction

This document provides a vision for how the Fishermans Bend Urban Renewal Area may look in 2050. It outlines the overarching strategic directions and key moves needed to realise the vision and transform existing Fishermans Bend industrial areas into a thriving, mixed-use inner city environment.

The Fishermans Bend Urban Renewal Area (as shown below) provides a unique opportunity to expand Melbourne's central city to the south-west, connecting the existing Central Business District to Port Phillip Bay. By 2050, Fishermans Bend could accommodate up to 40,000 new jobs and 80,000 residents.

This growth has to occur in a way that protects what Melburnians love about their city and lives up to our reputation as one of the world's most distinct, vibrant and liveable places. This Draft Vision outlines a proposal that will meet this objective and enhance Melbourne's position in the global economy.

Places Victoria, together with key local and State Government stakeholders, have prepared this Draft Vision to generate discussion about the role that the Fishermans Bend Urban Renewal Area will play in the future of Melbourne.

**We invite you to participate and share your views on this city-shaping project.**

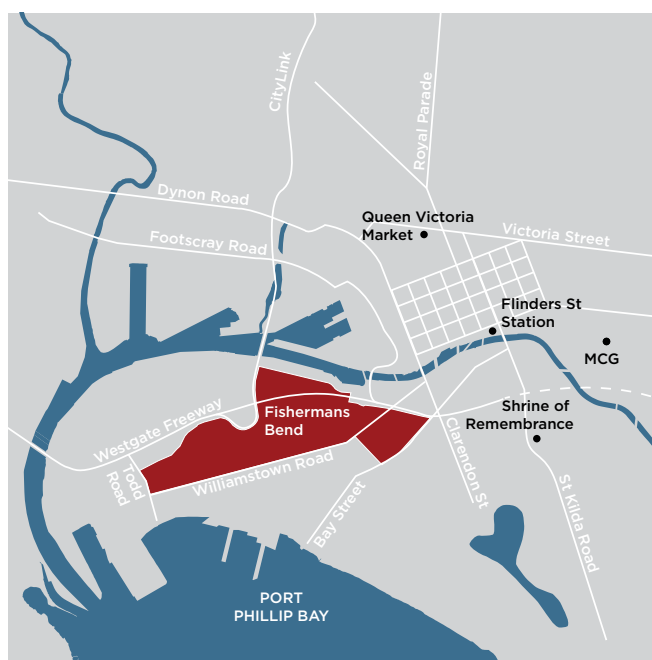


Figure 1: Fishermans Bend Urban Renewal Area location plan

## What's happened so far?

On 2 July 2012, the Minister for Planning announced the rezoning of the Fishermans Bend area to a Capital City Zone and declared it a project of State significance.

This new zoning will facilitate significant urban development in the precinct by encouraging a high intensity mix of uses including housing, offices, shops, schools, community facilities, cafes, restaurants, learning centres, health services, studios and galleries as seen in the existing capital city centre.

Over the past 12 months, Places Victoria has undertaken detailed research into the area and coordinated input from key stakeholders in order to prepare this Draft Vision.

This document represents the key ideas that are emerging for the Fishermans Bend Urban Renewal Area. These ideas range from city shaping opportunities, such as connecting the inner city parkland network to the bay, to the provision of new neighbourhood centres with offices, shops and cafes where locals can work, meet and socialise.

## Metropolitan Planning Strategy

In October 2012, the Minister for Planning released the discussion paper *Melbourne, let's talk about the future* to encourage dialogue about Melbourne's future and highlight key directions for the Metropolitan Planning Strategy.

The Fishermans Bend Urban Renewal Area presents an important opportunity to demonstrate how these principles can work in practice.

This Draft Vision is aligned with the draft Metropolitan Planning Strategy due for release in Spring 2013. The Strategy demonstrates how urban renewal of inner industrial areas in Melbourne are key

to securing Melbourne's liveability and economic sustainability into the future.

The revitalisation of the Fishermans Bend Urban Renewal Area is a key step in delivering this success.

## Your opportunity to comment

The opportunity to comment will be provided over a two-month consultation period in spring 2013.

Two documents have been prepared to enable this discussion. They are:

- Draft Vision (this document) which contains the high level strategic directions and key moves that could underpin future development of the Fishermans Bend Urban Renewal Area; and
- Interim Design Guidelines which include early advice on the type of development that is proposed for the Fishermans Bend Urban Renewal Area.

Your comments will inform the Fishermans Bend Urban Renewal Area Strategic Framework Plan, due to be released in summer 2014.

The Strategic Framework Plan will establish clear direction for private and public investment in Fishermans Bend and a clear planning framework to guide the future development of the area.

### Spring 2013

#### Draft Metropolitan Planning Strategy

Fishermans Bend Urban Renewal Area to demonstrate how the MPS can work in practice.

#### Background documentation and research

Key studies undertaken to inform the Draft Vision and Design Guidelines.

### Winter 2012 - Spring 2013

Over a period of 12 months, a number of due diligence reports were prepared to inform planning for the Fishermans Bend Urban Renewal Area, including transport, community and utilities infrastructure investigations.

### Spring 2013

The below documents are available for consultation in spring 2013

#### Draft Vision

Introduction to the strategic directions and key moves that will guide the future development of the Fishermans Bend Urban Renewal Area.

#### Interim Design Guidelines

Urban design principles and building controls for new development.

### Summer 2013 - 14

Following public consultation the Draft Vision will be consolidated into a Strategic Framework Plan.

The Interim Design Guidelines will be finalised and translated into new planning controls to be introduced into the Melbourne and Port Phillip planning schemes.

#### Strategic Framework Plan

Incorporating the final vision plus a detailed overview of the further planning and infrastructure required to deliver it.

#### Final Design Guidelines

Urban design principles and building controls for new development.

#### New planning controls

An amendment to the Melbourne and Port Phillip Planning Schemes will implement the final Strategic Framework Plan and final Design Guidelines.

Figure 2: Outline of preparation of the Fishermans Bend Urban Renewal Area planning and design work

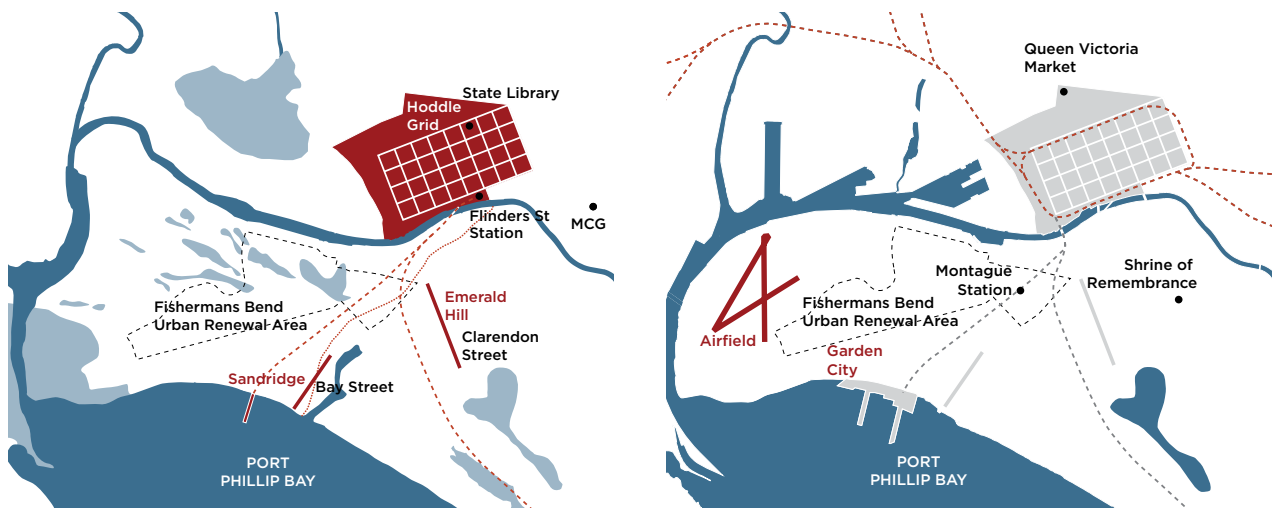
## The History of the Fishermans Bend Urban Renewal Area

The timeline below summarises the history of the Fishermans Bend Urban Renewal Area in relation to the central city and Port Phillip.

Prior to 1835, it is estimated that the Fishermans Bend area was occupied by indigenous inhabitants for some 40,000 years. The earliest inhabitants of the Port Phillip area were the Yalukit-Willam clan of the Boon Wurrung (coastal tribe) and

members of the Kulin Nation. The majority of the area consisted of low-lying swamps and sand ridges, creating a rich habitat for flora and fauna.

Port Melbourne, later renamed 'Sandridge', was settled in the 1830s with the first rail connection direct to Flinders Street established in 1854.



1835	European settlers arrive in Melbourne
1837	Port Melbourne is settled and later renamed 'Sandridge'
1839	A walking trail connects the bay to the city
1840	Sandridge Port is established
1854	Hobson's Bay Railway opens from Sandridge jetty to Flinders St
1857	Railway to St Kilda opens
1860s	Development shifted from the foreshore further north along Bay Street with the construction of the town hall
1870s	Emerald Hill undergoes rapid settlement with Clarendon Street emerging as the principal commercial centre
1880s	Low lying areas on the south bank of the Yarra are developed for ship building industries
1880s	Melbourne's suburban railway network is established
1883	Montague Railway station is established
1892	A major engineering project to reroute the natural course of the Yarra River is completed
<b>1900</b>	
1900s	Montague is a thriving community
1930s	Dramatic expansion of industry in the Fishermans Bend area occurs
1927/1948	The Garden City Housing Estates are developed providing low cost housing
1930s	Sandridge lagoon is filled-in
	Fishermans Bend Airfield takes up most of the western end of the precinct
	Housing in Montague earmarked for demolition as part of slum abolition and converted to commercial and industrial uses
1950s	Webb Dock commences operations



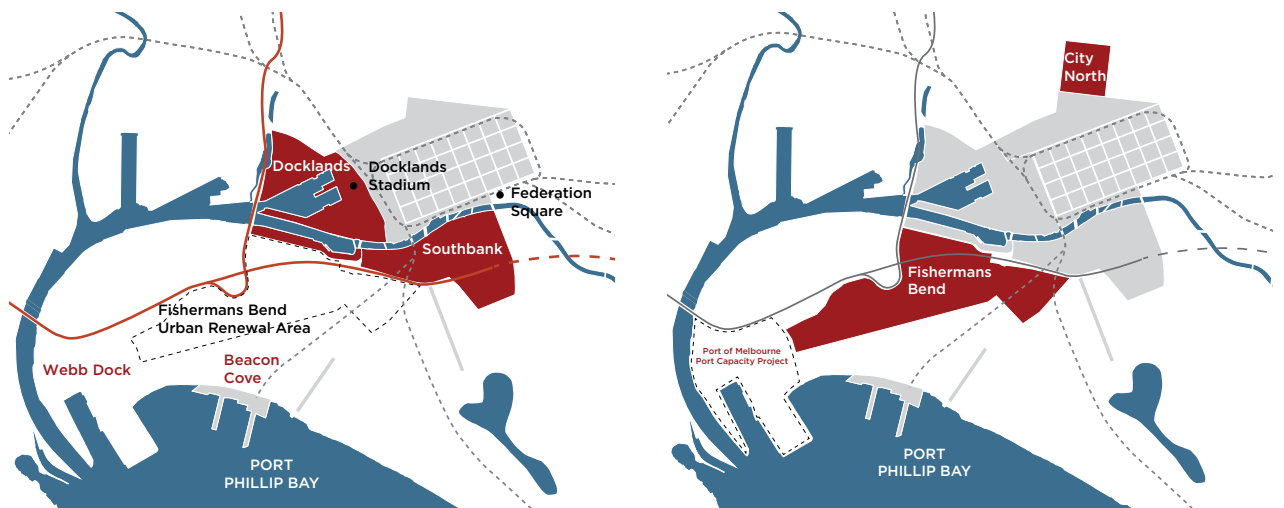
In the early 1900s, Montague was a thriving community with its own rail station. However, by the 1930s slum abolition programs replaced 'worker' housing with industrial uses. Significant industrial development was also occurring across the wider Fishermans Bend area.

In the 1950s, the Port of Melbourne determined that trade growth would require new facilities to handle the increasingly larger vessels being used by shipping companies. The Webb Dock site was identified because it offered a sheltered position close to deepened channels. In 1959, port use of Webb Dock commenced.

From the 1980s onward, inner Melbourne witnessed the progressive transformation of industrial areas to a higher intensity mix of uses, responding to an increasing demand for inner city living.

The 'Postcode 3000' program, encouraging residential uses back to the central city and the renewal of Docklands, Southbank and Beacon Cove, are all examples of this change.

Fishermans Bend represents a major opportunity to continue this trend, with the potential to deliver an exemplary urban renewal precinct for inner Melbourne which connects the central city to the bay.



1978	1980s	1990s	1995	1999	<b>2000</b>	2002	2000s	2010s	2013
West Gate Bridge is completed	Central city expands south of the Yarra River to Southbank	Postcode 3000 encourages residential use and development in the central city and development of Docklands begins	Development of Beacon Cove begins	Boile Bridge is completed	Federation Square is completed		Docklands continues to develop	The central city expands north towards the university and health precincts	The Minister for Planning rezones the Fishermans Bend Urban Renewal Area as an extension of the capital city.

