

KEY ELEMENT 3: A SERIES OF PLACES

Fishermans Bend will initially be built around three distinct places, structured around major elements of the public domain and designed to become a focal point and anchor each individual neighbourhood.

The Civic Boulevard Precinct sits within the Sandridge and Wirraway areas, provides the main connection through Fishermans Bend, and acts as an urban spine along which activity is focused. This is a major linear centre which will develop sequentially as Fishermans Bend grows. Nodes of activity will develop along the boulevard at the confluence of intense transport and land use, supporting development throughout the precinct. The eastern edge of the precinct forms part of the high density commercial and retail activity focused around the new Montague Station. This precinct provides the most important step in achieving the vision to extend the central city to Port Phillip Bay.

Lorimer's character as a thoroughly modern commercial and residential hub is enhanced through the development of the Lorimer Parkway: a green linear link with a civic heart. The hub will provide a local scale activity centre in an otherwise high-density urban environment. Lorimer has a particular relationship with Docklands, located directly across the Yarra River, and over time will generate a cluster of mutually beneficial employment, residential and retail activity.

Montague will have a strong employment focus, with a high density commercial activity centre focused around the new Montague Station. To the south of the precinct is a more traditional urban village, with Buckhurst Street as its high-density core complemented by finer grain development. Ground floor land use along Buckhurst Street is akin to that of Clarendon Street, South Melbourne, a relationship bolstered by its extension into Bay Street, Port Melbourne. Buckhurst Street supports strong pedestrian and cycling links, encouraging community engagement and healthy activity.

Each of these places is bound by the key elements which define Fishermans Bend – its street network providing a distinct urban structure, its parks and trees creating a pleasant living environment, and its sustainable transport options making Fishermans Bend accessible to the rest of Melbourne. The following pages build on these elements for each precinct and provide a more detailed description of each of the activity centres and their individual character.



THE CIVIC BOULEVARD

PRECINCT VISION

The definitive element of Fishermans Bend will be the tree-lined Civic Boulevard along Plummer and Fennell Streets. This boulevard will become the central structuring element of Fishermans Bend and is capable of extending Collins Street across the Yarra River to Port Phillip Bay.

It will support the primary public transport route for Fishermans Bend, and allows connections to the proposed Montague train station and existing tram and bus routes. The Civic Boulevard will be the focus for mixed land uses with ground floor retail, high-density residential above, and higher-order community facilities that serve the broader area.

Flexible building plates along the civic boulevard will be important, allowing its evolution into a fully activated high street: a true extension of Melbourne's Collins Street. Uses should be adaptable to retail, office and entertainment offers, clustered around future transport hubs.

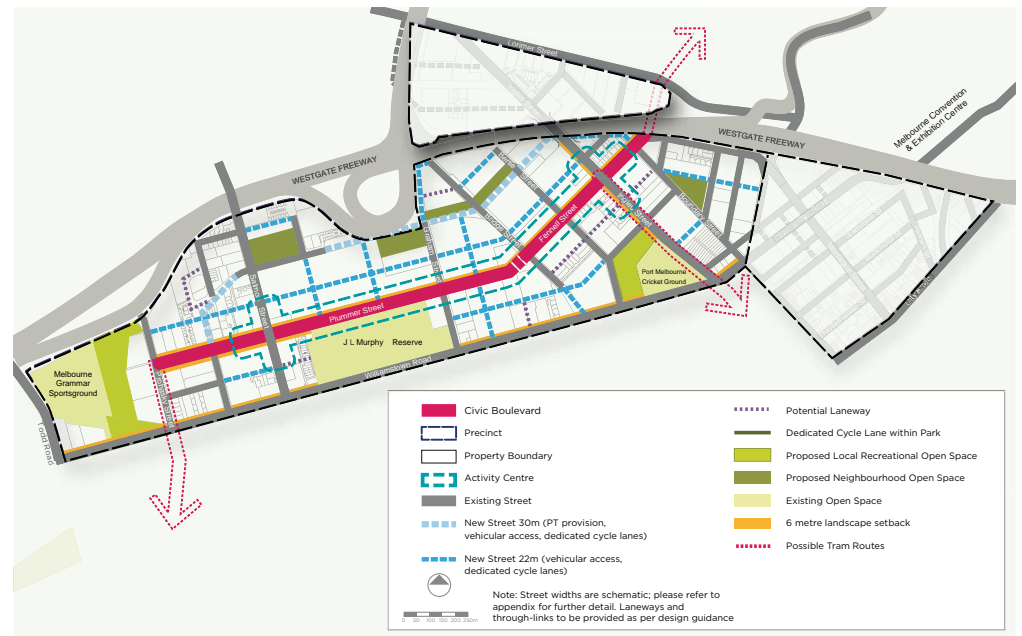
The design of the boulevard includes broad footpaths and separated cycling facilities and allows for expansion of the tram and bus network towards Garden City.

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

Residential development will take various forms, with highest densities closest to the urban spine and around the identified transport hubs. A renewed street network will create a series of local neighbourhoods, providing flexible space to play, meet and interact safely. The existing large industrial lots, paired with wide, straight roads, will be augmented to accommodate all modes of transport and activity across the precinct. In particular, it will be important to create links to the civic boulevard.

Residential, commercial, retail and community uses will co-locate across the precinct, helping create the vision for Fishermans Bend as a *21st century mixed-use community*.

CBD scale commercial development is envisaged toward the eastern end of the Civic Boulevard as part of a broader business district that will surround the future Montague station location area, taking advantage of excellent accessibility and proximity to the CBD.



Plan 4: Civic Boulevard Precinct

LORIMER URBAN VILLAGE

PRECINCT VISION

The Lorimer Precinct will be distinguished by a new central parkway and the creation of small streets and laneways that directly connect this renewal area to the Yarra River and Yarra's Edge.

The Lorimer Parkway will provide a range of green, recreational spaces as well as cycle and pedestrian access through the precinct, enhancing the neighbourhood as a healthy and enjoyable place for people to live and work. It will be created in existing street carriageways and with additional land from fronting properties. Fine grained mixed uses and front doors to apartment buildings will be promoted along its length to create vitality, meeting the needs of Lorimer's diverse, urban population.

A further series of new streets and laneways will connect development in Lorimer directly to the riverside, creating links with existing and proposed development at Yarra's Edge. The fine-grained street network and high quality public realm will prioritise walking and cycling and will foster social interaction. Ingles Street will become a key civic route, providing a direct connection from the river to Port Phillip Bay. It will provide places for people to gather, and facilitate continuous pedestrian and cycle access along an interesting and appealing thoroughfare.

Vibrant city centre and local community uses will be focused in Lorimer's village centre, at the heart of the Lorimer Parkway. This centre will be complemented by a range of new urban housing models to define Lorimer as a desirable family neighbourhood.

