

FISHERMANS BEND IMPLEMENTATION

03

DELIVERY

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

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

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

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

Long term plan

The SFP details a long term vision.

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

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

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

Infrastructure priorities

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

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

DELIVERY

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

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

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

DELIVERY

Review of the Strategic Framework Plan

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

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

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

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

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

Other Strategies

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

STAGING OF DEVELOPMENT AND INFRASTRUCTURE

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

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

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

Infrastructure required to support Fishermans Bend

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

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

For community, recreation and transport infrastructure projects in particular, land acquisition may also be necessary. Infrastructure will be delivered through a variety of mechanisms including development contributions, council capital works budgets, and State Government funding.

Development contributions in Fishermans Bend

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

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

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

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

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

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

Open space contributions in Fishermans Bend

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

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

Contributions under Clause 52.01 may be satisfied in multiple ways:

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

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

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

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

PLANNING FRAMEWORK

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

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

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

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

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

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

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

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

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

Achieving design excellence

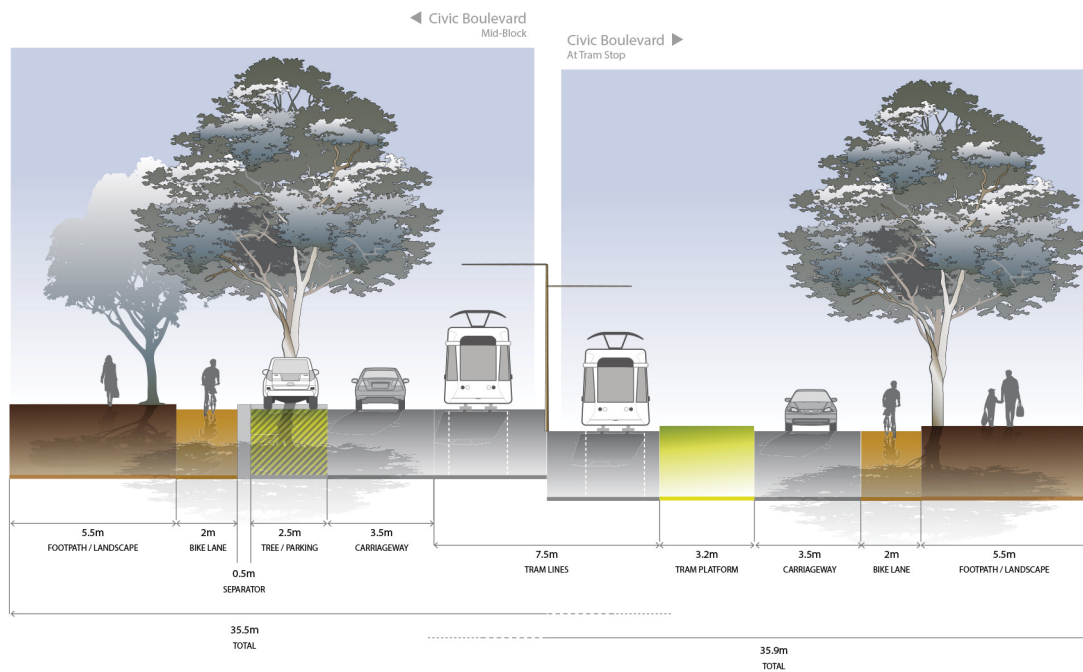
A Design Review Panel was established for Fishermans Bend to examine the merits of significant development proposals at pre-application stage. Its membership included planning, architecture, place-making and design experts. The Panel had regard to the planning policy framework detailed above, the strategic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