## Fishermans Bend today

The Fishermans Bend Urban Renewal Area is located to the south-west of Melbourne's CBD and covers an area of approximately 250 hectares. It is bound by Williamstown Road and Boundary Street in the south, City Road to the east, the West Gate Freeway and Lorimer Street to the north, and City Link and Todd Road to the west.

Four precincts have been designated within the project area: Lorimer, Montague, Wirraway and Sandridge. Lorimer is located within the City of Melbourne, while Montague, Wirraway and Sandridge are located within the City of Port Phillip.



Figure 3: Aerial photograph of the Fishermans Bend Urban Renewal Area illustrating the four precinct areas

The Fishermans Bend Urban Renewal Area spans 250 hectares, almost double the size of Melbourne's existing central city, offering an unrivalled opportunity for transformational inner city urban renewal.



Montague precinct is named after Montague Street, which itself was named after John Montague, 4th Earl of Sandwich and Lord of the Admiralty from 1771 to 1782.

Sandridge was an early name for Port Melbourne and was given by Surveyor William Darke when he prepared maps of the shoreline of Port Phillip Bay in 1836.

Lorimer precinct is named after Sir James Lorimer, who was President of the Melbourne Chamber of Commerce from 1868-1870, founding chairman of the Melbourne Harbor Trust, a founder of the Free Trade League and member of the Victorian Parliament.

Wirraway precinct is named in recognition of the training and general purpose military aircraft built by the Commonwealth Aircraft Corporation at Fishermans Bend between 1939 and 1946.



## Existing urban development

The Fishermans Bend area is used primarily for industrial purposes, with approximately 18,000 people working in the precinct. The profile of industrial businesses in the area is changing, with transport, wholesale trade and technical services growing whilst traditional manufacturing has been in decline.

A number of open spaces in the area support the recreational needs of local communities within Garden City, Port Melbourne and South Melbourne.

The area is in multiple private ownership, with over 1000 parcels of land ranging in size from 100 square metres to over 13 hectares.

Apart from the Montague precinct, which is well serviced by light rail routes 109 and 906, the majority of the area is relatively poorly connected by public transport. A number of bus routes run along City Road, Normanby Road / Williamstown Road, Lorimer Street and Salmon Street. Existing walking and cycling networks are limited, often impeded by a lack of dedicated routes, the large size of industrial sites and local commercial and freight traffic.



Figure 4: Aerial photograph of the Fishermans Bend Urban Renewal Area today looking towards Docklands and the Hoddle Grid

Major road connections into the area include the West Gate Freeway and CityLink, providing Fishermans Bend with direct access to middle and outer Melbourne, the airport and other regional assets. Internal roads in Fishermans Bend are designed for industrial uses and associated vehicle traffic, not pedestrians or cyclists.

In early 2012, the Victorian State Government announced the \$1.6 billion Port Capacity Project, which includes expansion of capacity at the two existing Swanston Dock terminals and the creation of a new container terminal and a world class automotive facility at Webb Dock. The Webb Dock project will be completed by 2016-17.

An aerial photograph of the Fishermans Bend area in Melbourne, Australia. The image shows a mix of industrial buildings, residential housing, and green spaces. A large teal callout box is overlaid on the right side of the image, containing text that asks for ideas on how the transformation of the Fishermans Bend Urban Renewal Area can contribute to Melbourne's future.

**How might the transformation of the Fishermans Bend Urban Renewal Area contribute to Melbourne's future?**

**Tell us your ideas.**

## The opportunity for renewal

On average, more than 80,000 people move to Melbourne each year. Over the next 40 years, Melbourne's population is expected to grow from 4.1 million to 6.5 million. It is anticipated that Melbourne will eventually overtake Sydney as Australia's most populated city.

The significant growth in Melbourne's population in recent years has resulted in increasing land prices in the inner city, driving population growth to the middle and outer suburbs. The Fishermans Bend Urban Renewal Area project will provide

an unparalleled opportunity for people of all ages to live closer to existing jobs, services, public spaces and transport connections.

By transforming approximately 250 hectares of low intensity industrial land into a thriving network of urban villages between the CBD and the bay, the Fishermans Bend Urban Renewal Area will be one of Australia's largest urban renewal projects and play a vital role in consolidating Melbourne's position as the world's most liveable city.



Figure 5: Aerial photograph of the Fishermans Bend Urban Renewal Area today looking towards Port Melbourne and Beaconsfield

Some of the most significant opportunities that can be realised through the project include:

- Expanding the central city area to create accessible, well serviced, distinctive and vibrant **new places to live, work and learn;**
- Setting a **new benchmark for inner city family-friendly living environments**, supported by a diverse and connected community;
- Capitalising on the adjacency of the precinct to the CBD, to **create high productivity '21st century' jobs which maintain Melbourne's competitiveness** in a rapidly changing global economy;
- **Expanding existing urban infrastructure and services** to create certainty, amenity and liveability for residents, workers and investors;
- Delivering smart, resilient, sustainable **infrastructure which responds to changing social and environmental pressures;**
- Establishing an **urban renewal model that can be replicated across Melbourne and in other Australian cities;** and
- **Fostering strong leadership and partnerships between all spheres of government**, as well as the private sector and broader community.



s Cove





## The main challenges

To realise these significant opportunities, a number of challenges must be addressed to ensure a successful outcome Melburnians can be proud of. These include:

- **Improving public transport links including trams, buses and cycling during the early stages of development** to attract investment and support increased population growth;
- **Accommodating increased traffic demands, including freight movements** associated with the expansion of the Port of Melbourne;
- **Better connecting Fishermans Bend with the CBD**, major city gateways, other urban renewal areas and successfully integrating with surrounding suburbs;
- **Upgrading telecommunications and utilities infrastructure** to meet the demands of an increasing population;
- **Creating a network of public spaces** through enhancing and integrating existing parks and recreation areas to create **additional open space and considering opportunities to acquire new open space sites and links;**
- **Expanding community infrastructure to deliver accessible services** to support a growing population and ensure active healthy & connected communities;
- **Responding to the ground conditions in Fishermans Bend**, which are similar to those found in surrounding areas with high levels of soft silts and gravels and contamination which must be mitigated;
- Designing and delivering infrastructure, spaces and buildings which are **responsive to the impact of climate change;**
- **Establishing innovative infrastructure funding mechanisms** which enable the timely delivery of infrastructure; and
- **Creating high density, family friendly living environments and public spaces.**

What places in Australia and around the world do you see as excellent benchmarks for urban renewal?

Tell us your ideas.

What would you like to see in the Fishermans Bend Urban Renewal Area to make it a place you would like to live, work or visit?

**Tell us  
your ideas.**



## 2

# What are the 10 strategic directions?

The Minister for Planning established a Draft Vision for Fishermans Bend in July 2012. This vision is a starting point for discussion with the community.

### *Minister's Draft Vision:*

To create a new vibrant community containing a mix of residential, commercial, retail, entertainment, industry, transport and community facilities.

Use best practice environmental sustainability to create a liveable community that provides substantial housing and job growth with community services and accessibility options.

To deliver the Minister's Draft Vision, guidance is required on how to successfully transform the existing industrial suburb into a vibrant, liveable place and community.

Ten strategic directions have been prepared to start a conversation about how Fishermans Bend could best contribute to the next chapter of Melbourne's growth. This includes positioning Melbourne to take advantage of local, national and global opportunities so that it can continue to grow as a liveable, productive, sustainable and creative city.

The strategic directions outline the key aspirations and qualities that Fishermans Bend must build on.



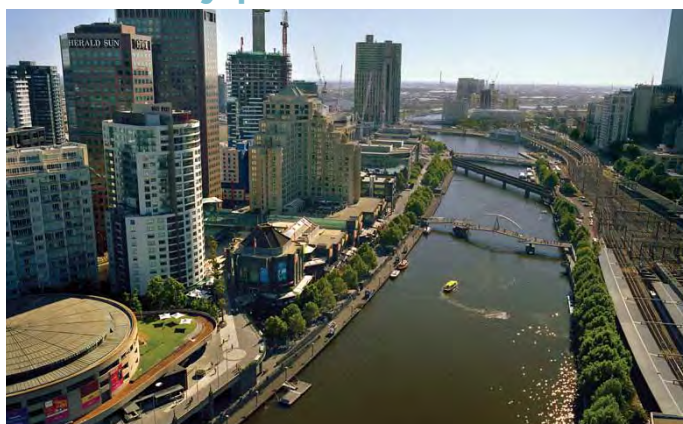
## The creation of 21st century jobs



#1

Fishermans Bend enhances its competitive economy through the creation of additional jobs and businesses by capitalising on its strategic location between the CBD and the Port.

## The timely provision of infrastructure



#2

Fishermans Bend is supported by a funding model that promotes early delivery of catalyst infrastructure and balances transitioning of existing industries.

## A place that is easy to get around



#3

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.

## A vibrant, mix of uses and activities



#4

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 surrounding neighbours.

**This means:**

- ▶ Melbourne remains competitive by attracting investment and providing high productivity employment opportunities through an extension of CBD activities into the Lorimer and Sandridge precincts.
- ▶ Accommodating a diversity of employment uses that complement the CBD, including growing the established cluster of creative industries and small and medium enterprises that are already located in Fishermans Bend.
- ▶ Through new office, retail and commercial development, grow the local economy by an additional 12,000 jobs by 2025 and 40,000 new jobs by 2050.
- ▶ Key community facilities and services are available and accessible to attract and support a diverse community at the early stages of development.
- ▶ Consideration of a range of funding options to meet the cost of essential infrastructure.
- ▶ Existing businesses continue to operate as change occurs.
- ▶ New schools built to serve new neighbourhoods.
- ▶ Delivering key transport links, including a new tram line, underground rail line with two new stations and new and improved bus routes.
- ▶ Upgrading existing open space and creating sufficient new open space to match population growth.
- ▶ Infrastructure such as public transport, community facilities, schools and open space is delivered in a timely way to match population growth.
- ▶ Taking an integrated approach and linking all modes of transport.
- ▶ The preferred choice for getting to and around Fishermans Bend will be by walking, cycling and public transport.
- ▶ Go anywhere, anytime public transport to the CBD and surrounding suburbs.
- ▶ Creating an excellent and safe walking environment for residents, workers and visitors, with seamless high-priority links between centres, public spaces and public transport.
- ▶ Create strong connections to adjoining neighbourhoods and the bay.
- ▶ People can work, shop and socialise locally.
- ▶ Establishing compact neighbourhoods where people can walk to schools, community facilities, open space and public transport.
- ▶ Providing diverse and affordable housing choices.
- ▶ Through new residential development, the opportunity to increase the population by 24,000 new residents by 2025 and 80,000 new residents by 2050.



## Distinctive and diverse neighbourhoods



#5

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.

## A great place for families



#6

Fishermans Bend is a place for all people and ages through the creation of diverse, liveable and family friendly communities.

## A high quality built environment



#7

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.



**This means:**

- ▶ Creating a variety of neighbourhoods, each with a distinct.
- ▶ Recognising the area's significant heritage, pre and post settlement.
- ▶ Interpreting, retaining and reusing historic places.
- ▶ Maintaining the existing fine grained street pattern, particularly in Montague.
- ▶ Creating a new grid of streets with distinct, interesting and walkable neighbourhoods.
- ▶ Transitioning built form from the low-rise scale in established residential areas at Garden City, Port Melbourne and South Melbourne, through to existing tower forms in Southbank and Docklands.
- ▶ Developing a strong sense of community, through accessible places and facilities which can adapt to changing needs.
- ▶ Building new homes that are affordable to low and moderate income households.
- ▶ Providing a mix of housing types, including apartments in high, medium and low rise developments, warehouse lofts and townhouses that are suitable for singles, couples, people with children, older households and students.
- ▶ Providing family-friendly three bedroom homes throughout Fishermans Bend, particularly in Wirraway.
- ▶ New homes are flexible, adaptable and of sufficient size and layout to provide usable and comfortable spaces.
- ▶ Social housing is mixed with and indistinguishable from private market housing.
- ▶ Densities at an average of 200 dwellings per hectare, with higher densities around public transport and activity centres and lower densities around open space and interfaces with existing residential areas.
- ▶ A scale of building that allows natural sunlight and daylight to reach streets and lower building levels.
- ▶ Buildings that minimise the impact of wind to ensure a comfortable pedestrian environment.
- ▶ Careful consideration of the location and design of tall buildings.
- ▶ Buildings are designed to create a positive pedestrian experience at street level.
- ▶ The location and design of high rise buildings is determined by context and the need to avoid adverse impacts on the quality of streets and parks such as overshadowing.
- ▶ Tower separation distances increase with building height.

## Smart environmental solutions



#8

Fishermans Bend delivers integrated and efficient energy, water and waste infrastructure through cost effective, modern and sustainable environmental solutions.

## Environmental constraints addressed



#9

Fishermans Bend allows for the early consideration of precinct-scale environmental constraints with cost effective, collaborative solutions to achieve a more efficient outcome.

## Strong partnerships and effective governance



#10

Governance structures and approval processes will promote best-practice design and construction methods and give planning certainty to the development industry.