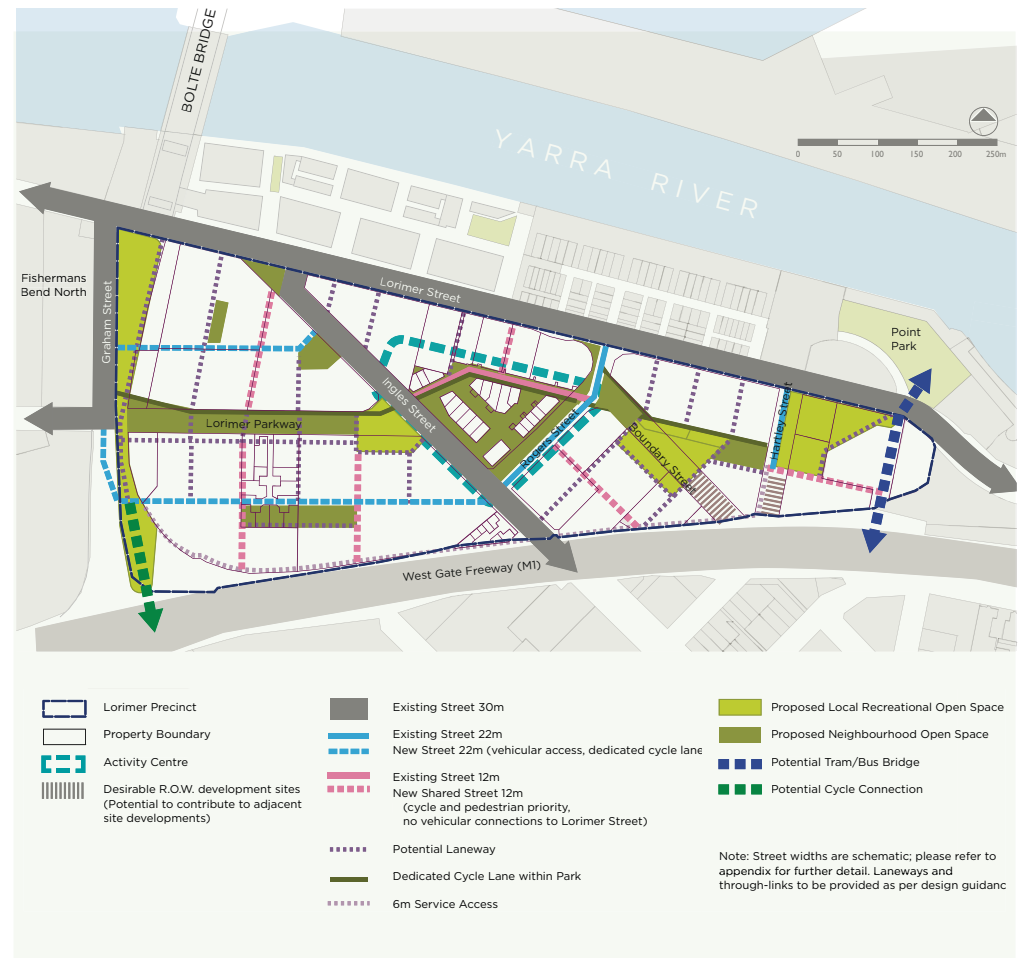
The hub will be designed to encourage movement, and foster social interaction in a pleasant environment, with hardscaped surfaces and canopy cover.

With good access to Docklands, the traditional city centre and tourism destinations such as the Melbourne Exhibition and Convention Centre and Crown complex, Lorimer has the opportunity to establish itself as an important city centre extension. Fishermans Bend North, an important industrial and employment centre, abuts Lorimer to the west of Graham Street. Lorimer and Fishermans Bend North will mutually benefit from their proximity to one another: Lorimer from the employment focus of Fishermans Bend North; and Fishermans Bend North from Lorimer's residential and commercial focus.

It is expected that Lorimer, being directly adjacent to the CBD, Docklands and Southbank, will see development at an early stage in the life of Fishermans Bend.



Figure 3: Illustrative concept



Plan 5: Lorimer Urban Village

MONTAGUE URBAN VILLAGE

PRECINCT VISION

Taking advantage of its existing public transport accessibility and strategic location close to the CBD and established inner city suburbs, Montague will be a high density employment hub with substantial new housing opportunities among a vibrant mix of businesses.

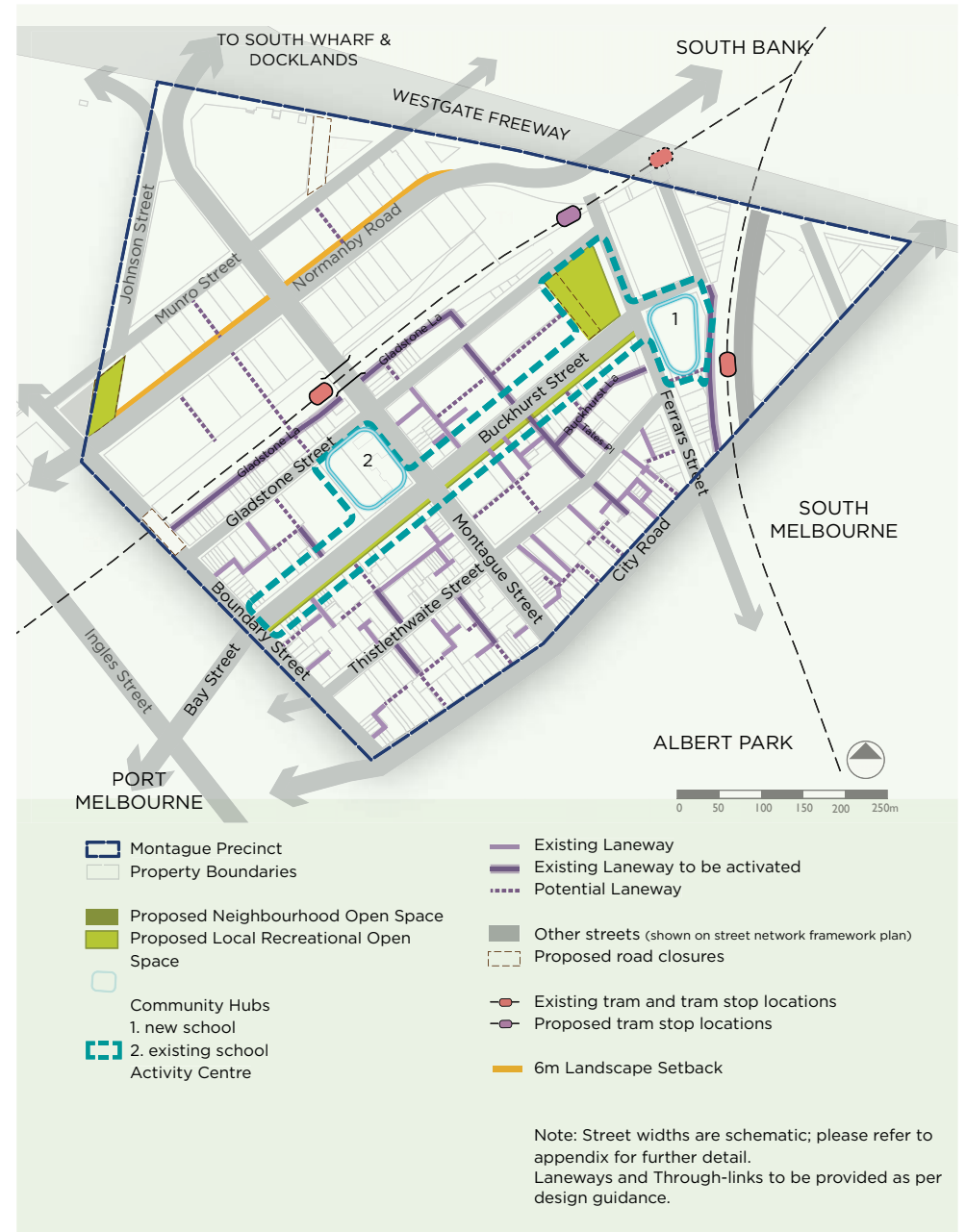
New development will retain and grow Montague's strategically significant creative industry cluster through home offices, places to collaborate and a diversity of commercial space.

