

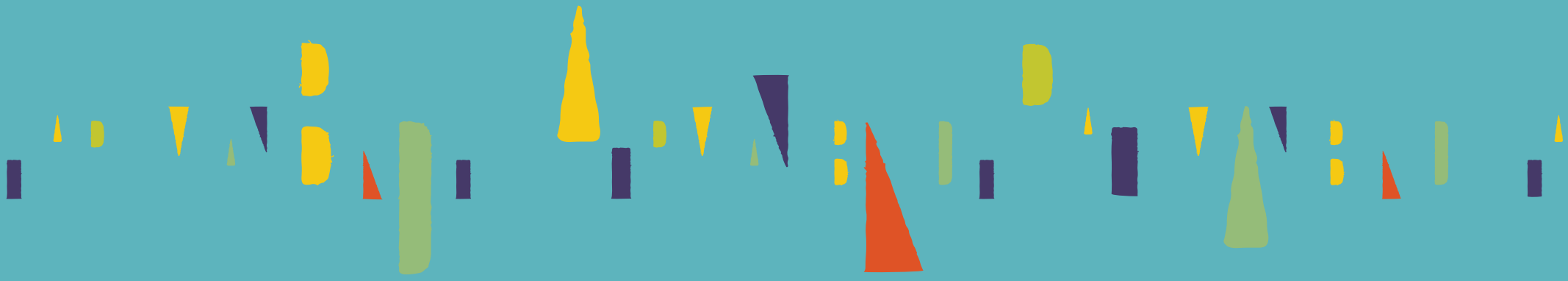
A decorative banner consisting of various colorful geometric shapes (squares, triangles, rectangles) in shades of yellow, orange, red, purple, and green, arranged in a slightly wavy line across the width of the page.

FISHERMANS BEND

STRATEGIC FRAMEWORK PLAN JULY 2014
(AMENDED SEPTEMBER 2016)

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The Fishermans Bend Urban Renewal Area (FBURA) – referred to in this document simply as Fishermans Bend – is located between the existing Melbourne city centre and Port Phillip Bay. At 485 hectares, it is one of the most significant urban renewal opportunities in Australia, transforming this inner city industrial precinct into a modern and vibrant extension of Melbourne’s CBD. The city centre will effectively double in size, forging a direct connection to the bay and driving significant growth in productivity and investment.

Refer to Fishermans Bend website for current project status.
www.fishermansbend.vic.gov.au

This document replaces the Fishermans Bend Strategic Framework Plan July 2014 in order to update design guidance and ensure consistency with current government policy.

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

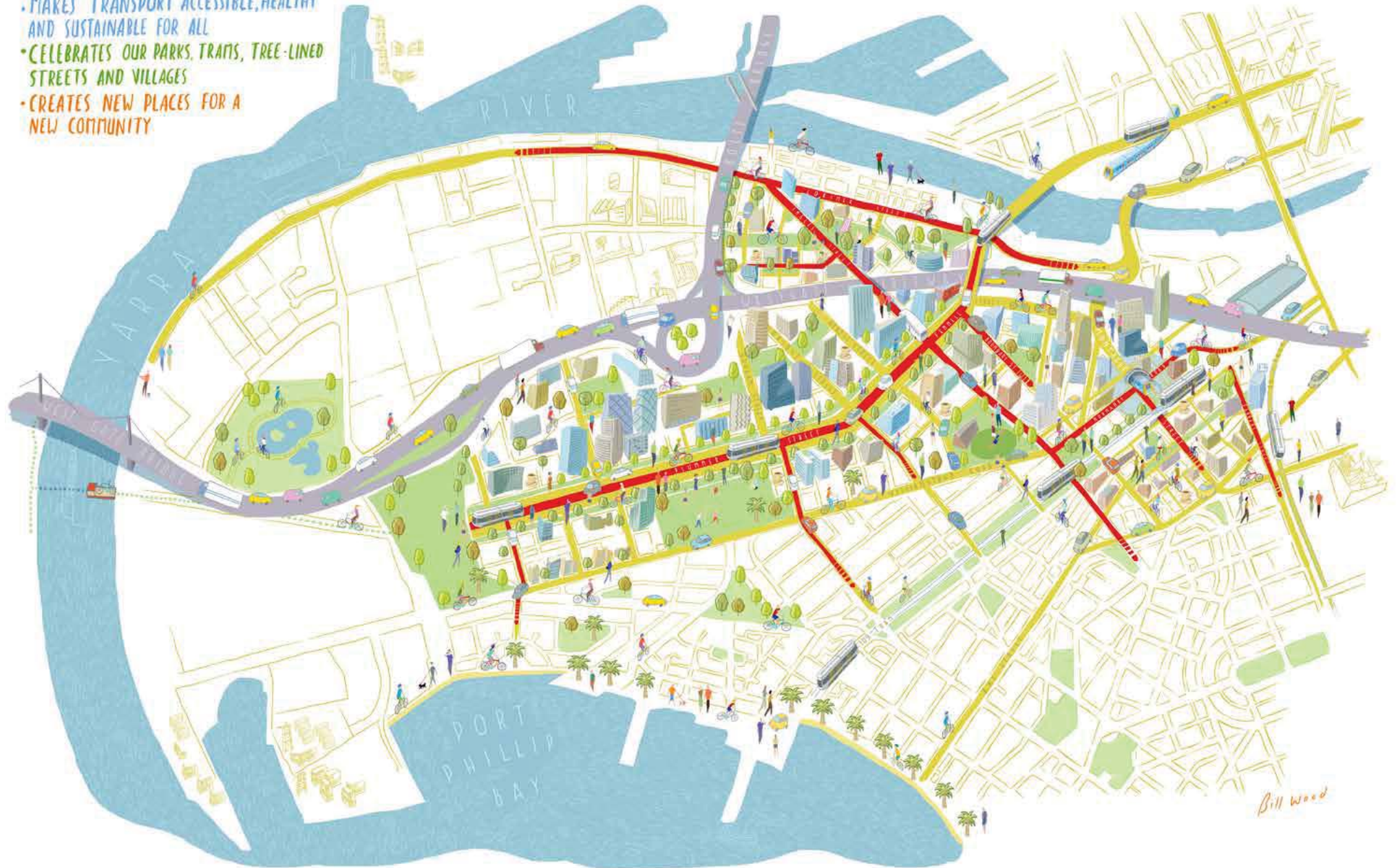
At its core, the Plan adopts three uncomplicated elements that push the creation of place to its forefront. These **key elements** are street network, open space and a ‘series of places’ - centres of vibrant mixed-use activity. With these building blocks, an urban framework can be created. The quality of public places, be they boulevards or laneways, squares or parks, green links or just the spaces between buildings, will be crucial for defining liveability in this modern setting of higher density urban living and working. The Plan aims to foster innovation and high quality urban design. Most importantly it requires public and private investment to work hand in hand.