### This means:

- ▶ Ensuring buildings achieve high environmental performance standards at the design, construction and operation phases.
- ▶ Minimising mains potable water consumption and encouraging the use of alternative water sources, such as rainwater and grey water.
- ▶ Establishing an aspiration for zero carbon buildings by 2025.
- ▶ Preparing a fully integrated water cycle strategy across Fishermans Bend, as discussed in *Melbourne's Water Future*.
- ▶ Early identification of innovative precinct-scale storm water solutions to manage the impacts of flooding and enhance biodiversity and water quality.
- ▶ Local decentralised energy systems providing heat and power.
- ▶ Development is future proofed to enable connection to planned alternative district water supply, energy supply, waste collection and treatment systems.

- ▶ Remediation of contaminated industrial land is undertaken at a precinct-wide scale through early engagement with existing landowners and future developers.
- ▶ Early identification of efficient, innovative techniques to remediate site contamination.
- ▶ Maintenance of separation buffer distances to existing industrial uses where required.

- ▶ Development proposals are considered in accordance with an approved Strategic Framework Plan which ensures the vision for Fishermans Bend Urban Renewal Area is realised.
- ▶ Fishermans Bend represents global leadership in urban renewal.
- ▶ Planning processes and responsibilities are clearly defined.
- ▶ The delivery of Fishermans Bend is managed through a proactive, considered, integrated approach based on a partnership between the private sector, Victorian Government, the City of Port Phillip, the City of Melbourne and the not-for-profit sector.
- ▶ Facilitation of innovative construction techniques which improve development feasibility, housing affordability and environmental performance.

What do you think  
about the Draft Strategic  
Directions and Key Moves?

**Tell us  
your ideas.**



# 3

## What are the 10 key moves?

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### What are the 10 key moves?

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Ten key moves have been established to give effect to the strategic directions and deliver the vision.

The key moves identify the critical spatial and physical elements of the Fishermans Bend Urban Renewal Area, including the design and layout of the most important infrastructure proposals. Together, the 10 key moves will provide an integrated platform for the precinct's growth and development.

The key moves will be complemented by non-physical initiatives such as temporary activation, investment attraction, employment generation and industry transition to help achieve the vision and strategic directions.

## Key Move #1 &gt;

## Grow central Melbourne around the Yarra River

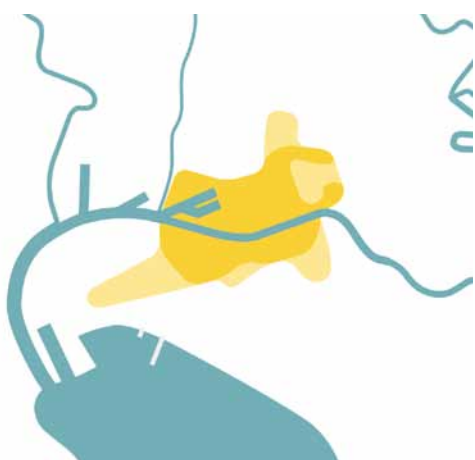


Figure 6: Key Move 1 concept diagram

The Fishermans Bend Urban Renewal Area will play a major role in realising an expanded central Melbourne - strengthening the focus on the Yarra River and connecting through to the bay.

Fishermans Bend will evolve as a vibrant new place, complementing the Hoddle Grid, Docklands, Southbank and City North while establishing its own character and mix of activities. The distinct character of adjoining areas will influence the intensity and character of new neighbourhoods within Fishermans Bend and allow for a transition of intensity between the centre and surrounding communities.

### Potential Priority Projects

- ▶ New pedestrian and cycle river crossings between the CBD, Docklands and Fishermans Bend
- ▶ Establish planning controls that encourage:
  - the mix and intensity of uses and high quality public realm of central Melbourne to extend into Lorimer, Sandridge and parts of Montague;
  - the development of major commercial centres around proposed transport hubs, particularly in Sandridge and Lorimer;
  - less intensive development in Wirraway and parts of Montague, especially at interfaces with established residential areas; and
  - family friendly urban neighbourhoods.





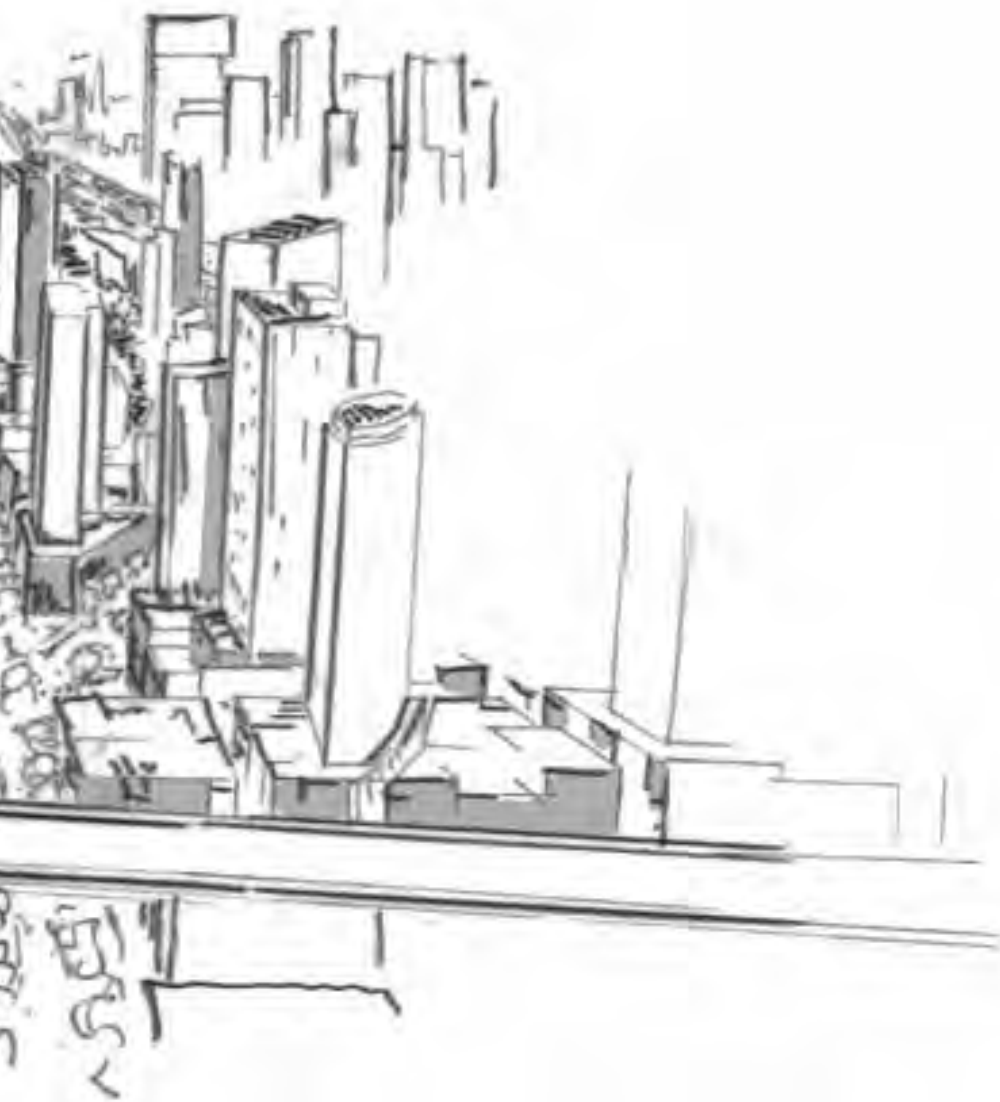
Figure 7: Key Move 1 - Extent of central Melbourne's growth

- Area of high intensity Capital City development
- Area of less intense Capital City development
- Existing City Centre Bridges
- Proposed City Centre Bridge
- Proposed River and Harbour Crossing (eg. punt)





*Figure 8: The Fishermans Bend Urban Renewal Area provides the opportunity to link the old city and the new across the Yarra River through the expansion of central city activities and intensity.*



## Key Move #2 &gt;

## Link the city to the bay

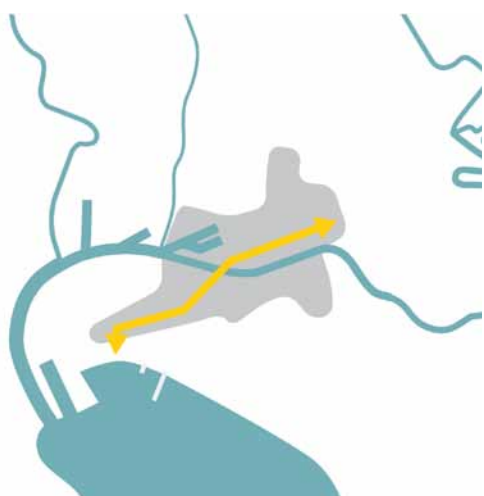


Figure 9: Key Move 2 concept diagram

Melbourne's existing CBD will be connected to the bay through the development of a new civic spine, extending from Collins Street, over the Yarra River and through to Garden City. As the primary public transport route to and through the Fishermans Bend precinct, the new civic spine will become a 'main street' and focus for intensive development and activity.

The design of the new civic spine will prioritise walking, cycling and public transport, and be punctuated by a series of distinct urban squares and spaces that become a focus for public life.







An extension of the Collins Street tram is proposed to be built in two stages as Fishermans Bend develops. When the tram is extended west of Graham Street, investigation of an east-west traffic route will be explored to potentially replace the existing traffic function of Plummer Street.

### Potential Priority Projects

- ▶ Collins Street tram extension including:
  - New pedestrian, cycle and tram river crossing;
  - New pedestrian, cycle and tram bridge over the M1 Freeway;
  - A series of public spaces and squares at tram stops;
  - Prioritised tram operations to ensure fast and reliable services;
- ▶ Identify, protect and secure future land requirements for street widening and public transport services; and
- ▶ Streetscape enhancements and greening.



Figure 10: Key Move 2 - Extension of Collins Street tram down the Plummer Street spine to the bay

-  Extension of Collins Street tram
-  Connection through to bay
-  Existing development fronting civic spine
-  New development fronting civic spine
-  Fishermans Bend Urban Renewal Area study area
-  Expansion of central city

0 200 400 800m





Figure 11: The new civic spine down Plummer Street in the Wirraway neighbourhood looking back towards the CBD.



## Key Move #3&gt;

## Integrate with the rail network



Figure 12: Key Move 3 concept diagram

In the longer term, Melbourne's underground rail network (Metro) is proposed to extend into Fishermans Bend, providing an important high capacity connection to the City Loop and broader rail network.

A new Fishermans Bend station will be located along the civic spine near Ingles Street, providing a catalyst for higher density commercial and retail development, as well as important civic and community facilities. A second Metro station may be located further west within Wirraway.

An integrated approach to transport will encourage interchange from rail stations to other sustainable modes of transport, including walking, cycling, bus and tram networks. Travel to and within Fishermans Bend from surrounding areas and beyond will be convenient and sustainable.

## Potential Priority Projects

- ▶ Major public squares around potential Metro train stations in the long term;
- ▶ Higher order commercial and retail concentrations around tram stops and potential Metro train stations;
- ▶ Fine grain street network and pedestrian routes within a 10-minute walk of future stations;
- ▶ Identify and protect future land requirements for potential stations; and
- ▶ Link cycling corridors within close proximity of future stations to promote intermodal connectivity.





Figure 13: Key Move 3 - Proposed locations of new railway stations

- Existing rail station
- Potential Metro train station
- Proposed Melbourne Metro stage 1

0 200 400 800m

## Key Move #4 &gt;

## Connect the inner city

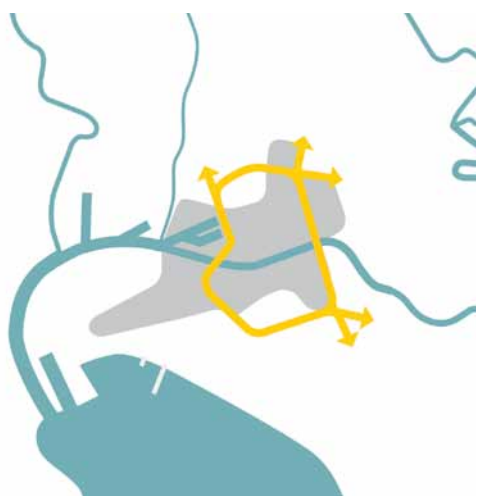


Figure 14: Key Move 4 concept diagram

A new public transport route along Ingles Street and a new tram route crossing the river and M1 Freeway will provide a vital link into Fishermans Bend and form part of a public transport loop connecting central Melbourne.

From Fishermans Bend, residents and workers could travel to the east (along Park Street) to the future Domain Metro Station and beyond. Additionally, new transport services will connect Fishermans Bend to Docklands, with the longer term potential to extend further north and help integrate other urban renewal precincts in North Melbourne.

The staged delivery of public transport infrastructure and services is envisaged as Fishermans Bend develops, commencing with high quality bus services and scaling up to tram and rail services.

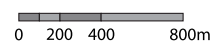
#### Potential Priority Projects

- ▶ Develop a package of bus network and service improvements for the early stages of development;
- ▶ Identify, protect and secure future land requirements for street widening along public transport corridors; and
- ▶ Streetscape enhancements in Ingles Street.