Montague comprises two distinct parts, linked by the #109 tram corridor and extension of the Walker Street Reserve. The southern section is characterised by a more traditional urban structure, retaining a strong relationship with neighbouring Port Melbourne and South Melbourne. It contains Buckhurst Street, which is to become the neighbourhood 'high street' and heart of Montague, providing an extension of the uses and activity along Bay Street, Port Melbourne, to the south. The street will act as a promenade, characterised by a linear park and cycle way along its southern side and onward connections to Port Phillip Bay. Both sides of the street will be activated at ground floor, with non-residential uses encouraged, creating an integrated streetscape where indoor activity spills out to the street.

Supporting the Buckhurst Street spine is an existing network of wide streets and laneways and a finer grain, subdivision pattern, particularly in the area between Thistlethwaite Street and City Road. These streets and laneways will be activated by boutique factories, retail and commercial uses, including creative industries for which Montague is already known. New development will retain and amplify this urban character through the provision of additional laneways, pocket parks and urban squares that interpret Melbourne's iconic laneway culture as a defining feature of Montague. There will be opportunity to protect and enhance defined heritage character through appropriate materials and sensitive design responses.

Montague can expect its most significant housing growth on Buckhurst Street and the north side of Thistlethwaite Street, where lot sizes are appropriate for higher rise formats. Lot consolidation will be needed to achieve more intensive development elsewhere; and this should not be to the detriment of the fine grain character envisaged for the precinct. This housing will be complemented by civic and community functions, and support the commercial centre around the future train station.

The 109 tram route provides a direct connection to the CBD and a valuable open space corridor that is book-ended by two precinct scale parks. This corridor will be supported by a local network of open spaces that emerge as the precinct develops.



Plan 6: Montague Urban Village

DESIGN GUIDANCE

This section identifies intended design outcomes that development proposals will need to respond to. These guidelines build on the four key elements, and provide more detail as to how these elements and the vision for each new place can be addressed.

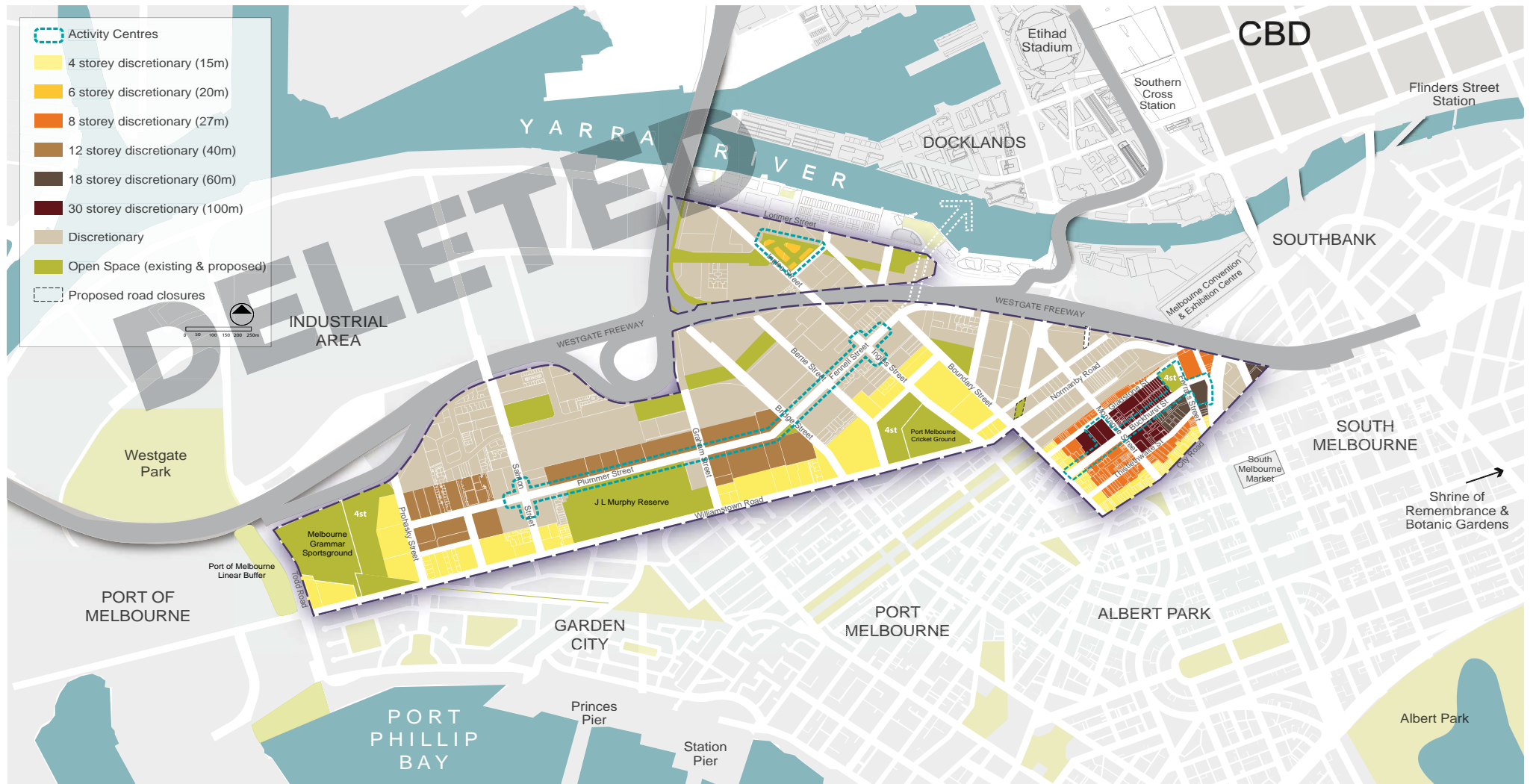
Specifically, the **OBJECTIVES** set out the goals for Fishermans Bend: the strategic outcomes that must be attained through development. The **GUIDELINES** are the instructions about how these objectives may be achieved. They are offered as guidance for developers and their architects, as well as a checklist for those assessing planning permit applications. They are not intended to be prescriptive, except where specified that they must be achieved. Sometimes, new or site specific issues will require different approaches and it is recognised that there may be other ways of achieving the planning objectives for Fishermans Bend.

As one of Victoria's most significant urban renewal areas, there is a fundamental requirement that a genuine mix of uses is delivered, at a range of densities across the area. Further, to create a truly unique place, development must also respond to the existing and future context as described through the four key elements.

The SFP also recognises the challenges presented by the ground conditions in some parts of Fishermans Bend. These conditions will demand innovative and diverse built form outcomes that are sensitive to liveability and scale at street level and avoid repetitive and monolithic forms.

The heights plan on this page provides more detail on the preferred heights sought to be achieved across the urban renewal area.