The Plan is responsive to the many needs of Fishermans Bend and its stakeholders, including its important existing community and employment base during transition. Delivery of the Plan will require commitment from all stakeholders to work toward shared outcomes via partnerships, innovative ways of building, use of space, discussion and negotiation to create place based outcomes in a logical, sequenced manner. This will ensure that urban renewal in Fishermans Bend can deliver significant benefits for everyone. New development and its associated infrastructure will require staging, patience and an understanding that outcomes will not always be instantaneous. Decision making will similarly need to demonstrate flexibility, but with a commitment to achieving broader objectives.

Finally, the Plan is just one part of the urban renewal process. The driving force behind the success of Fishermans Bend will be the commitment of State Government, councils, community groups, business, development partners, residents and employees to create a place with true heart and soul.

AT A GLANCE, FISHERMANS BEND:

- EXPANDS MELBOURNE'S CBD ACROSS THE RIVER TO THE BAY
- DELIVERS MIXED-USE DIVERSITY THROUGH NEW PARTNERSHIPS
- BUILDS A 21ST CENTURY CITY FROM AN INDUSTRIAL PRECINCT
- MAKES TRANSPORT ACCESSIBLE, HEALTHY AND SUSTAINABLE FOR ALL
- CELEBRATES OUR PARKS, TRAMS, TREE-LINED STREETS AND VILLAGES
- CREATES NEW PLACES FOR A NEW COMMUNITY



THE ROLE AND PURPOSE OF THE STRATEGIC FRAMEWORK PLAN

Why prepare a Strategic Framework Plan?

The SFP has been prepared to guide the physical transformation of Fishermans Bend from an industrial and employment precinct into a modern and vibrant mixed-use community.

The SFP is a:

- Simplified, long term planning framework to guide urban renewal;
- Statutory planning tool to inform the preparation and consideration of planning permit applications; and
- Design Guidance to guide the form of development proposals and decision making.

How will the Strategic Framework Plan be used?

In addition to its role in the consideration of planning permit applications, State and local Government will use the SFP to identify key public infrastructure elements to be delivered via development contributions and other investment and funding mechanisms. From a private sector perspective, the community, businesses and investors will be able to make informed decisions in relation to the framework and the opportunities it presents.

Section 1 of the SFP sets out very simply the background and how opportunity in Fishermans Bend is created, providing context to the Strategic Framework contained in Section 2.

Section 2 is the Strategic Framework. It establishes the statutory planning role of the SFP and translates the vision and four key elements into broad planning and design controls.

Section 3 provides further information about the timing and delivery of infrastructure, developer contributions, other advice and guidance, and a summary of the planning framework within which the SFP sits.

Flexibility or prescription?

The SFP, in conjunction with the Capital City Zone (CCZ) aims to encourage innovation and different approaches to delivering the broad vision for Fishermans Bend. Wherever possible the use of overly prescriptive requirements or controls has been avoided, the purpose being to maintain sufficient incentive for diverse and innovative outcomes as well as project viability. Exploration of alternative outcomes that satisfy the intent of the guidance within the SFP is encouraged. Applicants should strive to go beyond these wherever possible to continue Melbourne's progressive architectural design strength and create places that people can be truly proud of.

Beyond high quality architectural outcomes, the SFP does demand all development proposals to think beyond individual site boundaries. It is crucial to the success of Fishermans Bend that new development demonstrates a benefit towards the establishment of the new community.

FISHERMANS BEND

CONTEXT

01

THE CONTEXT: BACKGROUND

Fishermans Bend is one of the largest urban renewal areas in Australia and provides a unique opportunity to extend Melbourne’s central city to Port Phillip Bay.

The Fishermans Bend Urban Renewal Area will accommodate at least 60,000 new jobs and 80,000 residents, by 2050 with a projected development timeframe of over 35 years.

On 2 July 2012, the Minister for Planning announced a new vision for Fishermans Bend and rezoned the urban renewal area to the Capital City Zone (CCZ), signifying the national importance of the project.

In September 2013, the Victorian Government released a *Draft Vision* and *Interim Design Guidelines* for Fishermans Bend and commenced a program of community consultation.

A diverse range of views was expressed and many complex issues considered through the program. Overall, there was strong support for the transformation of Fishermans Bend into a new generation business and residential extension of Melbourne’s CBD.

In February 2014 the Minister for Planning tasked the Metropolitan Planning Authority (MPA) with finalising the Strategic Framework Plan and Design Guidance. This document is the statutory planning framework that will inform land use planning decisions in response to the Draft Vision outlined by the Minister for Planning. It is incorporated into the Melbourne and Port Phillip Planning Schemes in the Schedule to Clause 81.01.

