FISHERMANS BEND FRAMEWORK

The next chapter in Melbourne’s growth story
Draft for consultation
Disclaimer

City of Port Phillip and City of Melbourne council officers have provided guidance and advice during preparation of the draft Framework document.

Concepts, strategies and ideas build on the Fishermans Bend Vision feedback from community and stakeholder engagement, background reports and subsequent planning work for Fishermans Bend. The content of this document requires refinement and further assessment of options and feasibility, and will take into account community and stakeholder comment received in the consultation process.

This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.

© The State of Victoria Department of Environment, Land, Water and Planning 2017

This work is licensed under a Creative Commons Attribution 4.0 International licence. You are free to re-use the work under that licence, on the condition that you credit the State of Victoria as author. The licence does not apply to any images, photographs or branding, including the Victorian Coat of Arms, the Victorian Government logo and the Department of Environment, Land, Water and Planning (DELWP) logo.

To view a copy of this licence, visit http://creativecommons.org/licenses/by/4.0/

Cover Image courtesy of Lensalift Aerial Photography.


October 2017

Accessibility

If you would like to receive this publication in an alternative format, please telephone the DELWP Customer Service Centre on 136186, email fishermansbend@delwp.vic.gov.au, or via the National Relay Service on 133 677 www.relayservice.com.au. This document is also available on the internet at www.delwp.vic.gov.au and www.fishermansbend.vic.gov.au
Contents

Foreword
Minister for Planning 5

Executive summary 6
The engagement approach 8

Context 9
Historical and social context 10
Metropolitan and economic context 12
Environmental challenges 14
Infrastructure provision 15
Permit activity 16

Vision 18
Distinctive precincts 20
Strategic directions 22

The Framework 23
Sustainability goals 23
1. A connected and liveable community 25
2. A prosperous community 40
3. An inclusive and healthy community 45
4. A climate adept community 53
5. A water sensitive community 54
6. A bio-diverse community 56
7. A low-carbon community 57
8. A low waste community 58

Next steps 59
Completing the planning 59
Current activities 61
Precinct actions 62
Delivering Montague 62
Delivering Lorimer 64
Delivering Sandridge 66
Delivering Wirraway 68
Delivering the Employment Precinct 70

Appendix 72
Background reports overview 72
Glossary 75
Acknowledgement of Victoria’s Aboriginal communities

The Victorian Government proudly acknowledges Victoria’s Aboriginal communities and their rich culture; and pays its respects to their Elders past and present. The government also recognises the intrinsic connection of Traditional Owners to Country and acknowledges their contribution in the management of land, water and resources.

We acknowledge Aboriginal people as Australia’s first peoples and as the Traditional Owners and custodians of the land and water on which we rely. We recognise and value the ongoing contribution of Aboriginal people and communities to Victorian life and how this enriches us. We embrace the spirit of reconciliation, working towards the equality of outcomes and ensuring an equal voice.
Foreword

Minister for Planning

I’m often asked what makes Melbourne special. The answer is simple: it’s the people, the places and the sense of community.

Melburnians are passionate about their city and its streets and suburbs. They know its history. They love its culture and character. And they’re rightly suspicious of unfettered development.

It’s no secret that Melbourne is growing at a rapid rate. And with our city’s population projected to hit eight million by the middle of the century, we need to get the right mix of growth, while balancing sustainability, liveability and equality.

This means identifying the right places for growth and planning it carefully.

That’s why Fishermans Bend is so important.

Fishermans Bend is an urban renewal project unlike any other. We have an opportunity to find new residential and commercial uses for 480 hectares of land that are within five kilometres of the CBD – a place for people, with great new public spaces, high quality jobs and distinctive character.

This government has worked hard to reorientate the trajectory of Fishermans Bend to ensure it sustainable, liveable, well-planned and well-executed.

If we do it right, we can make Fishermans Bend a global benchmark for smart, sustainable development and integrated communities where people both live and work.

Getting there will require partnerships to be formed between all levels of government, the community and development sector. Extensive public consultation has taken place and we will now have a further round of feedback on this draft Framework. I want to take this opportunity to thank every single person who has taken the time to share their views and shape the planning of Fishermans Bend.

If you have views about the future of Fishermans Bend we want to hear them – so please, look at the details of this Framework and tell us what you think, and how it can be refined.

Fishermans Bend is a golden opportunity for the government and community to work together to plan the future of this site, and our city.
Executive summary

The opportunity

Fishermans Bend is an unparalleled opportunity for urban renewal on the doorstep of Melbourne’s famously liveable and economically productive central city. At 480 hectares and more than twice the size of the current CBD, Fishermans Bend is Australia’s largest urban renewal site, and will play a key role in the further evolution of central Melbourne as a world leading place to live, work, visit and invest.

Currently dominated by low density industrial and warehousing uses, Fishermans Bend’s transformation into a series of vibrant, mixed use, medium and high density neighbourhoods will take decades. The scale of change proposed in Fishermans Bend is significant. The majority of land is privately owned and realising the opportunities presented will be reliant on successful partnerships between all levels of government, developers and the community.