PREFERRED HEIGHTS



Plan 7: Preferred Heights

ABOUT THESE URBAN DESIGN GUIDELINES.

WHY UPDATE THE FISHERMANS BEND URBAN DESIGN GUIDELINES?

Fishermans Bend Urban Renewal Area is in early stages and its transformation is forecast to continue for many decades.

The original identification of Fisherman's Bend as an urban renewal area was fast tracked, but in order to create a liveable and attractive series of neighbourhoods, more detailed and integrated planning, infrastructure investment and coordination is required.

This necessitates a continual review of the planning and design controls that help shape the form of development occurring to ensure that this development delivers on the types of neighbourhoods Victorians want to live and work in.

As more detailed plans for infrastructure are prepared and delivered, and as development trends evolve and mature within Fishermans Bend, further refinement of these guidelines and other planning documents is expected to be required in the future.

HOW DO THESE URBAN DESIGN GUIDELINES WORK?

The Design Guidance does not apply to the Employment precinct. These Urban Design Guidelines have been developed to provide greater clarity and simplicity when developing concepts for sites across the Fishermans Bend neighbourhoods of Montague, Sandridge, Lorimer and Wirraway.

URBAN DESIGN GUIDELINES STRUCTURE

Each chapter is structured in the following way:

Introduction: provides an outline of why the element is important and how it relates to the overall vision for Fishermans Bend.

Objective: describes the desired outcome to be achieved in the completed development.

Standard: should normally be met. However, if the responsible authority is satisfied that an application for an alternative design solution meets the objective, the alternative design solution may be considered.

Application requirement: describes the documentation required to be submitted that will enable assessment of the proposal against the desired objectives and standards.

References for further guidance: additional documentation that will assist in developing proposals and provide further information and detail on specific elements.

1. DEVELOPMENT CONTEXT

INTRODUCTION:

The vision for Fishermans Bend will be achieved incrementally through the development of individual land parcels and the staged delivery of infrastructure. It is vital when preparing an application that development proponents are mindful of the overall vision for Fishermans Bend, as well as the vision of each of the neighbourhoods. The Vision for Fishermans Bend includes Strategic Directions which aim to provide:

- 21st century jobs
- Diverse communities
- Timely provision of infrastructure
- A high quality built environment
- A place that is easy to get around
- A sustainable and resilient place
- A vibrant mix of uses and activities
- Distinctive and diverse neighbourhoods
- Management of industrial legacy and ground conditions

OBJECTIVE 1.1

To ensure development is in accordance with the Vision for Fishermans Bend and contributes to achieving the distinctive vision for each neighbourhood.

Standard 1: Development must respond appropriately to the Strategic Directions for Fishermans Bend in order to maintain investor confidence and ensure future liveability and amenity of Fishermans Bend.

Standard 2: Development in Montague must respond to the neighbourhood vision that seeks to create a diverse and well-connected mixed-use precinct celebrating its significant cultural and built heritage, and network of gritty streets and laneways.

Standard 3: Development in Lorimer must respond to the neighbourhood vision that seeks to create a vibrant, mixed use precinct close to the Yarra River and connected to Melbourne's CBD, Docklands and emerging renewal areas.

Standard 4: Development in Sandridge must respond to the neighbourhood vision that seeks to create one of Melbourne's premium office and commercial locations, balanced with housing and retail.

Standard 5: Development in Wirraway must respond to the neighbourhood vision that seeks to create a family friendly inner city neighbourhood close to the Bay and Westgate Park.

Standard 6: Development must incorporate the planned facilities and assets outlined in the four key elements of the Strategic Framework Plan below:

- Street Network
- Sustainable Transport
- Open Space
- A Series of Places

References for further guidance:

Fishermans Bend Strategic Framework Plan, amended September 2016.

Application Requirements

1. Provide an Urban Context Report that demonstrates how the development responds to the envisaged context of Fishermans Bend, and more locally to a minimum radius of 200 metres from the site, and providing the opportunity for Fishermans Bend and for the relevant Neighbourhood/s to gradually develop into its/their intended form.

2. SITE LAYOUT

INTRODUCTION:

Successful communities require access to a full range of local services and facilities. This will include residential, commercial, educational, health, spiritual, public and civic uses offering a mixture of housing and employment opportunities to ensure a vibrant community is created.

In addition to a residential population of 80,000, Fishermans Bend is expected to accommodate in excess of 60,000 jobs (including the Employment Areas) when fully developed and provide for a high level of activity throughout the neighbourhoods. Space for these jobs needs to be built into proposals from their inception.

Due to the degree of change anticipated, new developments need not necessarily conform to existing scale and use patterns, but existing and proposed future site context is critical and must be analysed to clearly inform design outcomes.

On larger sites, new streets or laneways, public infrastructure and/or community facilities may be required. A range of development typologies are expected to deliver this outcome, however all should reinforce a pedestrian friendly environment that does not prioritise cars.

OBJECTIVE 2.1

To ensure an accessible, pedestrian friendly precinct through the creation of new streets and laneways that extend existing routes, lead to key destinations, and provide mid-block connections between parallel streets.

Standard 1: Streets and laneways must not be more than 100 metres apart and should not be more than 50 metres apart in the vicinity of public transport stops, activity centres and 'high streets'.

Standard 2: Pedestrian laneways and connections on smaller sites should be located along a side boundary to provide opportunity for integration and potential widening with adjoining sites.

Standard 3: New streets and laneways must be fronted with active uses at ground level.

Standard 4: The pedestrian amenity of primary street frontages must be protected from garages and service access ways which must be accessed from side and rear laneways where possible.

Standard 5: Laneways must be designed as pedestrian-friendly, low speed, shared zones with a maximum design speed of 10 km/h and be between 6-9 metres in final clear width.

Standard 6: For safety and wayfinding, laneways and pedestrian connections should be designed to enable views straight through the street block, be well-lit and open to the sky.

Standard 7: Developments must provide for universal access and ensure laneways and pedestrian connections reflect the access needs of all users.

OBJECTIVE 2.2

To ensure large developments are comprehensively planned to create integrated neighbourhoods and deliver high amenity, diversity and a good mix of land uses.

Standard 1: Development on sites greater than 3,000m² or proposing more than 300 dwellings or proposing more than 1 building or tower, must prepare a master plan for the whole site that includes provision for:

- Streets and laneways that connect the site to its surrounds in accordance with Objective 2.1;
- Publicly accessible spaces that accommodate local passive recreation that is consistent with the Open Space Key Element of the Strategic Framework Plan;
- Diversity of land uses, including non-residential floor space;
- Diversity of dwelling types and sizes, including an affordable housing component; and
- Diversity of built form typologies, including low and medium rise buildings.

2. SITE LAYOUT

OBJECTIVE 2.3

To ensure development facilitates new public transport infrastructure and supports further coordinated public transport investment.

Standard 1: Development gross floor to site area ratios (FAR) must not exceed 10:1 beyond 200 metres of existing or proposed 'high street' with potential public transport routes:

- Plummer Street;
- Fennell Street;
- Normanby Road;
- Montague Street;
- Ingles Street;
- Lorimer Street;
- Salmon Street; and
- Buckhurst Street.

Standard 2: Setbacks or rights of way must be provided to accommodate planned public transport infrastructure and pedestrian access to it. This should be agreed with Public Transport Victoria before lodging an application.