The Fishermans Bend Taskforce was established in January 2016 comprising members of Places Victoria, Department of Environment, Land, Water and Planning, Victorian Planning Authority, Department of Economic Development, Jobs, Transport and Resources, the City of Melbourne and the City of Port Phillip.

Fishermans Bend is Australia’s largest urban renewal area. When the project was declared in July 2012, the renewal area amounted to 250 hectares. In April 2015 the Victorian Government announced a recast of the project, which included the addition of the Employment Precinct. Following consultation on the Recast Vision, the study area for the Employment Precinct was amended to protect the operation of the working port and include Westgate Park. This brings the total renewal area to 485 hectares.

More information

The Fishermans Bend Website

www.fishermansbend.vic.gov.au

contains extensive background information about the Fishermans Bend project.

Fishermans Bend:

SIZE: 485ha

MUNICIPALITIES: City of Melbourne, City of Port Phillip

PLANNING SCHEME ZONING: Capital City Zone (CCZ), Industrial 1 (IN1)

EXISTING POPULATION: 200

EXISTING JOBS: 30,200

PROJECTED POPULATION: 80,000

PROJECTED JOBS: 60,000

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

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



Figure 1: Fishermans Bend Aerial, Study Area Boundary



Figure 2: Fishermans Bend in the urban renewal context

THE OPPORTUNITY

Fishermans Bend has the opportunity to become a new generation business and residential extension of Melbourne’s CBD, taking it from Spring Street to the Bay, via Docklands.

JOBS AND ECONOMIC PROSPERITY



Plan Melbourne aims to ensure that the expanded Central City, including Fishermans Bend, will become Australia’s largest commercial and residential centre.

It envisages central city jobs growing from 435,000 jobs in 2011 to almost 900,000 jobs by 2051. Fishermans Bend has a vital role to play in the delivery of new space for office, retail, tourism, education, health and cultural activities needed to support this growth. It is expected that Fishermans Bend can deliver upwards of 60,000 jobs, more than double its existing employment base. Opportunities already present themselves to harness the growing creative industry sector as well as find solutions to grow and transition other industries and employment sectors.

URBAN RENEWAL



As Victoria’s economic base changes and industrial uses relocate to strategic locations identified in *Plan Melbourne*, many inner city locations have become available for renewal.

Fishermans Bend is the largest of these, and is particularly well-located to play a role in growing the central city. The large land parcels of many former industrial sites are well suited to redevelopment with high-density commercial to meet the requirements of knowledge-intensive and high-skilled firms, and high-density residential to help meet Melbourne’s continuing growth.

The legacy of former industrial development has also provided Fishermans Bend with a type of urban character that warrants protection, where practical. The fine grain lot patterns of Montague Precinct, if retained, can build on that character and integrate Fishermans Bend into the urban fabric of Melbourne.

The urban renewal opportunity will be realised by significant private sector investment alongside coordinated public investment.

HOUSING



On average, more than 80,000 people move to Melbourne each year. Over the next 35 years, Melbourne’s population is expected to grow to 8 million people.

Fishermans Bend is projected to accommodate at least 40,000 dwellings. This will be achieved in a variety of forms, from high-density and high-rise in the most accessible locations to three and four level apartments and townhouses at interfaces with existing residential areas and open space. Housing variety and flexibility in design will be important in creating a diverse community.

THE OPPORTUNITY

TRANSPORT



Fishermans Bend was identified due to its proximity to the CBD and the potential to connect the city to Port Phillip Bay.

New tram and bus routes and improved services will integrate Fishermans Bend with the Central City and beyond. Strong walking and cycling connectivity are central to the success of Fishermans Bend. Considering the anticipated densities, limited road space and associated health and congestion concerns, it is important to encourage public and active transport.

COMMUNITY



With an anticipated population of 80,000, Fishermans Bend will require an extensive array of new community infrastructure including schools, kindergartens, libraries and health centres.

Urban renewal has rarely been of such a scale that so many new facilities are required. Consequently both the private and public sectors have an obligation to work together to efficiently meet these requirements. Importantly, innovation will be required and Fishermans Bend represents an opportunity for delivery models to be rethought. Facilities of all types and scales will need to be effectively integrated into new high-density mixed-use development. This may lead to outcomes of shared public and private spaces, vertical schools, and other currently unexplored opportunities. While the SFP provides direction, decisions will need to be made on a case-by-case basis between service providers and development proponents as development occurs.



FROM THE VISION TO A STRATEGIC FRAMEWORK

The SFP is the next step in the process of realising urban renewal in Fishermans Bend. Responding to the *Fishermans Bend Urban Renewal Area Draft Vision* (September 2013) and the strategy set out in *Plan Melbourne*, the SFP creates a legible set of controls that development can actively respond to through the planning permit process.

The Draft Vision outlined a range of social, physical and economic ambitions for Fishermans Bend through Strategic Directions and Key Moves. The Strategic Directions (below) were developed to underpin and realise the vision for Fishermans Bend, drawing on significant contributions from the community, key stakeholders and industry. The Strategic Directions establish the most important policy outcomes for Fishermans Bend.

The SFP identifies three *key elements* of the built environment that need to be considered and addressed through the land use planning system to give effect to the Draft Vision, including provision for infrastructure connections. These are: *the street network*, *open space* and a *series of places*: connected urban villages with their own distinct character and role in Fishermans Bend. Together these present the agreed Vision for Fishermans Bend.

Many of the broader social and economic ambitions set out in the Draft Vision will also be realised through implementation of the SFP. A range of complimentary strategies will also be required and these are addressed further in Section 3 (Implementation) of the SFP.