Figure 15: Key Move 4 - Opportunities to connect Fishermans Bend Urban Renewal Area to North and South Melbourne

- Existing tram corridor
- Proposed high frequency public transport corridor
- Potential long term extension of transport services
- Civic spine tram route
- Potential ferry shuttle
- Potential Metro station
- Existing station
- Network link required





## Key Move #5 &gt;

## Extend Melbourne's parks to the bay



Figure 16: Key Move 5 concept diagram

Inner Melbourne's metropolitan park network includes a series of large parks connected by linear routes and spaces. The bay - and its series of beaches, parks and promenades along the water's edge - remain distinct and separate from the inner city park network. Fishermans Bend offers the opportunity to link these two significant open space features that define our city and region.

Three potential new linear parks will provide the connection through Fishermans Bend to link the Yarra River to Port Phillip Bay, and effectively complete inner Melbourne's park network.

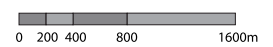
### Potential Priority Projects

- ▶ Complete the linear park landscape adjacent to the Port Melbourne light rail Route 109, which will link Station Pier to Southbank Promenade;
- ▶ Extend the Capital City Trail south from Moonee Ponds Creek, through Docklands, to recreation spaces at Fishermans Bend, including:
  - New pedestrian and cycle access across Victoria Harbour and the Yarra River parallel to the Bolte Bridge alignment;
  - A new green bridge over the M1 freeway; and
- ▶ Provide a dedicated pedestrian and cycle reservation along Lorimer Street to link the river promenade at Yarra's Edge with the cycle punt at Westgate Park and the bay, including:
  - A new linear park link along Todd Road between Westgate Park and Sandridge Beach at Port Phillip Bay.



Figure 17: Key Move 5 - New pedestrian and cycle links to connecting the inner city park network to the bay.

- Expansion of central city
- Inner city park network
- New linear park-link
- Fishermans Bend Urban Renewal Area study area





## Key Move #6 &gt;

## Deliver new boulevards

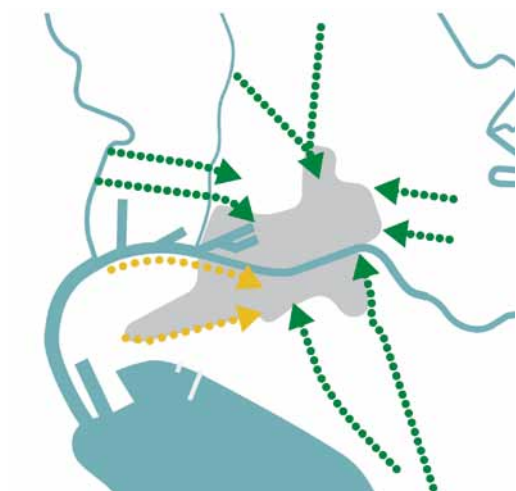


Figure 18: Key Move 6 concept diagram

The tree-lined boulevards of central Melbourne are among the city's most memorable features. As Melbourne has grown, these routes have defined the link between the city and suburbs.

With the renewal of the Fishermans Bend Urban Renewal Area, there is an opportunity to complement the existing network of boulevards with new routes that provide a green, traffic-calmed gateway into both Fishermans Bend and central Melbourne.

New boulevards will be greener streets with a greater focus on safe and accessible pedestrian and cycling movements, both along the street and across it.

With the redevelopment of Webb Dock, intersection upgrades are proposed in Todd Road to facilitate freight traffic access to the M1 Freeway.

### Potential Priority Projects

- ▶ Provide additional tree planting along each boulevard corridor;
- ▶ Provide a balanced approach to each boulevard to share the space for pedestrians, cyclists, public transport and vehicle users; and
- ▶ Design low-speed environments along each boulevard.

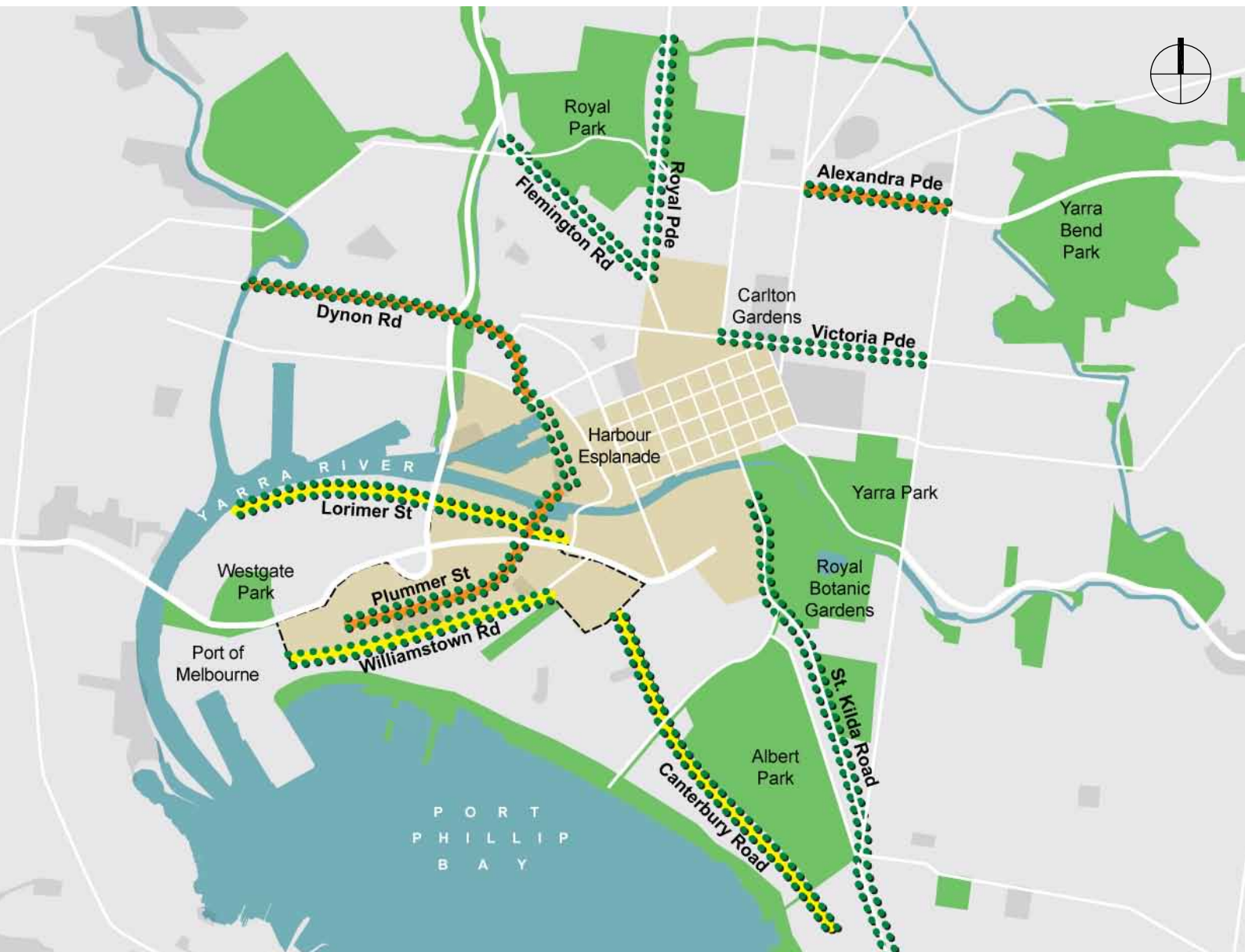


Figure 19: Key Move 6 - Creation of two new boulevards into the Central City

- Expansion of central city
- Inner city park network
- Existing city boulevards
- Potential high amenity route
- Fishermans Bend Urban Renewal Area study area
- Proposed future city boulevards



## Key Move #7 &gt;

## Create a network of local parks and green spaces



Figure 20: Key Move 7 concept diagram

The Fishermans Bend Urban Renewal Area will be enriched as a liveable and sustainable place by a network of accessible parks and green spaces.

The open space network will ensure communities in Fishermans Bend have the option to enjoy both active and passive recreational opportunities whilst providing respite from the busy urban environment.

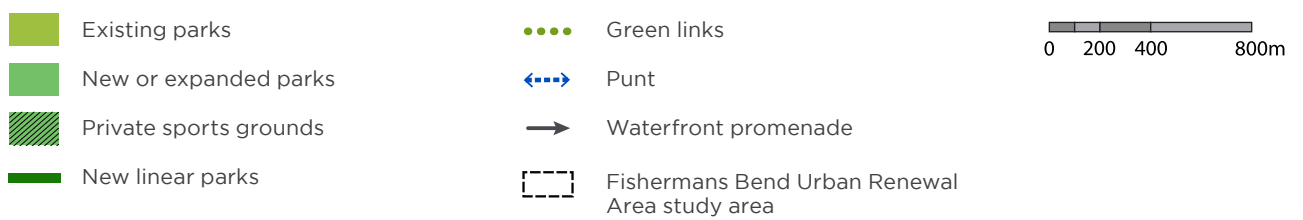
These green links and spaces will promote active and healthy communities, provide access to nature through a focus on landscaping and also play a role in integrated water management. They are likely to include rain garden and wetland water features.

### Potential Priority Projects

- ▶ Secure key sites early to create new parks and green spaces;
- ▶ Create and enhance links to important existing parks and spaces;
- ▶ Develop Buckhurst Street as a 'green spine' - prioritising walking and cycling and connecting the Montague precinct to Bay Street shopping strip;
- ▶ Emphasise the delivery of roof top space; and
- ▶ Ensure the configuration of open space responds to recreation as well as water management requirements.



Figure 21: Key Move 7 - A new local park network





## Key Move #8 &gt;

## Create a walkable and cycle friendly place

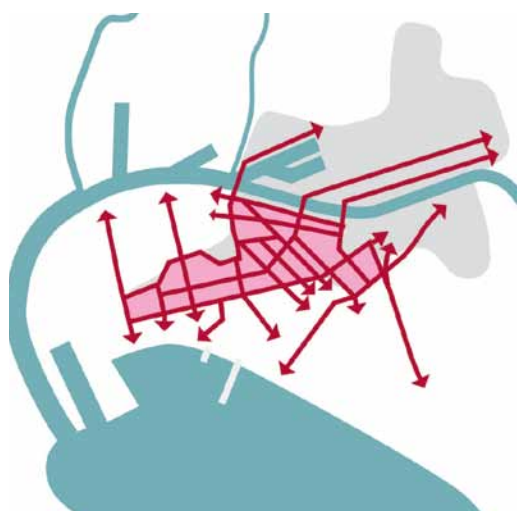


Figure 22: Key Move 8 concept diagram

A permeable network of streets and lanes will encourage walking and cycling in Fishermans Bend. New routes will supplement the existing fine grain street pattern and supplement this where necessary.

A range of street types will be designed to define the local character of each urban neighbourhood and to celebrate the street as a vital component of public life.

Some streets will be designed as civic spaces, café streets or shopping strips. Others may be designed as pedestrian or shared surfaces, similar to Melbourne's laneways.

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

### Potential Priority Projects

- ▶ Establish planning guidelines to create a new street network and provide clear guidance to developers on street design, spacing and amenity;
- ▶ Reinforce and 'activate' key historic laneways;
- ▶ Provide bike parking and bike share stations at public transport stops;
- ▶ Develop public realm design guidelines to enhance streets and public spaces within Fishermans Bend and incorporate integrated water management;
- ▶ Develop and implement a package of strategic cycle corridors; and
- ▶ Develop a clear road user hierarchy to guide the provision of space for pedestrians, cyclists, public transport and private vehicles.

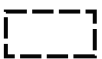




Figure 23: Key Move 8 - A fine grain network of local streets create a highly connected place



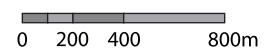
Indicative streets and pedestrian links



Fishermans Bend Urban Renewal Area study area



Strategic cycling corridor



## Key Move #9 &gt;

## Create centres for local communities

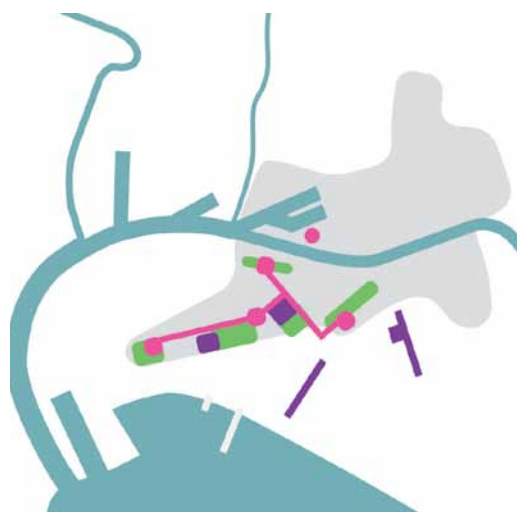


Figure 24: Key Move 9 concept diagram

A series of new town centres will be developed across Fishermans Bend and become the focal point for local communities to shop, meet and access community facilities and services.

These clusters of retail and community facilities, complemented by safe and inviting public spaces, are central to developing connected communities and establishing a strong sense of place within the Fishermans Bend Urban Renewal Area.

Primary centres will act as key destinations within Fishermans Bend, with intensive development and activity focused around future Metro stations along Plummer Street.

The primary centres will become key transport hubs and offer a wide range of shopping, entertainment and employment activities. Key civic functions and community uses will be located in civic buildings adjoining a series of urban plazas that punctuate the Plummer Street 'spine'.

The Sandridge primary centre is proposed as the commercial hub of Fishermans Bend, capitalising on proximity and connections to the CBD, Docklands and Southbank.

Secondary centres will be developed as smaller urban villages where people can shop and access a range of age specific services such as schools, child care and healthcare.