OBJECTIVE 2.4

To ensure the creation of diverse, mixed use neighbourhoods.

Standard 1: All development must provide a mix of dwelling sizes and opportunity for street level home occupation and non-residential use.

Standard 2: All development over 40 metres in height within the Montague and Lorimer neighbourhoods must provide a minimum amount of non-residential floor space equivalent to at least 15% of total habitable gross floor area.

Standard 3: All development on sites along Lorimer Street, Normanby Road, Fennell Street, Plummer Street, Buckhurst Street, Ingles Street, Montague Street and Salmon Street must provide non-residential uses along at least 60% of the ground level street frontage.

Standard 4: All development over 40 metres in height must provide at least 30% of dwellings as 3-bedroom units and allocate 6% of dwellings to a registered housing association or provider.

References for further guidance:

- City of Melbourne - 'Walking Plan 2014-2017'
- Homes and Communities Agency - 'Employment Density Guide' 3rd Edition 2015
- City of Port Phillip Housing Strategy 2016

Application Requirements

1. Provide a contextual plan of the proposal that extends a minimum radius of 200 metres from the site and demonstrates integration with the surrounding walking environment, alignment with existing and planned streets, laneways, open spaces and public transport.
2. Provide a project schedule that summarises apartment types, land use mix, open space areas, and gross floor areas.
3. An Access Statement should be provided indicating how DDA compliance is achieved throughout the development.

3. BUILDING DESIGN

INTRODUCTION:

Fishermans Bend has changed and evolved significantly over the past 150 years. This history is evidenced in the urban structure and built form that exists today. In ensuring that Fishermans Bend continues to retain links to its colourful past and a character with authenticity, it is important that past qualities are preserved.

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

In order to deliver the type of qualities that urban neighbourhoods should expect, developments will need to be carefully shaped to ensure diverse, active and human-scaled environments are created.

OBJECTIVE 3.1

To ensure that development creates a diverse cityscape, and maintains a human scale at street level that does not overwhelm the public domain.

Standard 1: Building height along street frontages should be no greater than 20 metres or 5 storeys tall.

Standard 2: Developments should provide a degree of wall height variation along streets, especially on large sites, generally within the range of 4 to 6 storeys.

Standard 3: Development should avoid very low heights (1-2 storeys) which may reduce the definition of the street space, particularly in relatively wide streets.

Standard 4: Building heights should allow for sunlight to penetrate to the street and lower building levels, and must provide for this to the southern side of Fennell Street, Plummer Street and Buckhurst Street.

OBJECTIVE 3.3

To avoid undue visual dominance and overshadowing of the public environment.

Standard 1: Buildings must transition in scale where interfacing with existing low rise residential areas, adjoining heritage buildings and existing or proposed public open spaces.

Standard 2: Buildings must not overshadow existing low rise residential areas of Port Melbourne between 11.00 am and 2.00 pm on 22 September (equinox).

Standard 3: Buildings must not overshadow existing public open space between the hours of 11.00 am and 2.00 pm on 22 September (equinox).

Standard 4: New development must not overshadow proposed neighbourhood or local recreational open space between the hours of 11.00 am and 2.00 pm on 22 September (equinox).

OBJECTIVE 3.2

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

Standard 1: Existing heritage places (buildings, landmarks and elements of the urban structure (not just facades) should be retained and incorporated into new developments through contemporary responses and adaptive reuse.

Standard 2: Buildings must have heights and setbacks that do not compromise the heritage character of an adjoining heritage place.

Standard 3: Development adjacent to historically significant items should demonstrate a complementary design response and provide a gradual transition between the heritage place and new development.

OBJECTIVE 3.4

To achieve direct surveillance, activation and visual interest of adjoining streets, laneways and public spaces.

Standard 1: Buildings must be designed to provide a visual connection to public environments with windows, doors and balconies along street frontages within the first 5 stories.

Standard 2: Buildings with over 20 metres of frontage to a street, laneway or public space should be visually segmented to present a finer grain of street level diversity with multiple doors, windows and architectural strategies.

Standard 3: All ground floor uses must have individual ground level entries from the street.

Standard 4: Any ground level residential use should use raised floor levels (up to 1.0 metre) with windows and balconies to provide street activation without losing privacy.

Standard 5: Above ground car parking must be set back from public frontages and separated from those spaces by active land uses rather than simply being screened (e.g. the use of artwork and green walls is not supported).

Standard 6: Buildings on corner sites must address each street frontage with active uses and frontages and avoid blank walls.

Standard 7: Ground level frontages should be articulated with defined windows, door and wall combinations to provide transparency and visual interest and without creating continuously glazed frontages that appear blank.

Standard 8: Service spaces/storage areas must be located internally or centrally to service a block.

3. BUILDING DESIGN

OBJECTIVE 3.5

To ensure tower designs achieve high levels of amenity for occupants and surrounding users and contribute to an attractive and legible urban environment.

Standard 1: Proposals with more than one tower development must:

- Provide a minimum of 20 metres separation between towers
- Substantially vary the volume of each tower building envelope, and
- Vary architectural form, materials and detail between towers to avoid repetition or identical towers.

Standard 2: Towers should minimise overlooking of adjacent towers by offsetting or angling views, staggering or turning tower footprints and alternating lower and higher tower forms.

Standard 3: Towers should have visually appealing, sculpted roof forms.

Standard 4: Plant, air-conditioning units and other service equipment must be integrated within the design of the building and appropriately visually screened.

Standard 5: Towers must limit perpendicular reflectivity to 20% and avoid any potentially sensitive impacts. Impacts on main roads must be the subject of a specialist study.

OBJECTIVE 3.6

To ensure that towers are setback so that they avoid dominating the street and do not restrict the development potential of adjoining development sites.

Standard 1: Built form taller than 20 metres must provide a minimum street setback of 10 metres.

Standard 2: Built form taller than 20 metres must provide minimum side and rear setbacks of 10 metres.

The minimum setback of 10 metres along laneways (less than or equal to 9 metres wide) will be measured from the centreline of laneways.

Standard 3: All potentially enclosable or roofed spaces, such as balconies, must not project into the building setback.

Application Requirements

1. Provide a heritage report prepared by a suitably qualified specialist for all sites with, or immediately adjacent to, an identified heritage place.
2. Provide shadow diagrams at the specified times as part of the pre-application process.
3. Provide a 3D digital model of the proposed development for assessment within its context, and supplement with perspective views from surrounding public spaces.
4. Undertake a Design Review Panel process with the Office of Victorian Government Architect for significant applications.

4. MICROCLIMATE

INTRODUCTION:

Adverse wind effects are a major concern in Melbourne, particularly for exposed taller buildings close to Port Phillip Bay.

Building design impacts the microclimate of nearby outdoor spaces, including the effects of wind conditions, sunlight and temperature. Development should respond appropriately to the local microclimate, particularly wind, to enhance comfort across all developments and neighbouring properties and public places. Pedestrian comfort in streets and public spaces is paramount to the success of Fishermans Bend as an active and liveable series of neighbourhoods.

OBJECTIVE 4.1

To ensure the provision of weather protection along streets with high levels of pedestrian activity.