It is not by accident that the three *key elements* making up the Vision draw on some of the main characteristics that identify Melbourne as a place and, therefore, embed familiarity into the future urban structure for Fishermans Bend. Melbourne has a network of beautiful parks, tree-lined boulevards, intriguing streets and intimate laneways, distinct urban villages and efficient public transport led by its trams.

These are elements that Melbournians recognise and which continue to make Melbourne one of the most liveable cities in the world. They are also elements that have served the evolving needs of the city well for more than 100 years and proven to be a durable part of its physical structure. Their use as the foundation for the SFP is a sound mechanism for ensuring a simple, understandable structure is used to reconnect Fishermans Bend into the fabric of Melbourne.

Strategic Directions from Draft Vision

The creation of 21st century jobs	A great place for families	The timely provision of infrastructure	A high quality built environment	A place that is easy to get around	Smart environmental solutions	A vibrant, mix of uses and activities	Environmental constraints addressed	Distinctive and diverse neighbourhoods	Strong partnerships and effective governance
Fishermans Bend enhances its competitive economy through the creation of additional jobs and businesses that capitalise on its strategic location between the CBD, the Port and the Bay.	Fishermans Bend is a place for all people and ages through the creation of diverse, liveable and family friendly communities.	Fishermans Bend will be supported by a funding model that promotes early delivery of catalyst infrastructure and balances the transitioning of existing industries.	The neighbourhoods of Fishermans Bend have a high quality built environment that promotes best practice environmentally sustainable design with compact, high-density urban form at a human scale.	Fishermans Bend is a connected and legible precinct where peoples' preference for getting around is by walking, cycling and public transport networks that are integrated into the CBD and surrounding suburbs.	Fishermans Bend delivers integrated and efficient energy, water and waste infrastructure through cost effective, modern and sustainable environmental solutions.	Fishermans Bend supports a vibrant mix of uses by providing a balance of employment generation, housing choice and community facilities that are accessible to Fishermans Bend residents and their neighbours.	Fishermans Bend allows for the early consideration of precinct scale environmental constraints with cost effective, collaborative solutions to achieve a more efficient outcome.	Fishermans Bend has a unique public realm situated between the Yarra and the Bay with diverse and distinctive neighbourhoods that foster a sense of place through their safe, legible and inviting streets.	Governance structures and approval processes will promote best-practice design and construction methods and give planning certainty to the development industry.

FISHERMANS BEND

THE STRATEGIC
FRAMEWORK

02

THE OVERVIEW

Section 2 is the Strategic Framework. It provides the basis for considering and determining planning permit applications in Fishermans Bend. It relies upon the three *key elements* introduced in Section 1 to create a simple set of planning controls that support the realisation of the Vision.

The Strategic Framework comprises:

- 1. Land use considerations:** that apply to the three main land uses anticipated in Fishermans Bend, being housing, employment and retail.
- 2. Key elements:** that describe the desired built environment outcomes and identify what any development application must respond to, as relevant.
The key elements are:
 - **Street Network:** including the proposed alignment, role and function of different linkages within Fishermans Bend, its new streets, cycle corridors, green links, pedestrian routes, major roads including freight links and laneways;
 - **Open Space:** including the proposed location of local recreational and neighbourhood open spaces, as well as the critical linear parks and green links which will connect them; and
 - **A Series of Places:** three distinct activity centres as initial places from which to build the new communities in Fishermans Bend.
- 3. Design guidance:** including building height controls.
- 4. Additional guidance:** providing further information about the provision of essential services and community infrastructure and how this should be considered through the preparation of permit applications.

All planning permit applications will be considered against Section 2, as relevant, and be required to demonstrate how they have generally satisfied its intent and purpose. Specifically, applications must address the land use considerations and key elements, meet the objectives within the design guidance, and consider the additional guidance in relation to the integration of essential services and community infrastructure. Unless described as a 'must', guidance within the Strategic Framework is intended to provide applicants with general direction, and in addressing this, innovation and alternative approaches are strongly encouraged.

LAND USE CONSIDERATIONS

The following provides a summary of the main considerations for the key land uses in Fishermans Bend and how they should be considered during the planning process

HOUSING

Fishermans Bend contains relatively little housing at present. Over the 40+ year lifespan of this urban renewal area, at least 40,000 dwellings will be constructed.

A major objective for Fishermans Bend is the significant intensification of land use via high density built form, particularly housing. This will enable the best and most efficient use of land and infrastructure.

In an urban environment where the predominant form of housing is likely to be apartment style dwellings, people will rely on the spaces outside a building as both their 'backyard' and to deliver the 'street appeal' of their home. It will be the quality of these spaces that will determine liveability and the overall success of Fishermans Bend as a high-density mixed-use environment. Planning decisions will focus heavily on the way in which a building both responds to and enhances its location.

The need to make the best use of land will not be sufficient justification to allow homogenous and repetitive podium and tower format development. High quality, varied built form will be sought, that can deliver housing to suit all needs, including families. All permit applications of scale will be assessed using a design review process.

The *Design Guidance* provides more information on specific considerations that new proposals will need to respond to.

The most intensive locations for housing will be those best served by public transport and cycling routes and with convenient access to shops, open space and services. In particular, land between Buckhurst Street and the 109 light rail corridor in Montague and much of Lorimer and the eastern portion of Plummer Street present significant opportunity for growth. The west of Fishermans Bend, which is further from the existing city centre and high-capacity public transport, may be appropriate for a greater mix of housing densities, in particular fronting Williamstown Road.

Affordable housing, including housing managed by Registered Housing Associations, will be strongly encouraged in Fishermans Bend to provide a diverse range of people with access to central city jobs, services and infrastructure. Flexible application of development contributions can be used to encourage affordable housing (see Design Guidance for further details).