Multi-purpose community centres would also provide places where people can connect and engage in community life through participation in recreational, social and 'lifelong learning' activities. These centres would be accessible by public transport and complemented by high quality public spaces and pedestrian-friendly streets.

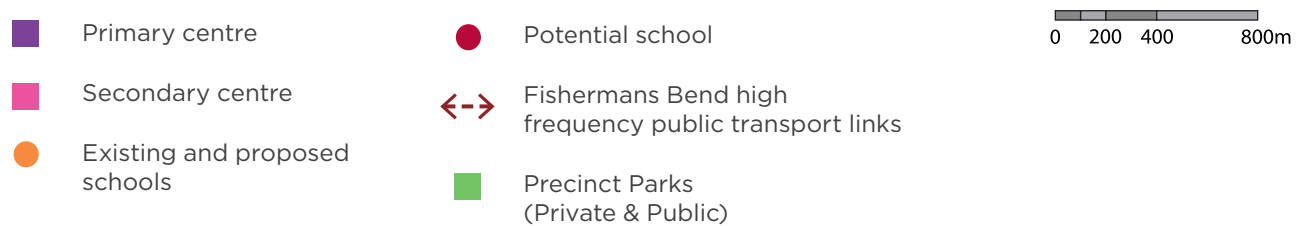
Early investment in community infrastructure by the government, the private and not-for-profit sectors is crucial to support a diverse new community. Flexible and adaptable buildings and spaces will ensure infrastructure can respond to the changing needs of the community over time.

### Potential Priority Projects

- ▶ Development of two primary centres aligned with tram stops and potential metro train stations;
- ▶ Secure locations for secondary centres and schools (education clusters) for the delivery of multi-purpose community spaces and integrated age-specific services;
- ▶ Delivery of the Ferrars Street School;
- ▶ Temporary and pop-up facilities to activate spaces; and
- ▶ Proactive community engagement and stewardship.



Figure 25: Key Move 9 - A series of new local centres



## Key Move #10 >

# Create distinctive and diverse neighbourhoods



Figure 26: Key Move 10 concept diagram

The renewal of Fishermans Bend will create a range of unique and highly liveable neighbourhoods, reflecting a diversity of development typologies and scales which respond to the local context.

Well-designed taller tower forms will sit closer to similar development types within the CBD and where existing public transport links are strongest. In contrast, areas along the southern boundary of Fishermans Bend will respond to the low-rise character of adjoining residential areas.

Distinctive neighbourhoods are fundamental to creating a strong sense of place for new communities. They will also support a variety of housing stock to help realise the vision for a 'diverse, family-friendly community' at Fishermans Bend.

Lorimer, much of Sandridge and the northern section of Montague will be characterised by well-spaced towers above podiums that prioritise a sense of human scale and fine grain street patterns at street level.

Development within Lorimer will emphasise its connectivity to the Yarra River and associated waterfront activities, with the east-west 'Lorimer

Parkway' providing a focal point through a series of high quality public spaces and landscaping.

Sandridge will evolve as the primary commercial and employment hub of Fishermans Bend, with employment uses complimented by residential apartments, shopping and entertainment.

The southern neighbourhood of Montague will retain its existing fine grain and gritty charm, with the retention of heritage buildings and laneways, and complementary new development maintaining an industrial feel. The Buckhurst Street 'green spine' will become a focal point for locals, with open space and community facilities connected by quality pedestrian and cycle links.

The Wirraway precinct will offer family focused housing, including townhouses and mid-rise courtyard and perimeter block development styles. The Plummer Street 'spine' will become a focal point, complemented by a series of shopping, community and civic destinations.

### Potential Priority Projects

- ▶ Detailed precinct planning;
- ▶ Establish planning controls and design guidelines which:
  - protect heritage attributes and encourage the reuse of heritage buildings and manage the area's significant historical archaeology;
  - establish a high quality public realm;
  - facilitate a diversity of built form outcomes;
  - promote housing choice;
  - ensure sensitive development ; at interfaces;
  - establish high levels of residential amenity (such as tower separation distances); and
- ▶ Assess the potential for development contributions to be directed towards affordable housing managed by Registered Housing Associations.



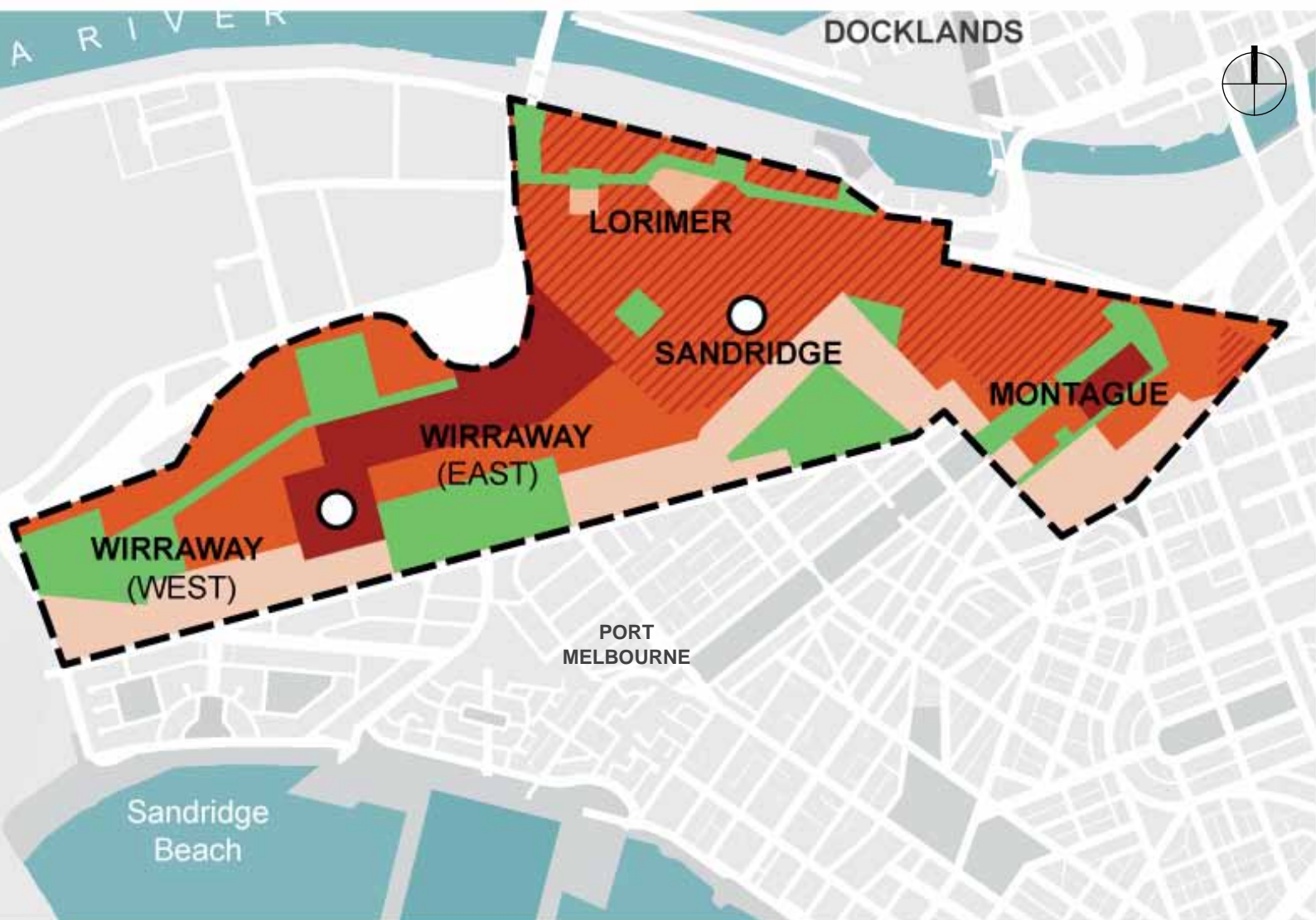


Figure 27: Key Move 10 - Proposed height limits for each neighbourhood precinct

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #4CAF50; margin-right: 5px;"></span> Precinct Parks (Public &amp; Private)</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> Possible Metro station</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFCC80; margin-right: 5px;"></span> Maximum 4 storey buildings</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FF9800; margin-right: 5px;"></span> Maximum 8 storey buildings</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #C0392B; margin-right: 5px;"></span> Maximum 18 storey buildings</li> <li><span style="display: inline-block; width: 15px; height: 15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #FF9800 2px, #FF9800 4px); margin-right: 5px;"></span> Towers above mid-rise podiums</li> </ul> |
|---|---|





Figure 28: View of the Fishemans Bend Urban Renewal Area looking north east towards the central city, showing how the area might look by 2050



# 4 What could this look like?

The 10 strategic directions and key moves provide a potential strategic framework for the development of the Fishermans Bend Urban Renewal Area.

Once finalised, the strategic framework for Fishermans Bend needs to be robust enough to ensure that Fishermans Bend evolves as a desirable place to live, work, visit and invest. It also needs to be flexible enough to accommodate new ideas and implementation approaches over time, as well as being resilient to changing economic, social and environmental challenges.

The following provide a vision for how the Fishermans Bend Urban Renewal Area could look as it approaches full development. The vision illustrates how the key moves combine to deliver a potential urban development outcome.

Further guidance on the character and form of each new neighbourhood will be prepared following consultation on this Draft Vision.

What do you think about the plan presented in this Draft Vision?

**Tell us your ideas.**

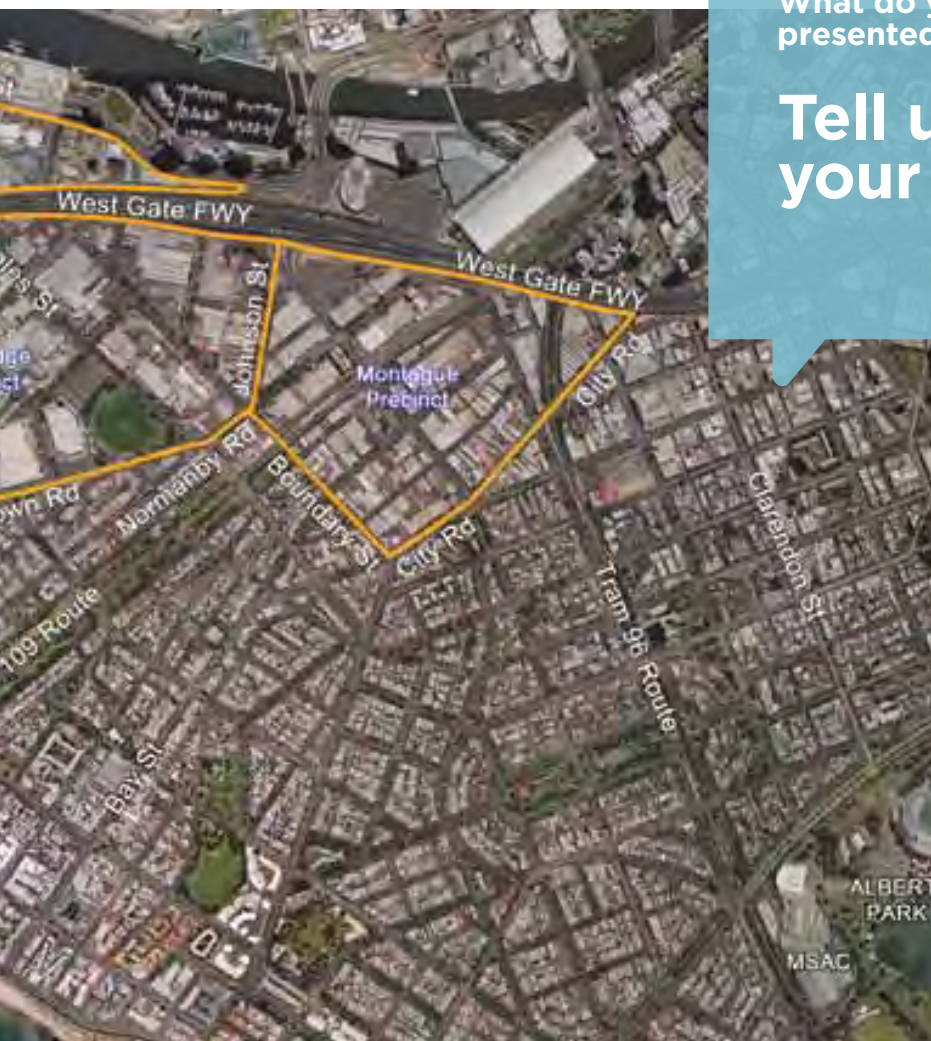






Figure 29: Fishermans Bend Urban Renewal Area - Illustrative Plan showing how the area might look by 2050



# Montague



## Character

New development will reflect the area's gritty, fine grain urban character. Heritage and character buildings will be retained and adapted. The fine grain subdivision pattern will be reinforced by well articulated buildings and by extending the network of existing intimate laneways.



## Spaces

The centrepiece of Montague will be the development of the precinct's own 'High Line Park'. This linear open space, enhanced for walking and bike riding, will run alongside the existing light rail corridor creating a safe and leafy connection between the foreshore and the CBD.



## Community

A community hub will be created along the Buckhurst street 'green spine' and may be co-located with the Montague Continuing Education Centre. This will be complemented by a new education and learning facility around a new primary school on Ferrars Street.