FISHERMANS BEND

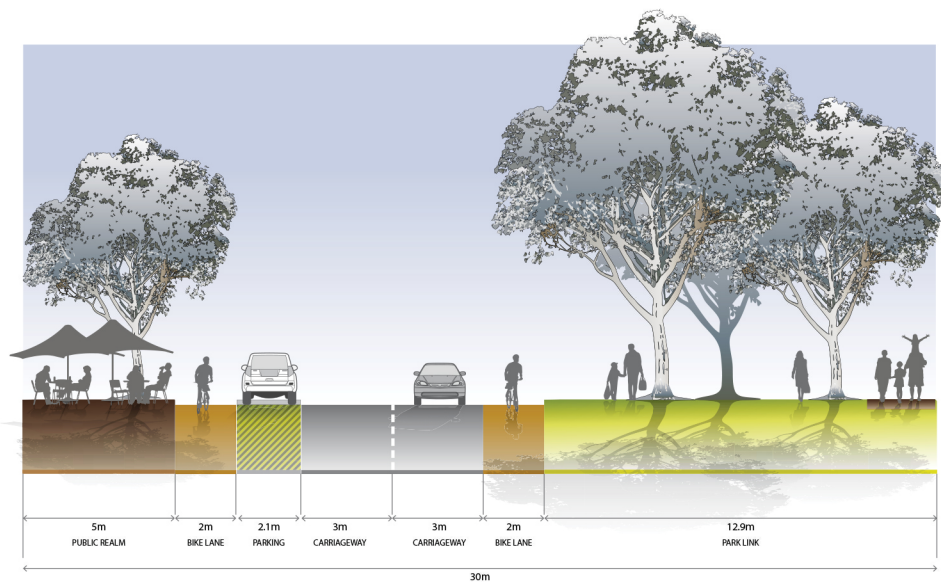
APPENDIX



APPENDIX 1: INDICATIVE STREET SECTIONS



Civic Boulevard
Plummer and Fennell Street

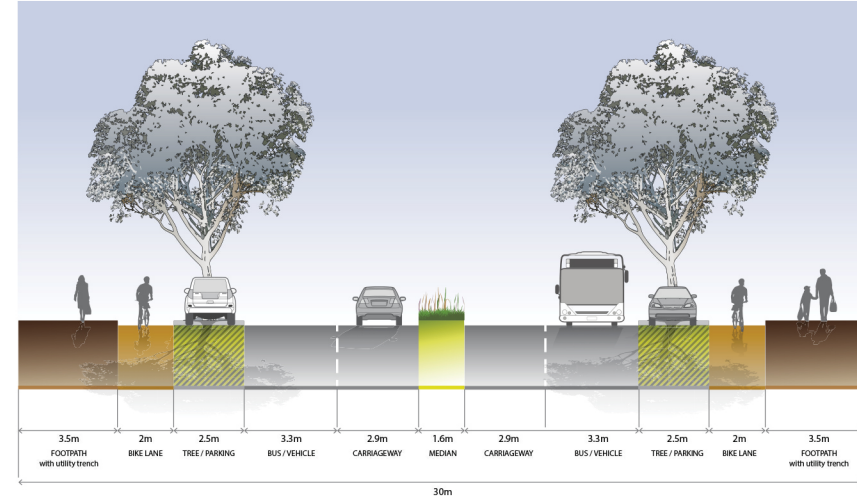


Buckhurst Street
Green Link

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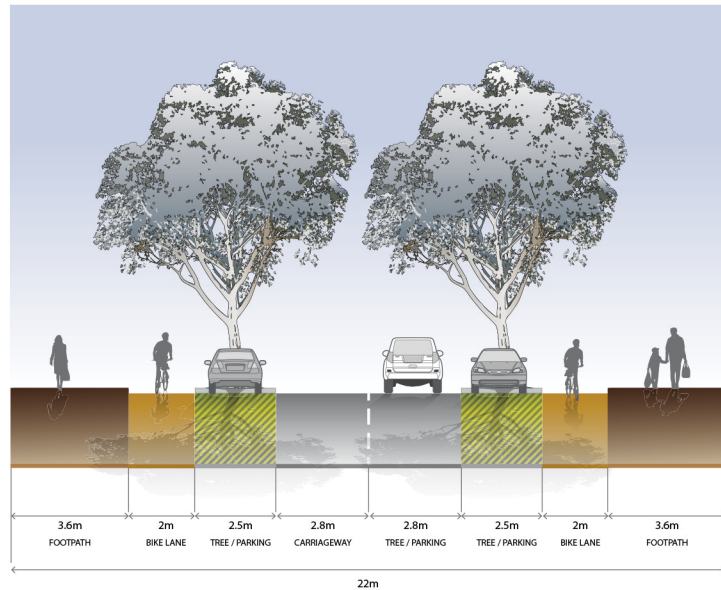


Lorimer Parkway
Dedicated cycle lanes on north side, no vehicular access,
water sensitive urban design

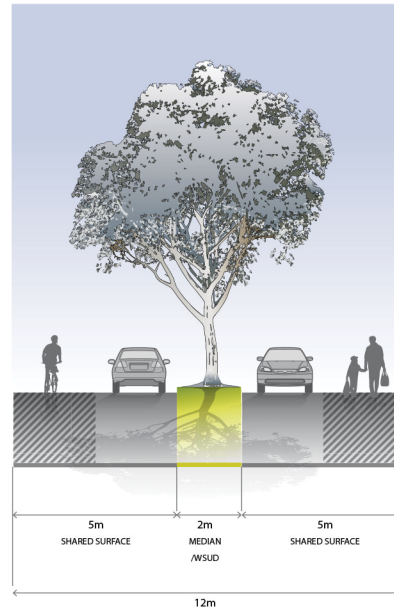


30m Street Section
PT provision, vehicular access, dedicated cycle lanes

APPENDIX 1: INDICATIVE STREET SECTIONS



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



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



Environment,
Land, Water
and Planning