Social infrastructure will be required to support urban intensification and will need to be regularly reviewed as the population and its demographics emerge.

EMPLOYMENT

There are currently approximately 30,200 jobs in Fishermans Bend in a range of industrial and commercial uses. In addition to the economic benefit, employment is important because it creates vitality and vibrancy during daytime hours and supports work close to home.

With a projected population of 80,000+ people, it is estimated that an additional 28,800 jobs will be created across a much broader spectrum of industry and skills. More recently, there has been an emergence of the creative industries sector, largely based in the Montague precinct owing to its access to the CBD. There is significant opportunity to increase the presence of this sector and its role in the economy, and character of Fishermans Bend.

Fishermans Bend is unlikely to become a location for high intensity office use until other recognised central city locations reach capacity, in particular Docklands. Public transport access will be important to create appropriate market conditions for employment uses and the new Montague Station will be a catalyst for creating a new high density employment hub. This in conjunction with the Plummer Street Civic Boulevard will activate and give vibrancy to Fishermans Bend.

Preserving opportunities for employment uses in major new development will be important, particularly in highly accessible locations, such as the proposed Montague Station District and other transport nodes along the urban spine. While residential development is not precluded in the short-term, it is important that new development in these locations consider adaptability and long-term evolution to ensure employment opportunities are not missed. Developments should consider adaptable lower level floor plates and ceiling heights that can accommodate a range of future commercial needs.

Consequently, government and both councils will work with business groups and developers to encourage employment growth in their respective areas. Innovative solutions will be required to incentivise growth.

RETAIL

Fishermans Bend will require a significant amount of retail floor space. As an extension of the central city, there is opportunity for discount department stores (DDS), food and grocery retailing, specialty retail and leisure and entertainment.

Fishermans Bend does not currently contain any significant retail floorspace. At present Bay Street, Port Melbourne and Clarendon Street, South Melbourne are closest in terms of convenience retailing. A small local centre on Centre Avenue in Garden City provides a limited offer.

Initially, retail activity will be expected to locate in the identified activity centres and along Plummer Street which is envisaged as a new civic boulevard. Because supermarkets play a role as a catalyst and anchor to activity centres it will be important in the early years of Fishermans Bend to discourage their location outside the defined activity centres, until these activity centres are well established.

Delivery of retail, particularly supermarkets, in a standalone format will also be discouraged. The preference will be for their incorporation with a mixed-use development. Locally, Bay and Clarendon Streets are examples of the preferred retail outcome, representing the traditional high street for which Melbourne's inner neighbourhoods are renowned.

In other parts of Fishermans Bend, small scale retail will generally be acceptable where it provides a local function to support residential mixed use schemes. The informal creation of retail destinations caused by cumulative grouping (of retail) outside main centres will be discouraged until such time as these centres are well established.

Activity Centres:

Main retail spine: Plummer Street Civic Boulevard (linear activity centre with nodes around potential future transport hubs).

Principal commercial and retail centre: Montague Station District

Secondary centres: Buckhurst Street (Montague) & Lorimer Urban Village (Lorimer)

KEY ELEMENT 1: STREET NETWORK

A hierarchy of streets will form the basis of the urban framework, dividing the existing industrial landscape into new city blocks like those in the CBD, suitable for the wide range of new land uses envisaged. The street network will define the local character of each urban neighbourhood, and promote the street as a vital component of public life.

Fishermans Bend will consist of connected, highly walkable neighbourhoods. Public streets will improve the quality of life and the environment rather than simply moving vehicles from place to place. The street network will promote and enable civic engagement, social encounter, health, environmental sustainability, and economic vitality.

Plummer and Fennell Streets will be developed as a tree-lined civic boulevard connecting Port Phillip Bay to the Hoddle Grid. It will be characterised by activated ground-floor uses, green spaces, plazas and a priority on public life, public transport, walking and cycling. Other main streets will also need to accommodate the increased pedestrian, cycle and future transport requirements of Fishermans Bend.

There will be strong connections both along and across streets. Low speed limits, limited car parking and limited entry points to off-street parking will ensure safe movement patterns. All streets will include pedestrian routes, cycling paths and significant canopy street trees.