Montague will be distinguished by its authentic and diverse urban character, blending intensive contemporary development with the precinct's heritage buildings and network of wide streets and intimate laneways. Significant new residential development opportunities will be balanced with a vibrant business mix, including home offices and spaces to grow the existing cluster of creative industries.

Montague will be made up of distinct neighbourhoods – with building heights varying across the precinct to respond to the low-rise scale of established residential areas in South and Port Melbourne, through to existing tower forms in Southbank and Docklands.

South of the light rail new development will reflect the area's fine urban grain, with heritage and character buildings retained as a prominent element of its character. North of the light rail, new development is expected to reflect tower forms with well-designed podiums which achieve a human scale and an attractive and activated street level experience.



*Montague precinct heritage buildings*



*Montague neighbourhood looking along proposed Sandridge Park*

# Lorimer



## Character

Streets represent the vitality of a city. They will link to desired destinations: the river, public transport, civic spaces, community spaces and to surrounding areas. Lorimer's streets will confidently contribute to its underlying character and appeal.



## Spaces

A central 'green spine' will link a series of green spaces throughout Lorimer. This 'parkway' will become the precinct's centre of activity, linking the community to a wide range of social, commercial and recreational opportunities.



## Community

People define places. Lorimer will be an inclusive place, and one that encourages people to thrive. A proactive approach to community spaces and places will help foster a strong and diverse sense of community rooted within Lorimer.

Water draws people and activity. Lorimer's streets, spaces, buildings and uses will reflect proximity to the area's key natural feature - the Yarra River. Through design and activity, Lorimer will be a part of the river. It will celebrate the contemporary riverfront as a place of recreation, leisure, contemplation and respite, as well as providing a connection to both heritage and nature.



*Lorimer neighbourhood looking along proposed Lorimer Parkway*



# Sandridge



## Character

The focal point of Sandridge will be its thriving commercial centre. This highly urbanised and pedestrianised centre will become a destination, offering a wide range of shopping, employment, education and entertainment attractions.



## Spaces

The historic North Port Oval will be a key open space in Sandridge. A diverse range of open spaces will complement these playing fields, including formal gardens, pocket parks and intimate urban squares which enhance liveability in an intensive, vibrant urban setting.



## Community

Key civic functions and community uses will be co-located along a series of urban plazas along the Plummer Street spine. Access to a wide range of community services and facilities will be ensured, as well as spaces and places for people to meet and connect.

Sandridge will evolve as a primary commercial and office destination for Melbourne, as part of an expanded central city. It will be a vibrant location for business, education, shopping and living, centred on a future metro station that links the precinct to the CBD and wider metropolitan transport network. Apartment living will complement business activity, with towers providing outstanding views to the CBD and across to the bay. Quality design will offer a high level of amenity for occupants and create an attractive and activated experience at street level.

New development will be complemented by a high quality, pedestrian friendly public realm focused along two key pedestrian and public transport routes – the Plummer Street and Ingles Street ‘spines’. Plummer Street forms the key east-west spine through Fishermans Bend with Ingles Street forming a north-south connection from North Melbourne through Lorimer and south-east to the Domain Interchange (St Kilda Road).



*Sandridge neighbourhood looking at the proposed Metro Square*



# Wirraway



## Character

A range of new streets and pedestrian links will contribute to permeable and walkable, family friendly neighbourhoods in Wirraway. Streets will function as an extension of the open space network through 'shared zones' where children can play and people are out and about.



## Spaces

JL Murphy Reserve will continue to provide space for active sport, passive recreation and stormwater retention. A linear east-west open space loop will be created through a series of parks and widened footpaths, supporting active communities and connecting people to nature.



## Community

The community heart of Wirraway will be created through a new primary centre focused around Plummer and Salmon streets and anchored by arts and cultural facilities, as well as a diverse range of retailing and services.

Wirraway will offer a family friendly, mixed-use environment which integrates well with the adjoining neighbourhoods of Port Melbourne and Garden City and capitalises on close proximity to the bay.

A diverse range of housing will emphasise opportunities for families, including townhouses and mid-rise apartments. Spaces for small and medium sized businesses will also be provided to maintain a diverse business base and range of employment opportunities within Fishermans Bend.

Wirraway will feature a primary centre focused on Plummer and Salmon streets, complemented by speciality retailing and restaurants offering a 'main street' experience along the Plummer Street spine. An education and community cluster will be co-located with open space at the western end of Plummer Street. The connection to the bay will be reinforced through enhanced links along Centre Avenue.



*Wirraway West neighbourhood looking at proposed local streets*



How do you think  
infrastructure could  
be funded?

**Tell us  
your ideas.**





# 5 How to make it happen?

## How could it happen?

### A partnership approach

The State Government, along with the City of Melbourne and the City of Port Phillip, have shared responsibility for development within Fishermans Bend.

The City of Melbourne and City of Port Phillip Planning Schemes were amended in July 2012 to establish the Minister for Planning as the Responsible Authority for major development applications within the Fishermans Bend Urban Renewal Area. The Responsible Authority for all remaining applications is the relevant council.

### Funding to ensure the early delivery of infrastructure

The early delivery of infrastructure is critical to the transformation of Fishermans Bend from an industrial area to a mixed use area and to attract private investment.

A number of funding mechanisms will be explored during the preparation of the Strategic Framework Plan. This includes development contributions provided by developers towards the delivery of infrastructure projects.

A Development Contributions Plan (DCP) will be prepared for the Fishermans Bend Urban Renewal Area and may contribute to funding critical infrastructure, including:

- community facilities such as schools, libraries and gyms;
- parks and open spaces for recreation purposes;
- light rail and bus infrastructure to ensure high levels of connection to the CBD & surrounding suburbs;

- pedestrian and cycle paths for sustainable transport options;
- public realm improvements for high quality public spaces;
- local roads, intersections and drainage; and
- land acquisition to deliver the above.

In addition to development contributions, a range of other funding options are being considered, including:

- council rates;
- special rates or charges (e.g. community infrastructure levy); and
- direct state funding.

Open space contributions will also be required as part of all development proposals.

### Phasing

This document defines a 50-year vision for the renewal of the Fishermans Bend area.

It is likely that development will commence in the Montague and Lorimer precincts, where there is ready access to existing infrastructure and services. Development is then likely to move westward into the Sandridge and Wirraway precincts.

# Tell us your ideas.

Get involved and let us know what you think about the ideas and proposals included in the the Fishermans Bend Urban Renewal Area Draft Vision.

Consultation closes on 22nd November 2013.



[www.fishermansbend.vic.gov.au](http://www.fishermansbend.vic.gov.au)



[fishermansbend@places.vic.gov.au](mailto:fishermansbend@places.vic.gov.au)



+61 3 8317 3683



Write to Places Victoria,  
710 Collins Street, Docklands, 3008

**What places in Australia and around the world do you see as excellent benchmarks for the development of the Fishermans Bend Urban Renewal Area?**

**How might the transformation of the Fishermans Bend Urban Renewal Area contribute to Melbourne's future? This might include your thoughts on:**

- Population growth
- Transport congestion
- Climate change and the environment
- Melbourne's character and liveability
- Future economic growth, jobs and innovation

**What would you like to see in the Fishermans Bend Urban Renewal Area to make it a place where you personally would live, work and visit? This might include your thoughts on:**

- The things central Melbourne has already that could be carried through to Fishermans Bend
- Weekday and weekend activities and things to do
- Streets and buildings
- Parks and open spaces
- Transport infrastructure and community facilities





**What do you think about the plan presented in the Draft Vision?**

- What aspects do you like?
- What concerns you?
- What is missing or needs more work?

**What do you think about the draft strategic directions and key moves?**

- Can you see any gaps?
- What would you change or add?
- Which are the priorities?

**How do you think infrastructure could be funded and provided at the Fishermans Bend Urban Renewal Area?**

- What infrastructure will be under the most pressure in the short, medium and longer term?
- How can we pay for the infrastructure needed into the future?

**What other ideas do you have for Fishermans Bend?**

- Innovations in design, construction and community development that might be considered?
- How can a strong sense of community be encouraged?
- If you had to pick the three most important points you'd like to make about the transformation of Fishermans Bend, what would they be?

**Tell us your ideas.**



Published September 2013

*With guidance and advice from officers within:*

Places Victoria



# Interim **Fishermans Bend**

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## Design Guidelines

September 2013

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# Introduction

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Fishermans Bend is Australia's largest inner area urban renewal project, planned to result in a period of transition from predominantly industrial uses to a genuine mix of uses including residential, office, retail, entertainment and education.

Managing the transition towards a range of mixed uses requires design standards that will encourage a desirable built form outcome, provide adequate public space and facilities and access to public transport. The design standards will also contribute to creating a finer grain network of streets and laneways to ensure a pleasant pedestrian experience, and promote the safety and accessibility of the area for a diverse and vibrant community.

The planning schemes of the City of Melbourne (Clause 22.25) and the City of Port Phillip (Clause 22.10) include policy and objectives that set out a framework to assist in achieving design excellence and integration in the new Fishermans Bend. The policy encourages diversity and complementary design between buildings and public spaces with the aim of creating a destination with a unique character and sense of place.

These design guidelines build on this policy and provide more detail as to how the planning scheme objectives might be addressed. They are offered as guidance for developers and their architects, as well as a checklist for those assessing planning permit applications. They are not meant to be comprehensive or prescriptive. Sometimes, new or site specific issues will require different approaches and it is recognised that there may be other ways of achieving the objectives, which should be assessed on their merits.

As an interim document, these guidelines will require updating in response to consultation associated with the Fishermans Bend Draft Vision and the subsequent preparation of the Strategic Framework Plan.

## 1

# Site layout and development typology

Due to the degree of change anticipated, new developments need not necessarily conform to existing scale and use patterns, but site context remains important and must be analysed to inform design outcomes. Particularly with larger sites, new streets or laneways might be created and public infrastructure or facilities might be required. Development typologies should reinforce a pedestrian friendly environment, not dependent on cars.

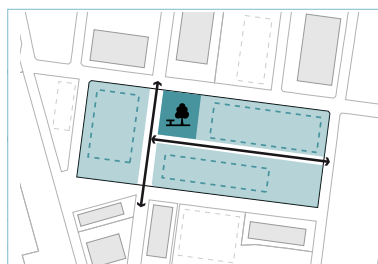
**1.1** All development applications must incorporate an Urban Context Report (similar to that detailed for residential uses in Clause 52.35 of the planning scheme).

► **Note 1**

The context study should precede and inform the design response in a meaningful way and should refer to the objectives contained in these guidelines.

► **Note 2**

Consideration should include not only existing context, but also proposed or preferred future context.



**1.2** For larger, complex or staged development sites a master plan will be required to coordinate the form and location of all buildings, open spaces and access points.

► **Note 1:**

Subdivision of large sites is possible (subject to Council approval), but an agreed master plan must be in place prior to the creation of any additional lot.

► **Note 2**

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

► **Note 3**

The site master plan must include nearby properties showing known or indicative development proposals, opportunities and constraints and the response to these adjacencies.

► **Note 4**

Layouts should maximise northerly orientation for buildings and open spaces.



**1.3** The creation of new streets or laneways is fundamental to provide through block links at a reasonable spacing, to ensure an accessible, pedestrian friendly precinct.

▶ **Note 1**

Through block links should never be more than 100 metres apart and additional links may be necessary near destinations such as a public transport stop and key facilities.

▶ **Note 2**

In particular, any existing or proposed adjoining routes should be extended through the development site.

▶ **Note 3:**

If such links are not legally transferred to Council, they will require a binding legal agreement to ensure their permanent public accessibility.

▶ **Note 4**

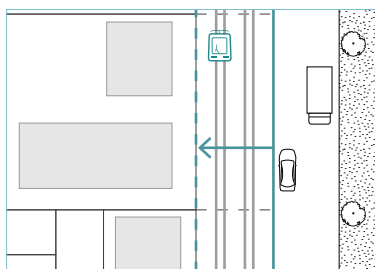
Such links might be shared with vehicles and are usually the preferred access point for garages and servicing. This protects the pedestrian amenity of primary street frontages.

▶ **Note 5**

Public links should be fronted with active uses wherever possible.

▶ **Note 6**

Laneway design will vary according to function, but for more guidance refer to Public Spaces & Landscaping (4.3).



**1.4** Any new development must respect proposed site setbacks or rights of way which might occasionally be indicated to accommodate proposed public realm and infrastructure requirements.

► **Note 1**

No immediate economic compensation is available, but negotiated development outcomes will be considered.

► **Note 2**

The developer must treat the area in an attractive and integrated manner, until such reservations are acted upon.



**1.5** A mix of residential and employment uses is sought, to provide variety and extend hours of activity, with particular emphasis on the inclusion of facilities which are lacking or insufficient in the surrounding area.

► **Note 1**

The retention or creation of employment is favoured to maintain vitality.

► **Note 2**

Larger sites (over 20 dwellings) are expected to incorporate a diversity of residential typologies and dwelling sizes, including an affordable housing component. The following precinct targets should be met:

Precinct	1 Bed Dwellings	3+ Bed Dwellings
Montague	max 25%	min 25%
Lorimer	max 25%	min 25%
Sandridge	max 20%	min 40%
Wirraway	max 15%	min 50%

► **Note 3**

Community facilities such as schools, recreational facilities, child care and medical clinics can be provided on a commercial or partnership basis and will be expected in larger developments and especially in association with identified community clusters. Such facilities should have an independent entry and be clearly visible to facilitate community use.