The four capital city zoned precincts—Montague, Lorimer, Sandridge and Wirraway—were rezoned to Capital City Zone in 2012, while the Employment Precinct was included in the renewal area in 2015 and has retained its industrial zoning.

Given the different zoning for the Employment Precinct, detailed planning is not included in this draft Framework. This draft Framework outlines aspirations for the Employment Precinct and addresses issues of integration between the Employment Precinct and the four capital city zoned precincts.

The purpose

This draft Framework is a long term strategic plan for the development of Fishermans Bend out to 2050. It will guide investment and development by the State Government, local government and the private sector.

This draft Framework builds on the previously released Fishermans Bend Vision and has been prepared with input from the community, industry, key stakeholders and local councils.

Following consultation, the finalised the Framework will guide the transition of Fishermans Bend into a connected, liveable, prosperous, inclusive, healthy and environmentally sustainable place, home to 80,000 residents and host to 80,000 jobs. This transition will occur across the five precincts of Fishermans Bend, namely the four capital city zoned precincts of Montague, Lorimer, Sandridge and Wirraway, and the jobs focused Employment Precinct.

This draft Framework provides direction on how the transition of the area will be managed, creating certainty for the community, landowners, developers, businesses and investors. It does this by establishing:

- a long term plan extending to 2050
- a guide to inform the preparation and consideration of planning permit applications
- clear strategic planning directions to inform public and private investment
- a plan that enables the community, businesses and investors to make informed decisions that will assist in the realisation of the Vision.

Fishermans Bend Planning Stages
The structure
This draft Framework is structured around eight sustainability goals identified in the Vision. The eight sustainability goals are based on the Green Star – Communities approach and will guide the development of Fishermans Bend with a focus on environmental, economic and social sustainability.

Sitting within each of the eight sustainability goals are objectives and strategies. These objectives and strategies are broader than land use planning and have been informed by community feedback that indicated a need to create a great-people-focused place.

A suite of planning controls have been prepared to realise the objectives and strategies in this draft Framework and are released for public consultation alongside this draft Framework. The draft planning controls include updates to the City of Melbourne and City of Port Phillip Municipal Strategic Statement, new Local Policy, and new schedules to the Capital City Zone, Design and Development Overlay, car parking plan, development plan overlay, environmental audit overlay and environmental significance overlay.

Key elements of the draft controls include:
- the introduction of a Floor Area Ratio and Floor Area Uplift scheme (see page 42)
- height controls (see page 42)
- overshadowing controls to protect public open space (see page 58)
- amended building setback controls (see page 44)
- minimum employment floor space in designated core areas (see page 42)
- revised car parking controls and rates (see page 38)
- encouraging dwelling diversity and a range of building types (see page 39)
- water storage and reuse across buildings (see page 63)
- requiring new buildings to meet a minimum 4 Star Green Star Design & As Built rating (or equivalent) for buildings over 5,000m²; and 4 Star Green Star Design & As Built rating (or equivalent) for buildings 50–5,000m² (see page 66)

Once finalised these controls and this draft Framework will replace the Strategic Framework Plan and interim guidelines introduced in November 2016.

This draft Framework was developed by the Fishermans Bend Taskforce, a cross-government body with input from the Fishermans Bend Ministerial Advisory Committee and the Cities of Melbourne and Port Phillip officers. A series of public and industry engagement activities and feedback have helped to inform and shape this draft Framework and the planning controls.

An independent planning review panel has been established to consider and hear submissions during February 2018.

Precinct planning
Precinct plans will be released in mid 2018 for public consultation, following the finalisation of this draft Framework and planning controls. The five precinct plans will reflect finer grain detail for each of the precincts and provide further detail on implementation and will be incorporated into the planning controls.

Feedback
This draft Framework and the planning controls have been released for public consultation until 5pm 15 December 2017. For further details on how to participate please visit www.fishermansbend.vic.gov.au

It is expected that the Framework and planning controls would be finalised and in the planning scheme by mid 2018.

Decision making process to support the delivery of Fishermans Bend
The draft Fishermans Bend Framework is a statement of policy intent. Detailed decisions about the implementation and timing of actions and infrastructure delivery will be subject to community consultation and normal government policy and budget processes.

All projects and initiatives requiring funding will be carefully assessed against budget capacity, with rigorous business cases and cost benefit analyses applied as part of their economic impact assessment.

For infrastructure projects, this will require ensuring consistency with the government’s Investment Lifecycle and High Value/High Risk Guidelines. For all other initiatives and actions, implementation will depend on the evidence base and likely net benefits.
The engagement approach

Since launching the recast of planning for Fishermans Bend in 2015, a comprehensive program of engagement with the community, businesses, industry, peak bodies and not-for-profits has occurred.

Engagement on the planning process for Fishermans Bend has been based on the following principles:

- engage wider Melbourne about the potential of the area and seek the international attention the project warrants
- acknowledge and build on the community input at each stage of engagement
- work collaboratively with the diversity of views by actively engaging with the range of stakeholders who are impacted by and should inform the planning process
- respect the knowledge and aspirations of existing community members
- acknowledge the voice of future Fishermans Bend communities and their role in shaping the place in which they will live and work
- articulate clear policy positions on the fundamentals of the project
- facilitate well-informed dialogue and decisions.