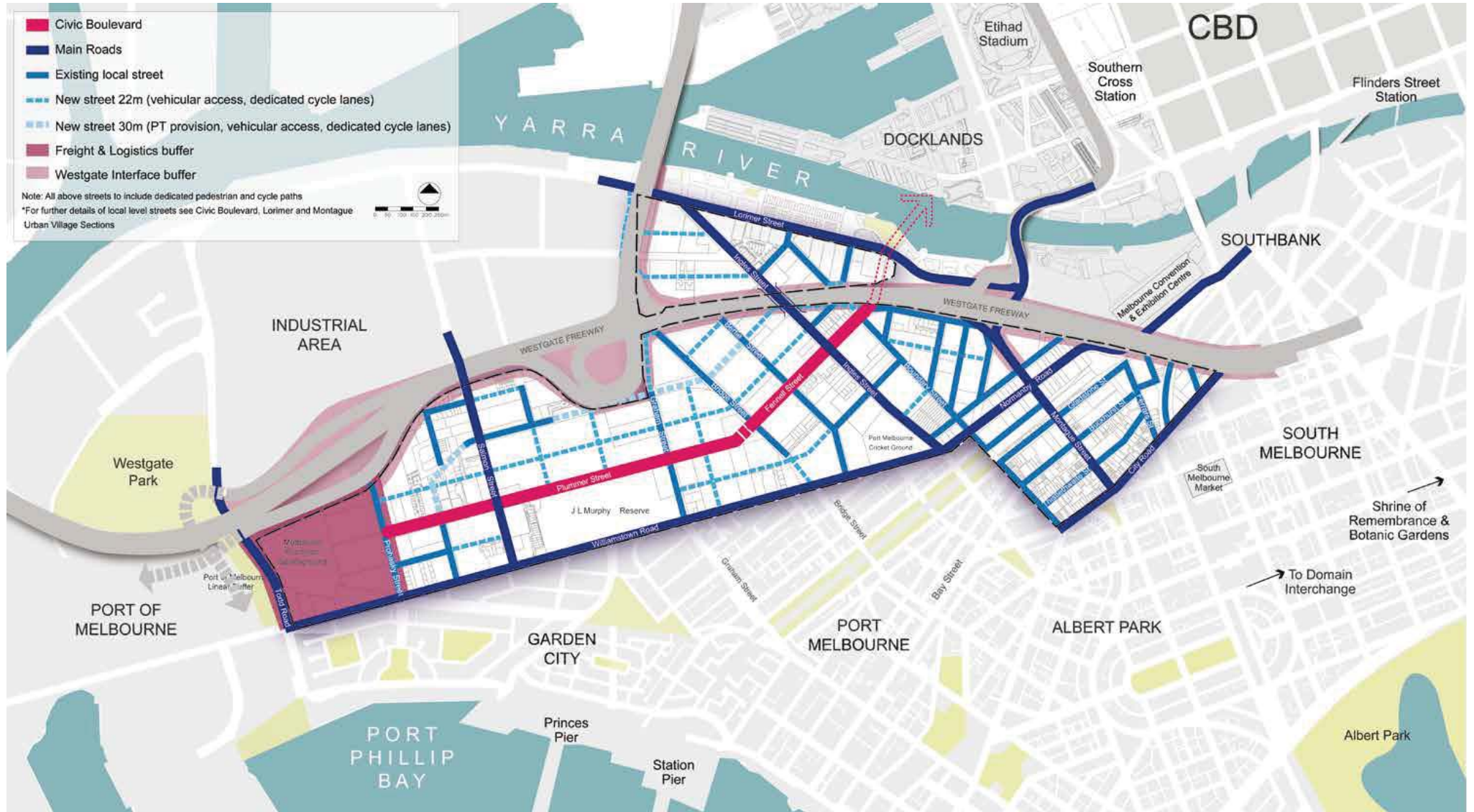
Fishermans Bend will remain highly accessible by road, with strong connections from all precincts to freeways and arterial networks. However, the new grid pattern of additional streets can also improve through connectivity, and support public transport and cycling objectives. New local streets will be provided by development to complete the network, facilitating the high level of connectivity envisioned by Plan 1. The street sections provided in Appendix 1 and council's technical specifications will aid in street design.

East-west connections will improve flexibility and adaptability, as well as dispersing load-share, for strategic transport corridors. Fishermans Bend will be just as easy to get around as the CBD. Existing historic subdivision and street patterns will be reinforced, and reinterpreted, through finer grain local streets and laneways, and continuous mid-block links.

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

Existing freight traffic will be managed by the Principal Freight Network. Volumes of truck movements will decrease as Fishermans Bend develops, however, Williamstown Road, Lorimer Street and Prohasky Street will need to continue to cope with freight traffic. Accordingly, a Freight and Logistics Buffer, and a Westgate Interface Buffer, have been identified on Plan 1: requirements for development within these buffers are described in the design guidance.

STREET NETWORK



Plan 1: Street Network

KEY ELEMENT 2: SUSTAINABLE TRANSPORT

Over 260,000 daily trips are expected in Fishermans Bend, and a strong transformational mode shift towards active and public transport is required. The transport network will be scalable and adaptable which will catalyse, support and respond to land use transition over time.

Ease of movement by public transport, walking and cycling will be a defining characteristic of Fishermans Bend. Wherever you are you will be able to conveniently access the public transport network within 400 metres of your location. This network will grow to accommodate the new community, with transport infrastructure provided progressively from the very first decade.

Plan 2 identifies new strategic links to support the Expanded Central City in *Plan Melbourne*, including links to Docklands and Southbank, as well as locally to South Melbourne, Port Melbourne and Albert Park. In particular, a new civic boulevard along Plummer and Fennell Streets will be a primary public transport route, catalysing investment and acting as a focus for intensive development, public life and activity. A new tram route, with options for its course shown on Plan 2, will allow convenient, direct access from the CBD to Fishermans Bend. Williamstown Road will similarly grow as a public transport corridor.

A new underground station is planned in the area south of the Westgate Freeway, north of the 109 light rail track and east of Boundary Street. The proposed station will become a centre for high intensity commercial, retail and mixed used development and an extension of the Central Business District. The Station District will complement the civic and residential activity in nearby precincts.

The new station will provide for rapid high quality connections to and from the broader metropolitan area ensuring jobs in Fishermans Bend are accessible to not only local residents but also the wider city. Future tram and bus routes will provide increased accessibility throughout Fishermans Bend. In later decades there may be potential for further underground stations along the alignment of the civic boulevard to complete the network.

Cycling and walking corridors will be accommodated within streets, through development and within the open space network to ensure a convenient and safe network. This infrastructure will ensure active modes of transport are of equal importance as public transport, as occurs in the CBD. Cycle and pedestrian corridors will link existing local networks as well as provide major connections from Bay Street to the CBD, and to the Yarra River, Westgate Park and Port Phillip Bay. Strategic Cycling Corridors have been identified throughout Fishermans Bend, which require dedicated cycle lanes a minimum of 1.5m in width.

Rail Investigation Area:

Currently, the Department of Transport, Planning and Local Infrastructure (DELWP) is investigating land and development requirements for the proposed Montague station, rail tunnel alignment and integrated tram, bus, pedestrian and cycling facilities.

