

PORT PHILLIP PLANNING SCHEME
PORT PHILLIP DPO – REVIEW PANEL
DRAFTING DAY VERSION

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SCHEDULE 2 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO2**.

FISHERMANS BEND DEVELOPMENT PLAN AREAS

1.0 Requirement before a permit is granted

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A permit may be granted prior to the approval of a development plan if the permit is for a minor addition or modification to an existing building and the proposal will not prejudice the orderly development of the area.

2.0 Conditions and requirements for permits

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None specified.

3.0 Requirements for development plan

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Only one development plan may be prepared for each of the areas identified in **Map 1** of this Schedule.

Any development plan must:

- implement the Vision set out in the *Fishermans Bend Vision, September 2016*;
- be generally in accordance with the Fishermans Bend Urban Structure Plans at **Maps 2-4** of this schedule;
- provide for development which implements any preferred future character for the area and relevant built form outcomes within Schedule 30, 31 or 32 as appropriate of the Design and Development Overlay;
- include concept plans that show the indicative location of proposed land uses and indicative building envelopes, communal open space, new streets and laneways;
- include an urban context report; and
- include a site master plan and 3D digital building envelope model suitable for insertion into the interactive city model of the Responsible Authority and Port Phillip City Council (if the Council is not the Responsible Authority).

For each area identified in **Map 1** of this Schedule, the development plan must also address the matters outlined below.

Goodman Land

- Describe the anticipated employment that will be created by the range of proposed land uses.
- Identify and explain where non-residential floor space is proposed to be located on any lot.
- Identify and explain where it is proposed to transfer non-residential floor space to another part of the land where the lot forms part of a larger land parcel or to any other land. If it is proposed to transfer non-residential floor space to another part of the land parcel or to any other land, this must be secured over the other land by an agreement pursuant to Section 173 Agreement of the *Planning and Environment Act 1987* with the Responsible Authority and the City of Port Phillip (if not the Responsible Authority) before a Development Plan is endorsed.
- Identify and explain where the Dwelling Floor Area Ratio is proposed to be exceeded as a result of a proposal to transfer non-residential floor space to another part of the land which forms part of a larger parcel or to any other land.

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- Identify and explain where social housing (if any) is to be delivered via a Floor Area Uplift.
- Identify and explain where the Floor Area Uplift resulting from the delivery of social housing (if any) is to be delivered.
- Identify and explain any proposed variations from the built form requirements of Schedules 31 and 32 of the Design and Development Overlay, including requirements that are expressed as mandatory, other than those mandatory requirements related to overshadowing and building separation, which must not be varied.
- Provision of indicative landscape master plans for proposed public open space and key internal streets.
- Provision of a Precinct Infrastructure Plan that shows the infrastructure to be provided either as works-in-kind projects pursuant to an approved Infrastructure Contributions Plan or local infrastructure to be provided as developer works.
- Provision of a staging plan that describes the proposed staging of development and how this will relate to the delivery of infrastructure.

Sandridge and Wirraway Core Retail Areas

- A development plan must be supported by a report prepared by a suitably qualified economist that demonstrates the likely retail and commercial floorspace that can be supported on the land at the time of the proposal and at 2050.
- Ensure built form outcomes deliver a high quality activated public realm, with retail streets focused along Bertie Street and Fennell Street in Sandridge, and Plummer Street and Salmon Street in Wirraway.
- Show and explain the proposed indicative layout of buildings and the proposed uses within those buildings including indicative floor plates for any large format uses.
- Describe the anticipated employment that will be created by the range of proposed land uses.
- Provide for a range of floor plates to suit the anticipated need for one or more supermarkets in both Sandridge and Wirraway, and in Sandridge, to also facilitate other larger format retail uses.
- Identify and explain where non-residential floor space is proposed to be located on any lot.
- Identify and explain where it is proposed to transfer non-residential floor space to another part of the land where the lot forms part of a larger land parcel or to any other land. If it is proposed to transfer non-residential floor space to another part of the land parcel or to any other land, this must be secured over the other land by an agreement pursuant to Section 173 Agreement of the *Planning and Environment Act 1987* with the Responsible Authority and the City of Port Phillip (if not the Responsible Authority) before a Development Plan is endorsed.
- Identify and explain where the Dwelling Floor Area Ratio is proposed to be exceeded as a result of a proposal to transfer non-residential floor space to another part of the land which forms part of a larger parcel or to any other land.
- Ensure that the future design of the underground rail line is not compromised by the proposed development.
- Provide opportunities for a public transport interchange that integrates future underground rail, tram and bus services into the Core Retail Area.
- In Sandridge, provide opportunities for station entries associated with a future underground rail station to be located within a large retail based mixed use development, rather than within public space on the north-west corner of Bertie and Fennell Streets and the south-west corner of Ingles and Fennell Streets. At least one station entry should be designed to be integrated into a public square / plaza.