Standard 1: Development must provide continuous footpath canopies in any streets with commercial frontages, and specifically along:

- Buckhurst Street,
- Fennell Street, and
- Plummer St

Standard 2: Canopies must maintain a height above pavement level of 3.0-4.5m and be consistent in height with adjoining buildings.

Standard 3: Canopies must be setback from street kerbs by at least 0.75 metre to avoid vehicle damage and service poles.

Standard 4: Canopies should provide greater setbacks or cut outs where necessary to accommodate existing or future street trees.

Standard 5: Canopies may be omitted or glazed in special circumstances to accommodate upward views, daylighting and/or protection of heritage places.

OBJECTIVE 4.2

To ensure wind protection along streets with high levels of pedestrian activity.

Standard 1: All developments must be designed to ensure safe and comfortable wind conditions in streets and other public spaces.

For safety, wind gusts greater than 3 seconds must not exceed 20 m/sec for more than 0.1% of the time from all wind directions combined.

For comfort, the mean wind speed from all directions combined must not exceed the following for more than 20% of the time, measured across all hours of the year:

- walking comfort - 5 m/sec
- standing comfort - 4 m/sec
- sitting comfort - 3 m/sec

Standard 2: The addition of protective screens and other incidental add-ons to buildings and landscaping within open spaces are not acceptable design responses to wind mitigation.

Standard 3: Podiums and rooftops used for communal open spaces must be \varnothing t for purpose and similarly designed to mitigate against wind conditions.

Application Requirements

1. Provide a wind analysis that shows how the development meets the above standards, including tunnel testing for all buildings greater than 40 metres in height.

5. PUBLIC SPACE AND LANDSCAPE

INTRODUCTION:

Public space and the landscape of both public and private open spaces form one of the most vital components of attractive and liveable neighbourhoods. This is a cornerstone to creating a sense of place for Fisherman's Bend.

Achieving a safe, connected and usable public environment that provides open spaces and develops an integrated landscape character is a priority beyond simply achieving prescriptive standards.

It is expected that all new developments will provide improvements to neighbourhood amenity in the form of public space provision and contribution to the public environment through high quality landscape treatment.

OBJECTIVE 5.1

To ensure open space is provided in a way that achieves a high standard of amenity for the whole neighbourhood.

Standard 1: Public open space must be provided in accordance with the Open Space Plan in the Strategic Framework Plan.

Standard 2: New open spaces (and adjacent built form) must be appropriately sited to maximise solar access, be protected from wind and have adequate conditions for tree planting, including sufficiently deep soil zones and access to daylight and rainfall (without building overhangs or canopies).

Standard 3: New public open spaces must be a minimum of 300m² and a minimum dimension of 10 metres, and generally be in a location that is consistent with the Open Space Plan. Co-location with existing or proposed open space is preferred.

Standard 4: Open spaces should be designed to accommodate a range of activities for a range of users, as well as incorporate any ecological and stormwater management function.

Standard 5: All open space proposals must be approved by the relevant local council to ensure coordination and integration with local open space strategies and standards. Open space should be unencumbered so they can be transferred to Council if publicly accessible.

OBJECTIVE 5.3

To ensure streetscapes are developed as high amenity, biodiverse landscape corridors.

Standard 1: All streets must be formally planted with canopy trees. This must be coordinated with the relevant local council.

Standard 2: Vehicle crossings along Plummer Street, Fennell Street, Normanby Road, Buckhurst Street and Lorimer Parkway should be limited in order to maximise the landscape opportunity along these corridors.

OBJECTIVE 5.2

To ensure that developments maximise the opportunity to create recreational spaces and contribute to the urban landscape character.

Standard 1: All developments should provide for on-site communal open space in addition to the specified contribution towards public open space.

For developments incorporating any dwellings without a private balcony, communal open space must be provided at a minimum rate of 2.5m² per dwelling.

Standard 2: At a minimum, developments must provide for the opportunity to develop open space on rooftops and podium level spaces for gardens and recreation areas.

Standard 3: Wall, facade and roof greening must be located and designed to enable planting to thrive with adequate light and water and reflect local micro-climatic conditions.

Standard 4: Development is to maximise the retention of any existing mature trees on the site and street trees must be protected.

Standard 5: Any trees proposed for removal must be replaced with suitable planting as agreed by the relevant local council.

Standard 3: All public spaces must be designed in accordance with the relevant local council's technical standards for street furniture and finishings.

References for further guidance:

- City of Melbourne – 'Urban Forest Strategy 2014'
- City of Melbourne – 'Open Space Strategy 2012'
- City of Port Phillip – 'Open Space Strategy 2009'
- Relevant local council technical specifications

Application Requirements

1. Provide a landscape concept plan set within a 200 metre context of the site and demonstrate integration with surrounding streetscapes and open spaces.
2. Provide landscape technical details that verify the planting and soil conditions can support the intended landscape plan.
3. Provide documentation to ensure a robust design and maintenance regime.

6. TRANSPORT AND ACCESS

INTRODUCTION:

Mixed use and high density neighbourhoods can only succeed with lower levels of car ownership and uses that enables people to access jobs, education and recreation through other, more sustainable means.

All developments should minimise motor vehicle usage and ensure that any necessary vehicle presence, both for site users and for servicing, does not unduly impact pedestrian movement and precinct amenity. Public and active transport alternatives must be anticipated, facilitated and encouraged to enable alternative movement patterns to emerge. Walking and cycling links will be prioritised as will an increase to permeability throughout the area through both existing networks and new linkages across larger development sites.

All development must respond to the Fishermans Bend Strategic Framework Plan - April 2015 and any transport plans developed for the area to ensure protection /allocation of space in accordance with the proposed major infrastructure improvements in the precinct, which includes both heavy rail stations and light rail routes.

OBJECTIVE 6.1

To ensure that development site layouts facilitate and accommodate the future transport network for the wider area.

Standard 1: Development that adjoins an existing or proposed public transport route must anticipate and provide for the ultimate infrastructure layout..

Standard 2: Breaks in street frontages along planned public transport routes must be limited by consolidating crossings to a single point, avoiding on-street queuing and ensuring continuity of pedestrian flows and public safety.

This may include shared access for site servicing and for multiple buildings, or vehicular access from secondary streets or laneways.

Standard 3: All site servicing and loading areas should occur within site boundaries, away from public streets.

Standard 4: The width of vehicle crossovers should be minimised and must incorporate intermediate pedestrian refuges where crossovers are more than 6 metres wide.

OBJECTIVE 6.3

To reduce reliance on private car use, and limit provision of private car parking that would undermine the transport functionality of the neighbourhood.

Standard 1: Development within 200 metres of existing or proposed 'high streets' with potential public transport routes (see 6.1) must not exceed a rate of car parking provision equal to:

- 0.5 spaces per dwelling, and
- 1 space per 100m² of non-residential net floor area.

Standard 2: Development within 200 metres of existing or proposed public transport routes should provide parking as shared assets to maintain long term adaptability of its use.

Standard 3: The use of car lifts and stackers must not result in queuing onto the street or significant time delays in use.

OBJECTIVE 6.2

To actively encourage alternative transport modes and higher rates of walking, cycling, and car share use..

Standard 1: Development must provide a minimum of one bicycle space per dwelling and one bicycle space per 50m² of net office floor area.

Standard 2: Visitor bicycle parking must be provided at ground level in a prominent and safe location.