The Rail Investigation Area, shown hatched on the SFP plans, will enable the responsible authority and the Department of Transport, Planning and Local Infrastructure to ensure individual development proposals comply with the following planning objectives:

- Protect opportunities for locating the station and station entrances within the "Station Location" area identified on Plan 2, associated transport infrastructure and underground rail alignment
- Provide for a rich network of pedestrian and cycling connections from the station into the surrounding areas
- Provide for an integrated public transport network and associated infrastructure in the precinct.

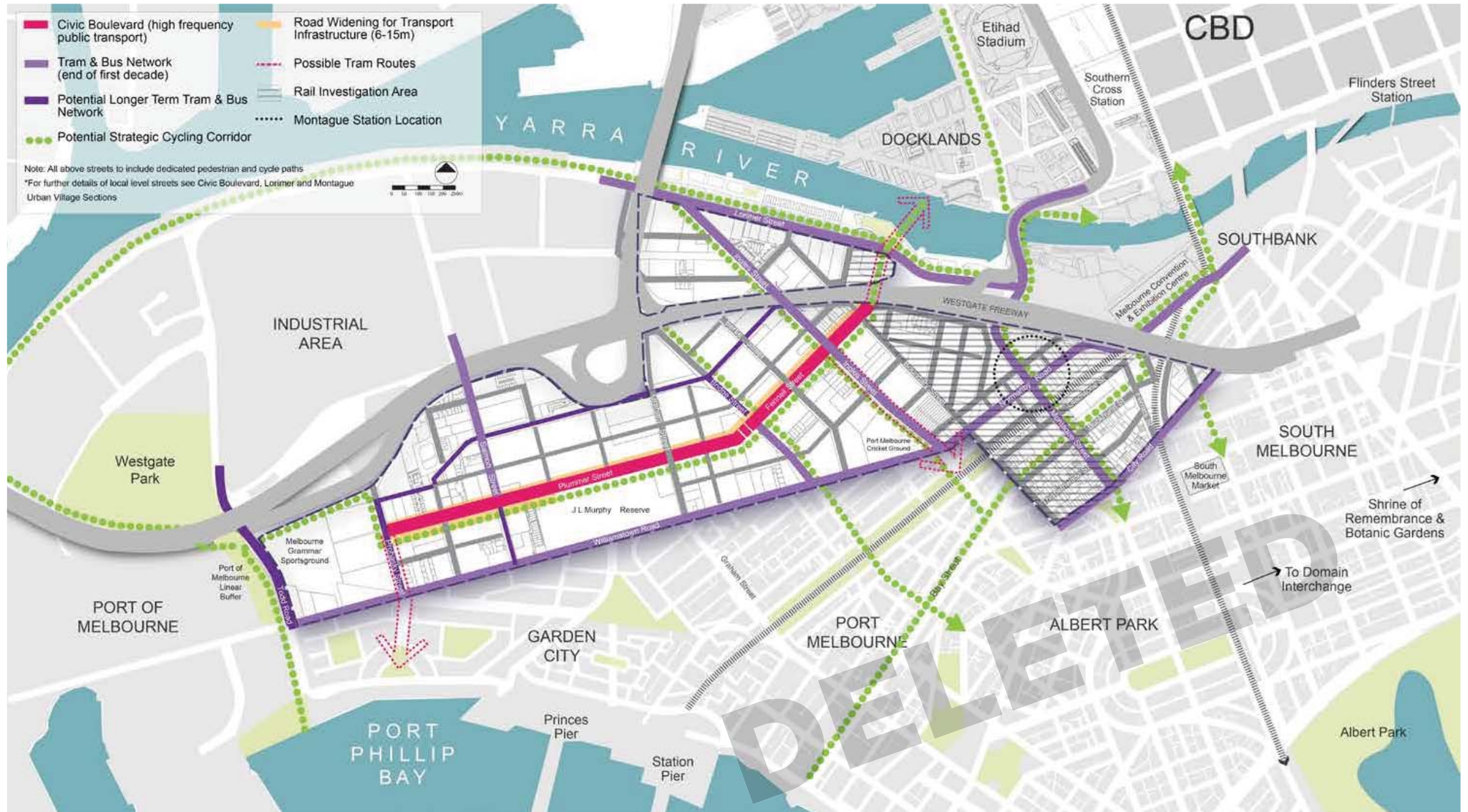
The location of the new station and its design will also be informed by opportunities to activate commercial and retail development in Montague and nearby areas to maximise the benefits of this major investment.

Any planning permit for buildings and works issued in the area will be subject to a condition requiring that prior to development starting, including demolition and site preparation works, a copy of plans and cross sections must be submitted which outline the extent of foundations and other works to ensure the impact on future public transport infrastructure in the area is understood and minimised to the satisfaction of the Secretary Department of Transport, Planning and Local Infrastructure.

This condition does not apply if the Secretary DELWP has confirmed in writing that the property presents no issue for future public transport infrastructure.

DELETED

SUSTAINABLE TRANSPORT



Plan 2: Sustainable Transport

KEY ELEMENT 2: OPEN SPACE

The open space network will provide opportunity to enjoy and share connected, safe, inviting and multifunctional active and passive recreational opportunities.

Successful cities have a range of open spaces that vary both in the type of experience they offer, and in the way they cater to the community. Differing types of spaces range from civic plazas like Federation Square to neighbourhood parklands. All spaces offer opportunity for social engagement, meeting and gathering, formal or informal play, ecological services, biodiversity and water management.