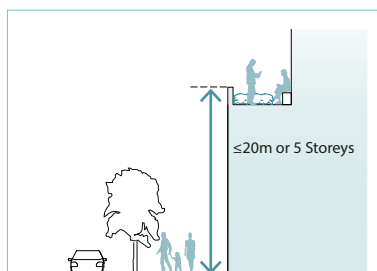
► **Note 4**

Small office or retail tenancies are encouraged to provide activation and potentially serve the local community.

► **Note 5**

Different precincts have different characters, as defined in the Draft Vision, and the local mix of uses should reflect and respond to this.





**1.6** Developments should maintain a low, pedestrian scale face to streets. Low rise typologies (up to around 20 metres) achieve this objective, and towers may be considered if appropriately located and set back above a low rise street frontage (by pursuing a podium and tower format).

► **Note 1**

In general intense developments (with a gross floor area to site area ratio above 12:1) should be located close to existing or planned high-frequency public transport stops, to provide an attractive alternative to car use.

► **Note 2**

For more guidance regarding building form, refer to Building Design [2.1-2.8].

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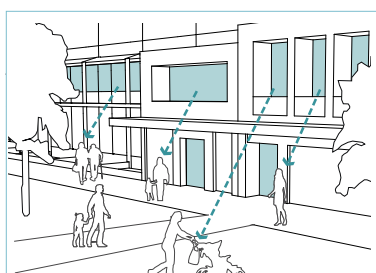
**1.7** For proper assessment in context, all significant development proposals must provide a 3D digital model of the project for insertion into the Department of Transport, Planning and Local Infrastructure's interactive city model.

► **Note 1**

Permit applicants will be provided with a data sheet specifying technical requirements, but various formats are acceptable and only the basic exterior form is required.

# 2 Building design and height

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



**2.1** The lower floors of all buildings must provide visual interest and direct surveillance of adjoining streets, public spaces and significant public laneways.

▶ **Note 1**

Active uses such as retail, offices or residences are preferred up to around 20 metres height on all frontages, with windows directly overlooking public areas.

▶ **Note 2**

With residential at ground level, slightly raised balconies or multiple entries (such as to townhouses or home offices) can provide activation without losing privacy.

▶ **Note 3**

Car parking should be set back from public frontages and 'sleeved' with a skin of active uses rather than screens.

▶ **Note 4**

Blank walls should be avoided and service spaces/cupboards should be located on secondary frontages or internally, with approval of the service provider.

▶ **Note 5**

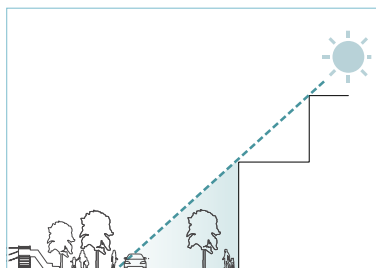
Continuously glazed frontages can appear blank and non-descript.

▶ **Note 6**

The use of artwork to visually articulate blank facades is a last resort.

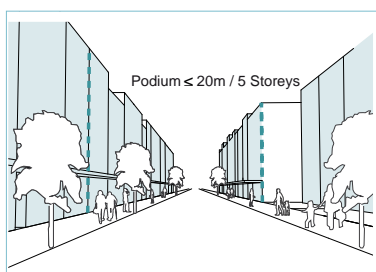
▶ **Note 7**

Wider frontages, over around 30 metres long (20m in Montague), should be visually subdivided in a meaningful way to reflect finer grain diversity.



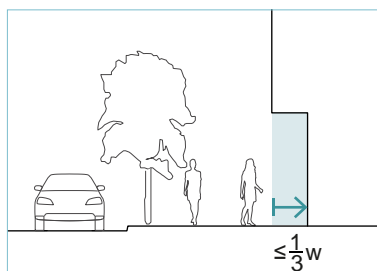
**2.2** Specific issues may limit building height in particular locations to maintain established amenity. To avoid undue dominance, overlooking and overshadowing, new developments should scale down close to interfaces with low rise residential areas, adjoining heritage buildings and existing or proposed public open spaces. The Draft Vision indicates proposed heights for each precinct.

- ▶ **Note 1**  
New buildings must not overshadow existing low rise residential areas (of Port Melbourne) between 11am and 2pm on 22 September (equinox).
- ▶ **Note 2**  
The Draft Vision indicates proposed height limits in areas adjoining low rise residential areas.
- ▶ **Note 3**  
Existing and proposed public open spaces should not be overshadowed by new buildings between 11am and 2pm on 22 September (equinox).
- ▶ **Note 4**  
The Draft Vision indicates proposed height limits in areas adjoining public open spaces.
- ▶ **Note 5**  
The Draft Vision indicates proposed height limits in Montague Precinct, south of the 109 tram route, forming a generally mid-rise, mixed use precinct.
- ▶ **Note 6**  
The Draft Vision indicates proposed height limits in Wirraway Precinct, forming a generally mid-rise family orientated precinct.



**2.3** Street frontages of new developments should be of a low scale, generally up to 20 metres or not more than 5 storeys (sometimes less along protected interfaces). This is the recognised height to which pedestrians relate without losing eye contact and experiencing visual dominance.

- ▶ **Note 1**  
This does not mean that a rigid parapet height is favoured, with a degree of variation (one storey more or less) being encouraged.
- ▶ **Note 2**  
Very low heights (one or two storeys) might lead to a lack of definition of the street space, particularly in the relatively wide streets prevalent in the area.
- ▶ **Note 3**  
In secondary laneways it might not be practical, or necessary, to respect this low scale frontage and individual cases will be assessed on their merits.



**2.4** Open setbacks, cut off corners and recesses along the footpath frontage are generally discouraged, as an urban area benefits from continuous and well defined street spaces as well as direct contact between pedestrians and adjoining uses.

► **Note 1**

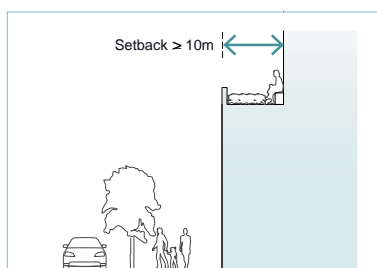
There may be cases where a minor setback is necessary at an entry point, particularly if it is no deeper than one third of its width, to enable safe visibility.

► **Note 2**

Occasionally a small open space alongside the street may be justifiable, particularly if it has a clear function and is designed to appear public.

► **Note 3**

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



**2.5** Where permitted, high or tower buildings should always be set back above the lower frontage or podium to avoid visual dominance of the street space and often to lessen adverse shadowing and wind effects.

► **Note 1**

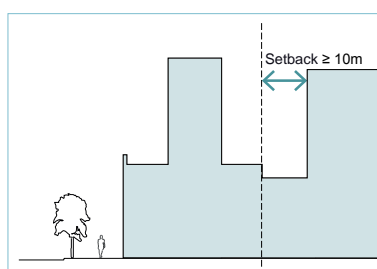
10 metres is the preferred street setback of towers (buildings over 40 metres high), however lower buildings (between 20 and 40 metres) and parts of high buildings might reduce this to a minimum of 5 metres, with appropriate justification.

► **Note 2**

Tower setbacks from laneways depend on the nature of each case and may depend more on potential amenity issues with neighbours (2.6).

► **Note 3**

All occupied or roofed space, such as balconies, must be clear of the setback.



**2.6** Where permitted, high or tower buildings must be set back from site boundaries to protect the reasonable amenity (privacy, views and daylight) of existing or potential buildings on adjoining sites, to ensure equity and avoid 'first-come-first-served' situations.

► **Note 1**

10 metres is the preferred setback of towers (buildings over 40 metres high) from shared boundaries, however lower buildings (between 20 and 40 metres) and parts of high buildings might reduce this to a minimum of 5 metres from the boundary, with appropriate justification.

► **Note 2**

Buildings under 20 metres high may generally build to the boundary (without openings) and an agreement might be formalised to directly about higher buildings in a coordinated manner.

► **Note 3**

When there are multiple towers on the same site, setbacks should match the same tower separation criteria, that is a preferred 20 metre separation reducible to a 10 metre minimum at specific points, with appropriate justification.

► **Note 4**

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.

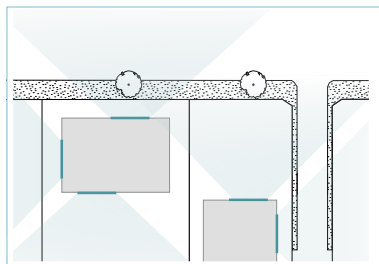


▶ **Note 5**

All occupied or roofed space, such as balconies, must be clear of the setback.

▶ **Note 6**

Independent of the setback, it is necessary that tower design minimises direct overlooking of nearby towers by offsetting or angling views, or by using service areas as a buffer.



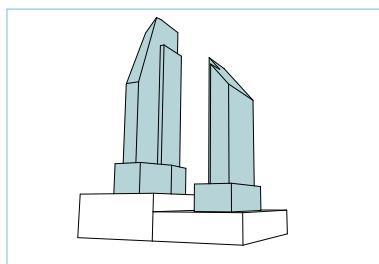
**2.7** When towers cluster on the same or nearby sites, individual tower heights, footprints and orientation should maximise amenity (privacy, views and daylight) and should seek visual variety.

▶ **Note 1**

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

▶ **Note 2**

Varying architectural form, materials and detail between towers can positively reinforce identity.



**2.8** High buildings are often seen from afar, so their visual impact and profile can be important and should be carefully considered.

▶ **Note 1**

Slender or fragmented tower forms are generally more visually appealing, as are sculptured roof forms.

▶ **Note 2**

Plant and other service equipment on roofs or elsewhere must be integrated in the design and appropriately screened.

▶ **Note 3**

Reflective glazing can create annoying and even blinding impacts over a wide area, hence perpendicular reflectivity must be limited to 20 per cent and any potentially sensitive impacts must be the subject of specialist study.

▶ **Note 4**

Any signage is generally the subject of a separate permit, but should be for building identification only and should be integrated with the building design.

**2.9 Heritage places and buildings make a crucial contribution to the character of Fishermans Bend. Their retention and adaptive re-use is to be complemented with respectful new development.**

▶ **Note 1**

Identified heritage structures should be retained in as close to their original form as possible, not just as facades.

▶ **Note 2**

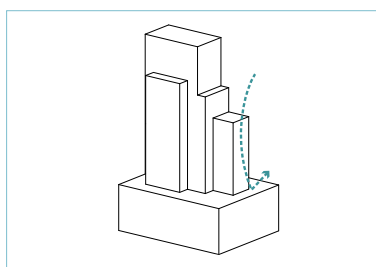
The heritage significance of a place might include elements other than buildings, such as subdivision patterns and social history.

▶ **Note 3**

Generally, new buildings which adjoin a heritage place must demonstrate a complementary response in terms of height and massing, providing a gradual transition.

# 3 Wind and weather protection

**Pedestrian comfort in all streets and public spaces is paramount to the success of the area, with adverse wind effects being a major concern in Melbourne, particularly close to exposed high buildings.**



**3.1** Wind tunnel testing is required for all high buildings and appropriate comfort standards must be met at street level and in publicly accessible areas of the site.

► **Note 1**

A full technical report, including wind rose diagrams at all key points around the site, must be submitted with the planning permit application for all buildings over 40 metres high.

► **Note 2**

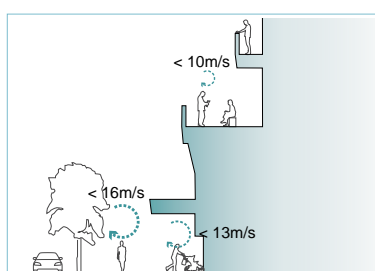
It is recommended to seek early professional wind advice, as it is anticipated that high building designs might require significant adaptation (changes to overall form, setbacks and/or cut outs) to lessen their wind impact.

► **Note 3**

The addition of protective screens and other incidental add-ons is generally not acceptable.

► **Note 4**

Landscaping within public spaces cannot be considered as a mitigation measure.



**3.2** Wind comfort levels to be met will match possible uses of the affected space, both existing and future, both public and on adjoining sites, and should not exacerbate current conditions.

► **Note 1**

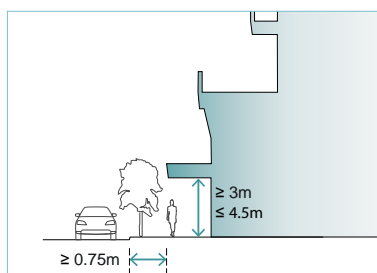
All publicly accessible areas, including footpaths, must fall within safe walking criteria (wind gusts below 16 metres/second ... within specified 0.1 percentile).

► **Note 2**

All external waiting areas, including building entries and shop fronts, must fall within short term stationary criteria (wind gusts below 13 metres/second).

► **Note 3**

All public and private seating areas, including parks and outdoor cafes, must fall within long term stationary criteria (wind gusts below 10 metres/ second).



**3.3** Weather protection, both from wind and rain, in the form of canopies, awnings and verandahs is encouraged, especially in streets with commercial frontages.

► **Note 1**

Canopies should be continuous and 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 might be required to accommodate existing or future street trees.

► **Note 2**

Canopies should be at an appropriate height above the footpath to avoid damage whilst still providing effective weather protection, generally between 3 and 4.5 metres and consistent with adjoining sites.