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

Standard 4: Change facilities and locker facilities must be provided to serve occupants of commercial uses at ratios of one shower per 10 bicycles and one locker per bicycle respectively.

Standard 5: Car share spaces should be provided and located in areas that allow for public access to the spaces from multiple buildings and developments.

OBJECTIVE 6.4

To ensure car parking is not visible from streets and public areas.

Standard 1: All parking not located in basements must be sleeved with active uses to a depth of 5-10 metres to all street frontages.

When facing secondary laneways and adjoining sites, appropriately designed screening may be sufficient.

Standard 2: Car parking must be accessed from laneways wherever possible and not from primary street frontages

Standard 3: Above ground car parking should provide for natural ventilation without compromising activated street frontages.

Standard 4: Above ground car parks must have level floors and a floor-to-ceiling height of at least 3 metres to provide for future conversion from car parking to other uses.

Application Requirements

1. Provide an integrated transport plan that specifically addresses how sustainable transport modes are built into the proposal and can grow in significance over time.
2. Provide a transport assessment that addresses vehicular and cycling parking and access, vehicle queuing (including delays incurred by stackers or car lifts), service vehicle access, and initial and possible future (reduced) vehicle parking arrangements.
3. Consideration of consolidated parking options should be explored with the relevant local council.

References for further guidance:

- City of Melbourne - "Transport Strategy 2012"
- City of Port Phillip 'Sustainable Transport Precinct Plan 2012'

7. SUSTAINABILITY AND INFRASTRUCTURE

INTRODUCTION:

For Fishermans Bend to become a liveable, resilient and commercially successful series of neighbourhoods, it is crucial that all new development is adequately prepared for future changes and opportunities and that all buildings make efficient use of energy, water, scarce materials and other resources.

Broad sustainability goals include developing a city that is low carbon, water sensitive, climate adapted, connected, liveable, and low waste.

Improving the sustainability performance of the built form will support the creation of a resilient city.

OBJECTIVE 7.1

To protect buildings and occupants from the impacts of current and forecast flooding events.

Standard 1: All buildings must maintain a minimum floor level of 3.0 metres AHD or 0.3 metres above the local overland flow flood level, whichever is the higher unless otherwise agreed by the relevant water authority.

Standard 2: Level changes required between street level and elevated ground floor levels must be integrated into the design of buildings to maintain good physical and visual connection between the street and internal ground floor spaces. This may include use of footpath level building entries with internal level changes..

Standard 3: Building entries must provide for universal access requirements.

Standard 4: The location of essential services, such as power connections, switchboards and other critical services should anticipate and address potential flooding events.

OBJECTIVE 7.2

To reduce potable water consumption and prepare for a precinct-wide recycled water supply.

Standard 1: Development must maximise the use of alternate water sources whilst awaiting connection to a future precinct wide recycled water supply once it is available. This should include the use of:

- Best practice water efficient fixtures and appliances;
- Rainwater collection and use, and
- Grey water collection and reuse.

Grey water collection and reuse is expected for all larger developments (300 dwellings and over).

Standard 2: New buildings must install a third pipe to supply non potable uses within the development for toilet flushing, fire services, irrigation and cooling, unless otherwise agreed by the relevant water authority. Provision of a third pipe must include an agreed building connection point.

Standard 3: The relevant water authority must be consulted when designing and constructing streetscapes to facilitate cost efficient and low-disruption provision of a third-pipe network.

OBJECTIVE 7.3

To reuse stormwater, minimise impacts on existing drains and create a greener urban environment while improving waterway health.

Standard 1: All stormwater generated on-site must be managed within the development footprint. Advice from the relevant water authority and local council will assist in determining the most appropriate strategy for each site.

Standard 2: All buildings must capture runoff from 100% of the roof area and successfully retain onsite at least 50% of the volume of runoff derived from a 5 year, 72 hour storm event.

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

Standard 4: Surface generated stormwater should be minimised through maximising permeability and providing rain-gardens, swales and other water sensitive urban design which will also create a greener environment.

Standard 5: Stormwater treatment must meet best practice quality standards to the satisfaction of the relevant water authority prior to discharge to receiving waterways.

7. SUSTAINABILITY AND INFRASTRUCTURE

OBJECTIVE 7.4

To minimise the energy consumption of all new development while maintaining high levels of occupant thermal comfort.

Standard 1: Residential development should be designed to maximise cross ventilation through provision of dual aspect dwellings which must have openable windows.

Standard 2: All developments should maximise northern orientation and provide external shading to facades to reduce summertime heat loads.

Standard 3: Residential development must not rely on borrowed light within dwellings and all habitable rooms must have external, openable windows..

Standard 4: All developments must provide the ability to naturally ventilate communal areas, including the removal of hot air at night in commercial buildings.

Standard 5: Developments must include low energy lighting and appliances, and incorporate where possible, solar panels and photovoltaics to reduce energy needs.

OBJECTIVE 7.5

To ensure the development of Fishermans Bend as a low waste precinct through effective and efficient waste management and resource recovery.

Standard 1: All developments must provide adequate waste management and resource recovery (recycling) facilities and procedures that are fully integrated within the design of buildings.

Specific measures such as use of dual chute technologies for waste disposal and on-site storage and collection facilities must be incorporated into the design.

Standard 2: Developments must re-use existing buildings and materials wherever possible to reduce development waste.

References for further guidance:

- City of Melbourne 'Guidelines for Preparing a Waste Management Plan - 2015'
- City of Port Phillip 'Waste Management Plan guidelines for development'
- Built Environment Sustainability Scorecard (BESS)

<http://www.bess.net.au/>

Application Requirements

1. Provide a Built Environment Sustainability Scorecard (BESS) Assessment and a sustainability strategy that describes the proposal's best practice sustainability initiatives, Greenstar performance and overall approach to site remediation, demolition, construction and operation.
2. Provide a waste management plan and a construction waste management plan in accordance with council templates and guidelines.
3. Provide a stormwater management strategy.

ADDITIONAL GUIDANCE

This section provides additional guidance to be considered in the preparation of permit applications.

COMMUNITY INFRASTRUCTURE

Community infrastructure for Fishermans Bend will respond to a whole-of-life approach, from young children through to older adults. The clustering of community infrastructure according to activity type will help build social connections, offer opportunities for multi-purpose spaces and will allow for different scales of activities to be provided across the differing centres.

Planning for community infrastructure will require innovative, site specific responses. A vertical and mixed-use approach can make the best use of land, and partnerships across all sectors will be encouraged in developing this. Key facilities such as schools, health and community centres will be clustered with open spaces to gain the benefit of co-location and shared use. Sufficient educational facilities will be required to cater for the school-age population.

The DCP and infrastructure priorities list will nominate both required and desired community facilities. Proponents are encouraged to consider how the delivery of these facilities can be integrated into development proposals through DCP Works In Kind arrangements or partnerships with the State Government or relevant council where appropriate.

EDUCATION FACILITIES

The Department of Education and Training (DET) plans for future school provision to ensure adequate facilities for the projected student population. Based on development assumptions for Fishermans Bend DET recommends the following provision rates for government schools for Fishermans Bend:

- 1 government primary school (450 capacity) per 10,000 dwellings (approx.)
- 1 government secondary school (1100 capacity) per 40,000 dwellings (approx.)