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- Maximise opportunities to create pedestrian flows through the area to allow easy access to the transport interchange.
- Maximise opportunities for creating commercial density around metro station entrances.
- Provide a range of activities to ensure an appealing, pedestrian focused environment, including along access routes to the public transport interchanges.

Buckhurst Core Retail Area

- A development plan must be supported by a report prepared by a suitably qualified economist that demonstrates the likely retail and commercial floorspace that can be supported on the land at the time of the proposal and at 2050.
- Provide for varied built form outcomes that achieve a fine grain character and deliver a high quality activated public realm, including interaction between buildings along the Buckhurst Street ‘green spine’ and activated laneways.
- Show and explain the proposed indicative layout of buildings and the proposed uses within those buildings including indicative floor plates for any large format uses.
- Provide for a range of floor plates to suit the anticipated need for at least one full line supermarket.
- Identify and explain where non-residential floor space is proposed to be located on any lot.
- Identify and explain where it is proposed to transfer non-residential floor space to another part of the land where the lot forms part of a larger land parcel or to any other land. If it is proposed to transfer non-residential floor space to another part of the land parcel or to any other land, this must be secured over the other land by an agreement pursuant to Section 173 Agreement of the *Planning and Environment Act 1987* with the Responsible Authority and the City of Port Phillip (if not the Responsible Authority) before a Development Plan is endorsed.
- Identify and explain where the Dwelling Floor Area Ratio is proposed to be exceeded as a result of a proposal to transfer non-residential floor space to another part of the land which forms part of a larger parcel or to any other land.
- Describe the anticipated employment that will be created by the range of proposed land uses.
- Maximise opportunities to create pedestrian flows through the area to allow easy access to tram and bus services.
- Provide a range of activities to ensure an appealing pedestrian focused environment with convenient access to public transport.

Plummer Street realignment

- Ensure that the realignment and widening of Plummer Street to connect with Fennell Street is not compromised by any development.
- Facilitate the delivery of a large public square / plaza as part of any future development that is integrated into a future tram stop.
- Investigate the potential to locate an Art and Cultural Hub in conjunction with the future public square / plaza.
- Coordinate the delivery of the east-west local street and linear park between Bridge Street and Graham Street and between Plummer Street and Williamstown Road.

West Gate Freeway tram crossing

- Ensure that the West Gate Freeway tram crossing is adequately integrated into the intersection of Ingles Street and Fennell Street and the Ingles Street bridge landing to ensure a high quality urban design outcome, functional transport interchange and

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development of a landmark building or buildings which is not compromised by any development in the affected land parcels.

- Ensure that the future development of residual land is appropriately integrated with the design and grades of the tram bridge and the landing of the Ingles Street bridge.
- Require all development in the residual land to be the subject of a design review panel to the satisfaction of the Responsible Authority and Port Phillip City Council (if not the Responsible Authority).

Map 1 - Development Plan Sub-Precincts



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Map 2 - Montague Urban Structure



- Core Area
- Core Retail Area
- Mixed Use Area
- Primary Active Frontages
- Secondary Active Frontages
- Proposed public open space
- Proposed laneway
- Key boulevard
- Tram line
- Potential Art and Cultural Hub site within investigation area shown in draft Framework
- Education and Community Hub (PS = Primary School)
- Potential Sports and Recreation Hub site within investigation area shown in draft Framework

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Map 3 - Sandridge Urban Structure



- Core Area
- Core Retail Area
- Mixed Use Area
- Primary Active Frontages
- Secondary Active Frontages
- Proposed public open space
- Existing public open space
- Proposed road
- Proposed laneway
- Key boulevard
- Proposed tram line
- Bridge
- Proposed Metro Station box
- Proposed Metro Station entry
- Potential Metro Station entry within a building
- Potential Art and Cultural Hub site within investigation area shown in draft Framework
- Potential Education and Community Hub (PS = Primary School, SS = Secondary School) site within investigation area shown in draft Framework
- ✱ Potential Sports and Recreation Hub site within investigation area shown in draft Framework
- ✱ Potential Health and Wellbeing Hub site within investigation area shown in draft Framework

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Map 4 - Wirraway Urban Structure



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|---------------------------------------|--|
| Core Area | Bridge |
| Core Retail Area | Potential Metro Station box |
| Mixed Use Area | Proposed Metro Station entry |
| Primary Active Frontages | Potential Art and Cultural Hub site within investigation area shown in draft Framework |
| Secondary Active Frontages | Potential Education and Community Hub (PS = Primary School, SS = Secondary School) site within investigation area shown in draft Framework |
| Proposed public open space | Potential Sports and Recreation Hub site within investigation area shown in draft Framework |
| Proposed encumbered public open space | |
| Existing public open space | |
| Privately owned open space | |
| Proposed road | |
| Proposed laneway | |
| Key boulevard | |
| Proposed tram line | |