► **Note 3**

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

# 4 Public spaces and landscaping

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



**4.1** A public open space contribution will be required. This will be set at 8% of site area, 8% of site value or a combination of both, as appropriate.

► **Note 1**

Where the site is large enough (over 6,000 sqm) or where the site contribution can clearly be co-located with an existing or proposed open space, the contribution may be levied as a land transfer to council, at council's discretion.

► **Note 2**

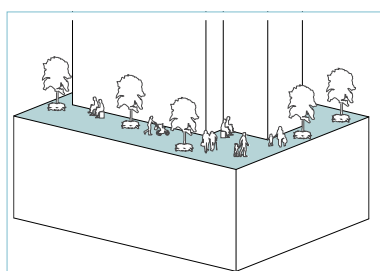
A public open space contribution in the form of land is only recommended where the outcome fulfils a clear open space role and is more than just a pedestrian link. Generally the resulting space must be at least 500 sqm with a minimum dimension of 20 metres.

► **Note 3**

The proposed open space should have an appropriate orientation (generally sunny and protected from wind), should not be overhung by buildings, should have adequate conditions for tree planting and direct at-grade street access.

► **Note 4**

If Council does not wish the developer to landscape the space, it must be delivered levelled and with a usable interim surface such as grass. Plantable soil depth must be at least 1500mm across the entire area of open space.



**4.2** Private landscaping, communal and rooftop gardens (generally on podiums) are vital in more intensely developed urban areas and are expected to form an integral part of larger proposals.

► **Note 1**

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

► **Note 2**

Developments with more than 20 dwellings must make use of available rooftop space for garden and recreation areas.

► **Note 3**

On-site green spaces are best associated with communal facilities and active surveillance is beneficial.

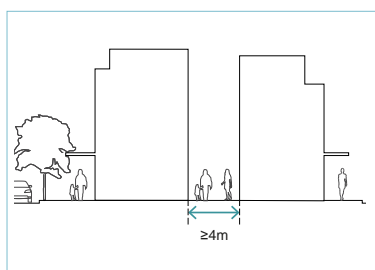


► **Note 4**

Existing mature trees should be retained on-site and street trees must be protected (unless replacement is agreed with Council).

► **Note 5**

Any green walls and roofs should be supported by a robust maintenance regime and sustainable irrigation systems. Screening designs should not depend on the success of green walls.



**4.3** Pedestrian links through blocks, in the form of new laneways, are required as continuations of existing routes, leading to key destinations such as public transport stops and facilities clusters, or where existing access routes are separated 100 metres or more.

► **Note 1**

As these new links provide frontage and access to the development, they are generally not considered as part of the mandatory open space contribution.

► **Note 2**

In smaller sites they may best follow a side boundary, on larger sites they may serve to define and separate distinct buildings. They should always have the potential to be continued through adjoining sites to reach the next street.

► **Note 3**

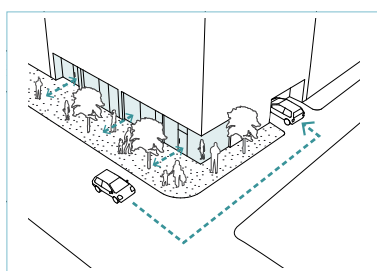
Links should be at least 4 metres wide, but may need to be 6m wide if they are to accommodate vehicle access points. Traffic should be slow moving, hence laneways will normally be designed as shared spaces without separate footpaths.

► **Note 4**

For safety and way finding, links should be designed to enable views straight through, with limited level changes and surface irregularities (DDA compliant), should be overlooked by adjoining uses, should be well-lit and should be open to the sky.

# 5 Parking and access

**All developments should limit motor vehicle usage and ensure that necessary vehicle presence, both for site users and for servicing, does not unduly impact precinct amenity. Public and active transport alternatives should be encouraged.**



**5.1** All new developments must consider transport implications for the wider area and provide appropriate site access.

► **Note 1**

A Transport Impact Assessment (TIA) by a recognised specialist must be submitted with all applications. This goes further than site specific traffic management to consider wider cumulative impacts on transport, including walking, cycling and public transport .

► **Note 2**

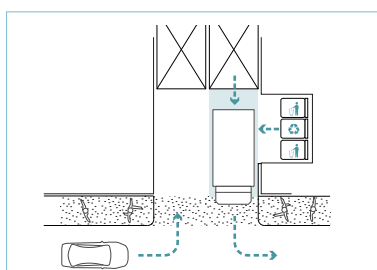
Special consideration must be given when proposals adjoin a transport route or a major road. Vehicle access may be limited and early consultation with Public Transport Victoria and/or Vic Roads is recommended, as these agencies must be satisfied concerning any impact on their functions.

► **Note 3**

Frontage interruptions should be limited by consolidating vehicle access at one point, if feasible. This may include shared servicing access and shared access for multiple buildings. Access off secondary streets or lanes is usually preferable.

► **Note 4**

Vehicle crossovers should be of limited width and should incorporate intermediate pedestrian refuges when over 6 metres wide.



**5.2** In larger developments (over 20 dwellings) all servicing should occur on-site and a specialist waste management plan must be provided.

► **Note 1**

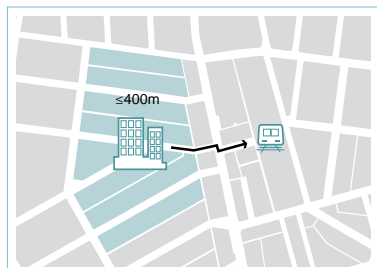
Sufficient, screened or enclosed waste storage must be provided within the site and should be accessible for on-site collection without having to move bins onto the footpath.

► **Note 2**

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

► **Note 3**

Loading docks should be screened with integrated doors.



**5.3** Private car parking numbers should be limited, particularly within 400 metres of existing or proposed high-frequency public transport stops.

► **Note 1**

Whilst the maximum residential parking ratio specified in the planning scheme is currently 1 space/ dwelling, the parking ratio should not exceed 0.5 space/ dwelling for two-bedroom dwellings and generally without parking for one-bedroom dwellings.

► **Note 2**

Employment parking will depend on the particular nature of the use, but for offices should not exceed one space per 100 sqm of net floor area.

**5.4** Cycling must be encouraged through the provision of easily accessible on-site facilities and bike parking.

► **Note 1**

In general terms, the planning scheme specifies at least one space/5 dwellings, one visitor space/10 dwellings, one space/300 sqm of net office floor area and one visitor space/1000 sqm of net office floor area. These cycle park standards are a minimum, with a goal of one space/ dwelling of whatever type.

► **Note 2**

Visitor cycle parking must be at ground level and secure on-site cycle parking should be located on the ground or first floors with dedicated access directly from the street.

► **Note 3**

Adequately sized change and locker facilities are required to serve commercial uses (generally one shower/ 10 bikes and one locker/ bike).



**5.5** Alternatives to private car usage should be actively provided.

► **Note 1**

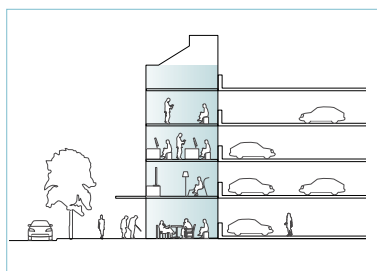
An Integrated Transport Plan should be prepared and might include a public transport pass as an incentive to new occupiers.

► **Note 2**

On-site or on-street car share schemes are a resource effective alternative to owner car parking provision.

► **Note 3**

Parking areas should be designed to facilitate adaptation to other uses in the future. To this end, level floors and higher ceiling heights are encouraged.



**5.6** Parking should not be visible from the street and preferably not from laneways.

► **Note 1**

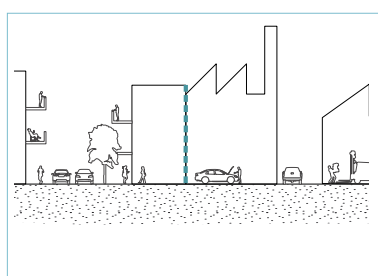
All parking not located in basements must be wrapped in a 'sleeve' of active uses (such as a 5-10 metre deep skin of shallow dwellings or offices), especially when facing the street. When facing secondary laneways and adjoining sites, appropriately designed screening may be sufficient.

► **Note 2**

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

# 6 Sustainability and energy efficiency

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



**6.1** As a functioning employment area with many uses to remain into the future, it is important that new developments consider existing neighbours and mitigate any potential nuisance they may cause to new occupiers.

► **Note 1**

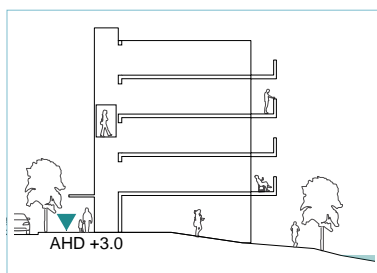
Some impacts might only be manageable via sophisticated decontamination or by the provision of adequate spatial buffers.

► **Note 2**

New dwelling units must incorporate noise attenuation measures as appropriate, with an acoustics report to be provided if adjacent to known noises sources.

► **Note 2**

Early contracting of specialist studies and consultation with the Environmental Protection Authority is crucial.



**6.2** Flooding is or may become an issue in much of the precinct. Building design must protect key access and uses into the future.

► **Note 1**

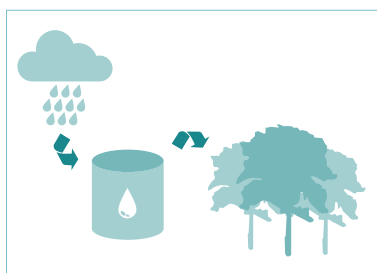
Melbourne Water and Council should be consulted early regarding all new developments, especially regarding recommended minimum ground floor levels, which may be as high as Australian Height Datum +3.0 metres.

► **Note 2**

Early consideration and careful design of access spaces and ramps may be necessary to simultaneously comply with flooding and disability access requirements.

► **Note 3**

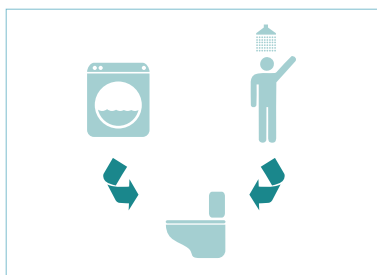
Creative responses will also be needed to accommodate raised ground floors which pose a threat to visual interaction with the street. For instance, an entry area at footpath level, with level changes sited internally.



**6.3** So as not to overload existing drainage, it is imperative that all stormwater is collected and stored on-site, for controlled release and preferably for re-use (as irrigation or toilet flushing).

► **Note 1**

Current infrastructure may not be able to cope with additional stormwater loads and Melbourne Water must be consulted early.

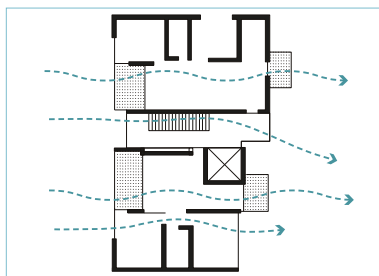


**6.4** Grey water collection and re-use is expected for all larger developments.

► **Note 1**

With appropriate infrastructure (including third pipe connections), waste water from washing machines and showers can be recycled for toilet flushing.





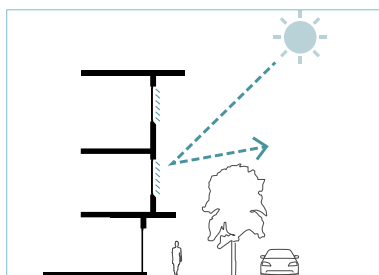
**6.5** Natural ventilation and daylighting of common areas and as many dwellings as possible is encouraged.

► **Note 1**

Removal of hot air at night via openable windows or controlled extraction can be useful, particularly in offices.

► **Note 2**

Borrowed light within dwellings is not acceptable, with all bedrooms required to have external windows.



**6.6** Climate control of building facades should not be limited to energy efficient glazing, but should include external shading devices.

► **Note 1**

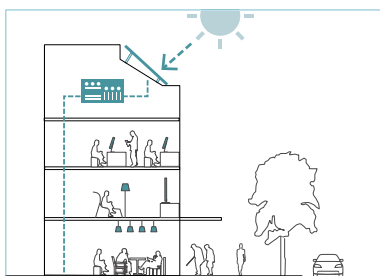
Considered orientation should maximise winter sun and minimise uncontrolled summer sun, with a preference to maximise northerly aspect.

► **Note 2**

Air conditioning units should not be externally visible.

► **Note 3**

Air intake and exhaust should not impact public areas.



**6.7** Solar panels for water heating and photovoltaic electricity production are encouraged.

► **Note 1**

Solar panels should be located where they are unlikely to be overshadowed by future buildings.

**6.8** Energy recovery and storage is encouraged as is co-generation and centralised cooling, heating and power.

► **Note 1**

Energy systems are most efficient when shared between different uses and/or a group of buildings, so partnerships should be explored.

**6.9** It is expected that all proposals will match current best practice benchmarks in terms of sustainability and energy efficiency rating schemes.

► **Note 1**

Building Code of Australia standards are considered to represent a minimum measure and should be consistently surpassed.

► **Note 2**

All applications must be accompanied by an Environmentally Sustainable Design Statement which demonstrates how offices, retail, education and accommodation uses achieve benchmark sustainability outcomes. In general developments are expected to meet the sustainability requirements of Clause 22.19 of the Melbourne Planning Scheme.