Independent schools are expected to provide further facilities based on demand.

Due to the high cost, limited availability and potential remediation risks involved with purchasing land in Fishermans Bend, education providers should explore alternative procurement methods and/or delivery partnerships to facilitate the delivery of school infrastructure on mixed-use sites. These sites should integrate compatible other uses, with the flexibility to add or reduce education provision levels as demand dictates, given the lack of ability to add and remove relocatable classrooms.

HERITAGE

Fishermans Bend has changed and evolved significantly over the past 150 years. This history is evidenced in the urban structure and built form that exists today. In ensuring Fishermans Bend continues to retain links to its colourful past and a character with authenticity, it is important that past qualities are preserved. Existing buildings and elements of the urban structure should be incorporated into new developments through contemporary responses and adaptive reuse, where appropriate. Development adjacent to historically significant items should be managed in a sensitive way and investigations into historical and Aboriginal archaeological resources should also be made when appropriate.

In most circumstances, specific heritage places are protected by the Heritage Overlay (HO) or are listed on the Victorian Heritage Register (VHR) which both provide further controls on development. In addition, a high-level heritage study, available on the VPA website, confirms there are no statutory triggers for a Cultural Heritage Management Plan.

ADDITIONAL GUIDANCE

CAR PARKING

Car parking cannot continue to be provided at traditional levels in any development if a true change in travel habits is to be effected. Significant improvements to walking, cycling and public transport networks are a central element of Fishermans Bend's future and will provide a more efficient and effective means of movement. This will not happen immediately and the likely timing and staging of infrastructure will need to be taken into account when development proposals are being considered.

Development proposals that come forward early in locations not immediately served by public transport will have to account for reduced parking levels from the outset. This might require innovative short term solutions. It is a choice to bring land forward out of sequence with infrastructure provision; however this will not be a sufficient argument to ignore key land use objectives.

Car parking rates are set out in the Schedule to the Parking Overlay at Clause 45.09 of the Melbourne and Port Phillip Planning Scheme. A planning permit is required for development that provides car parking at rates above those specified. The Design Guidance encourages applicants to reduce parking ratios as far as possible, with a target of 0.5 spaces per dwelling.

INFRASTRUCTURE AND AMENITY BUFFERS

Changing land uses have the potential to impact existing industries in or around Fishermans Bend, while ongoing industrial activity has the potential to impact residential and commercial activity and amenity. Fishermans Bend also interfaces with multiple key transport and freight gateways. Future sensitive uses will need to consider these interfaces, and ensure development responds to the needs of these existing operations as well as those of the new users.

The Principal Freight Network is an important part of Victoria's economy and includes the M1, CityLink and the Port of Melbourne (Webb Dock). Access to these activities requires protection, and decision guidelines are contained within the State Planning Policy Framework (SPPF), *Victoria: The Freight State - The Victorian Freight and Logistics Plan (2013)*, *Plan Melbourne - Direction 3.5, National Ports Strategy (2012)* and the *National Land Freight Strategy (2012)*. Buffer areas identified on Plan 1 seek to protect freight operations in Fishermans Bend, as well as ensure new development provides appropriate amenity for the new community. Requirements for permit applications are detailed in the Design Guidance.

Fishermans Bend is also affected by the prescribed airspace of the metropolitan airports and relevant land use planning required under the *National Airports Safeguarding Framework*. Applications should confirm that the proposed height does not affect the prescribed airspace for the Melbourne, Essendon and Moorabbin Airports: if there is an impingement further consent will need to be sought from the Federal Department of Infrastructure and Regional Development.

GROUNDWATER, CONTAMINATION AND FLOODING

The Environment Protection Agency (EPA) recognises that the scale of future development, its long-term projected development timeframe, fragmented land ownership, challenging geotechnical environment and the risk of land and groundwater contamination due to past industrial practices, present a challenging environment for development. The EPA is developing a precinct-based approach to streamline the environmental audit process for land use change in Fishermans Bend. Future development needs to ensure that human health is protected through appropriate risk mitigation, and that development does not lead to off-site amenity impacts or restrictions on existing uses.

In the meantime, development must be innovative and responsive to, rather than driven by, existing challenging ground conditions. Piles driven to significant depths will necessarily require corresponding heights above ground to mitigate costs; it is expected that in some areas of Fishermans Bend towers will be the chief built form outcome. Creativity will be required in the design of buildings to navigate potential soil contamination and manage flooding risks. Built form outcomes should address these challenges through a considered approach, contributing positively to Melbourne's new urban form.

WIND

Pedestrian comfort in all streets and public spaces is paramount to the success of Fishermans Bend. Adverse wind effects are a major concern in Melbourne, particularly for exposed high buildings close to Port Phillip Bay. The Design Guidance provides recommendations on how the effects of wind should be managed through the design of individual buildings.

ADDITIONAL GUIDANCE

SUSTAINABILITY GOALS

While development trends, priorities and opportunities at Fishermans Bend will evolve and change over time, it is important for environmental sustainability to be upheld as a constant and not-negotiable principle that underpins all land use and development in the precinct.

Development should demonstrate leading practice, and aim to achieve the following goals:

- **A low carbon city**, by building in energy efficiency to all development;
- **A water sensitive city**, by using rainwater, stormwater and recycled water; integrating water sensitive urban design; and minimising potable water consumption through water efficient design;
- **A climate adept city**, by creating a favourable environment through considered built form outcomes;
- **A connected and liveable city**, by ensuring all residents and visitors can travel car-free; and
- **A low waste city**, by implementing a waste hierarchy; minimising construction and development waste and refurbishing, rather than demolishing where possible.

It is acknowledged that significant further work is required to mandate appropriate requirements for development by those bodies governing water use, energy consumption and generation, building practice and waste management. This plan will embrace such conditions on development as they are produced and be incorporated as appropriate through the regular review process.

UTILITIES INFRASTRUCTURE AND WATER SUPPLY

Fishermans Bend's existing waste and energy infrastructure has the capacity to meet the anticipated growth in demand. However, major augmentation to the existing water supply network will be required to appropriately supply the increased population. The extent and cost of any infrastructure expansion can be substantially reduced by minimising consumption of mains water. A reduction in potable water consumption will be achieved through a combination of building-scale water efficiency and the provision of alternative water supplies, including rain water, stormwater and recycled water. Buildings will incorporate best-practice water efficient fixtures. Through the inclusion of a 'third pipe', buildings will also be designed with the capability to connect to a future precinct wide recycled water supply.

The provision of new public open space and green corridors will be enhanced by ensuring the optimal use of local water supplies, particularly stormwater, to sustainably irrigate these areas. Unpaved, vegetated areas provide an important means of managing excess rain and stormwater by enabling it to infiltrate into the ground, while larger areas of open space potentially provide an opportunity to collect and harvest stormwater that can be used for irrigation.

Well-designed streetscapes and green corridors that maximise permeability within the public realm will be a key feature of Fishermans Bend, including distributed rain gardens, permeable pavements and other Water Sensitive Urban Design features that attenuate and treat stormwater flows. This will not only help to mitigate localised nuisance flooding, but also ensure that the stormwater that does reach Port Phillip Bay does not impact negatively on its health.

The Design Guidance provides details of the expectations of all development in meeting the water and energy requirements of Fishermans Bend.