As well as existing open space, two types of proposed open space are shown on this framework plan and on the associated plans shown in Key Element 4. Neighbourhood open space comprises local parks catering for a broad range of users within 400 metres safe walking distance of at least 95% of all dwellings and community uses. Neighbourhood open space includes playgrounds, plazas, and open areas for informal activity. They will have various surfaces, depending on use. Local recreational open space comprises open space reserves, including linear cycling and walking links, and sports fields catering to organised sports and formal activity. These two types of open space should be complementary, and are often directly accessible from one another, maximising access throughout Fishermans Bend. Both types of open space have been identified on private land on Plan 3: these locations are indicative only. While it is desirable to create open space as shown, final positions are to be negotiated through the development contributions and Clause 52.01 processes.

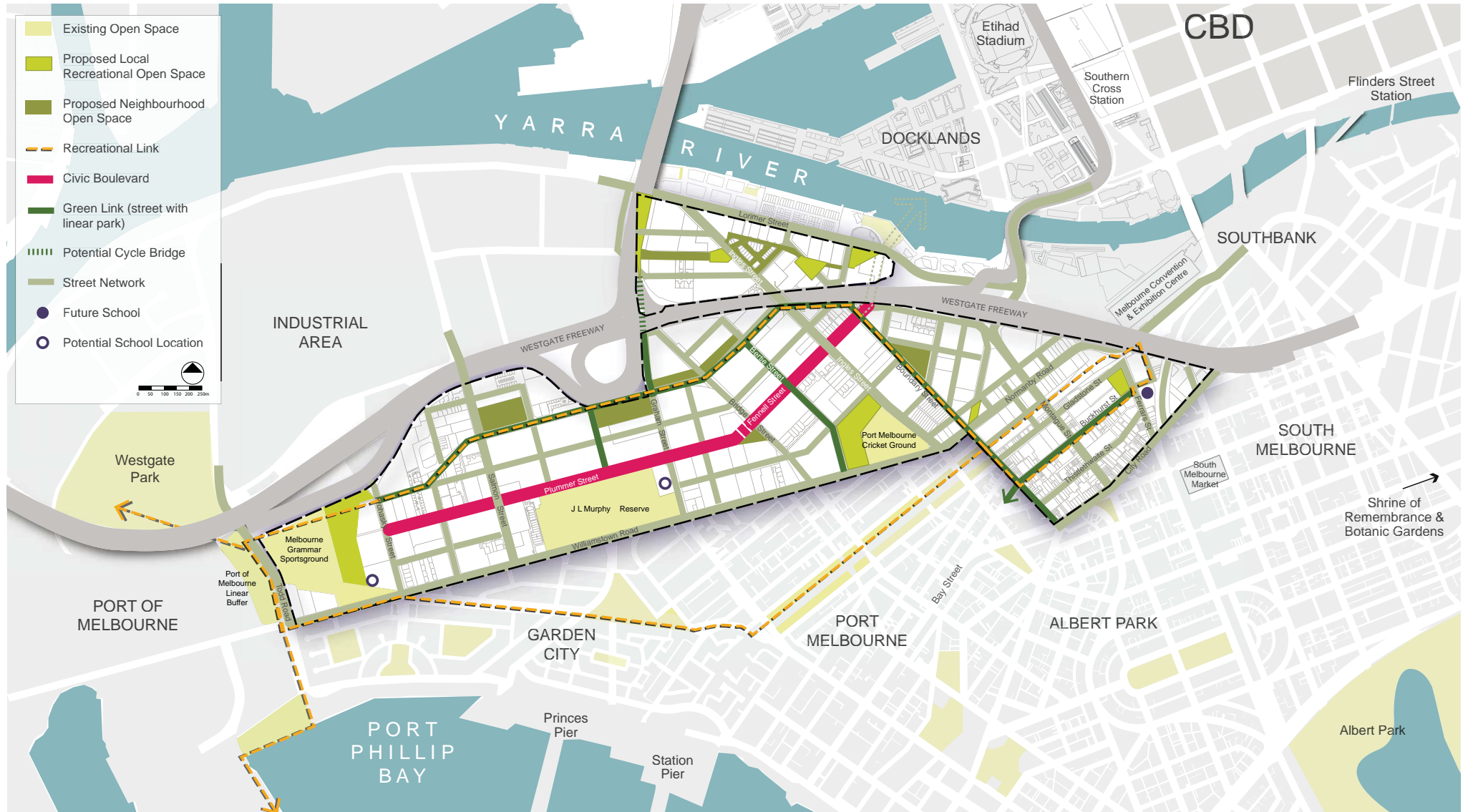
Existing open spaces, such as the JL Murphy Reserve and the Port Melbourne Cricket Ground, are significant assets integral to the existing community on a broader scale. Upgrading or supplementing these facilities will allow their use as focal points in the community and an increased intensity and range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

Green links and spaces will promote active and healthy communities, allow access to recreational opportunities and play a role in integrated water management. Rooftop gardens and terraces will be important for private and shared green, open areas.

Links to nearby public open space will be strengthened. Port Phillip Bay, Westgate Park, Albert Park and Strategic Cycling Corridors provide extensive paths, waterfront access, green space and other opportunities for outdoor activity and will form part of the future Public Open Space Strategy for Fishermans Bend and the wider community.

The wide streets of Fishermans Bend provide opportunities for the development of a linear open space grid accommodating pedestrian and cycling networks and punctuated with multifunctional neighbourhood parks. Pocket parks and urban squares will be co-located with activated small streets and laneways, contributing to the network. The Green Links shown on Plan 3 are local streets that will further accommodate a linear park and separated cycling path. Boulevards will be planted with canopy trees, providing shade in summer and light in winter to maintain pleasant street conditions, and create a sense of integration with nature throughout Fishermans Bend.

OPEN SPACE



Plan 3: Open Space