This draft Framework and suite of planning controls presents the culmination of feedback that began with the Vision during May to June 2016, followed by further consultation on the ideas and principles of the Framework during November 2016.

What we heard

- **Transport infrastructure** and services were seen as priorities that should be planned for early in the development of Fishermans Bend. There is a need to ensure integration of modes and connections.
- There was an enthusiastic response to creating more open space. There is a desire for the spaces to be well planned, better managed and flexible.
- The **co-location and integration of community services** and facilities was viewed as positive but must be well planned. The early coordination of private and public sector partnerships is a must. The future locations of schools and medical centres should be identified early.
- Positive support for the **retention of existing character** to inform place and identity. There is a desire for local history to be recognised and carried forward.
- The **Employment Precinct** must be well planned, connected and integrated into the broader renewal area. This includes activation of the precinct beyond ‘working hours’
- There should be **certainty**, transparency and consistency with the introduction of new planning controls.

With the release of this draft Framework and suite of planning controls, the Victorian Government will continue consultation to enable a wide range of individuals and groups to access information, share ideas, ask questions and lodge submissions. The feedback from this engagement will inform the final version of the Framework and planning controls.

Have your say on the draft Fishermans Bend Framework

Community and stakeholder engagement on this draft Framework and suite of planning controls is now taking place. We invite your thoughts and comments.

There are a number of ways you can find out more and provide feedback:

- visit our website
- attend an information session
- make a submission via our website or send it to: Department of Environment, Land, Water and Planning GPO Box 500, East Melbourne, Victoria 3002.

Further details on our engagement events and activities are available on our website: www.fishermansbend.vic.gov.au.

Our website also contains many tools and resources to help inform your feedback on the draft Framework including:

- copies of this draft Framework and its supporting reports and strategies
- a document library with a range of fact sheets, videos and reference documents
- a Frequently Asked Questions section with extensive information about Fishermans Bend.

Now is the time for you to get involved and make sure your voice is heard. All submissions must be received by 5pm, Friday 15 December, 2017.
Context

Fishermans Bend is not a blank canvas. It has played a significant role in the development of Melbourne and has a strong physical and social history.

Planning for Fishermans Bend's renewal has considered the area's past and environmental and physical constraints.

Caring for Country

Caring for Country is a term used to describe the different sustainable land management practices and initiatives that Aboriginal and Torres Strait Islander people undertake, and the key role these practices play in continuing culture. Most commonly used to describe activities in remote and regional locations, Caring for Country encompasses the entirety of country – its past and future, its people, its flora and fauna, its natural landscapes and its urban forms, its history and its culture. Caring for Country is intrinsic to Aboriginal knowledge and a fundamental expression of Aboriginal culture.

Caring for Country applies to rural areas as much as it does to the urban environment. By integrating Aboriginal traditional ecological knowledge with contemporary western ecological knowledge we can deliver better environmental outcomes and make communities more liveable, sustainable and inclusive.

We respect and acknowledge Aboriginal culture and will work in partnership with Aboriginal Victorians across landscapes, communities and natural resources.
Historical and social context

The gentle curve of the Yarra River (Birrarung) and the arrow-straight Williamstown Road are the man-made boundaries of Fishermans Bend. One was created by the excavation of the Coode Canal, the other as the ‘short road’ to the ferry at Williamstown.

Continuous change and renewal mark the history of this area. It started as a tidal estuary following rising sea levels and flooding of Port Phillip Bay (Nerrit). It became wetlands and sand ridges, with modifications by Aboriginal fire management. And, now it is set to become a new chapter in Melbourne's growth and evolution.

Much of the Fishermans Bend district lies on the Coode Island silt deposited by the Yarra and Maribyrnong Rivers, overlaid with sand ridges from old beachunes, separated by intervening swamps. The wooded Batman’s Hill and Emerald Hill formed the first high ground upstream. This was a rich environment for diverse plant life and animals, which supported Aboriginal people for thousands of years.

Aboriginal people from the Bunurong and Woiwurung language groups shared territory at the head of Port Phillip Bay. We know of particular clans who claimed the land between the mouth of the Yarra River and Melbourne. Billibilliyu (1799-1846) was Ngarungaeta (or leader) of a group known as ‘Billibilliyu’s mob’ who belonged to the Wurundjeri Willam clan (meaning ‘white gum dwellers’) of the Woiwurung. He was one of the signatories to Batman’s treaty and custodian of the Mount William stone axe quarry. Derrimut (1808/14-1864) was the Anweet (also leader) of the Yellet Weelam clan (meaning ‘river dwellers’) of the Bunurong, who despite having his wife kidnapped by sealers, stayed at the Port Phillip settlement and protected Fawkner’s hut from a rumoured attack in 1835.

Both groups comprised several extended families who took advantage of the seasonal abundance of the beach, swamps and river at Fishermans Bend. They managed the landscape with fire, and travelled to other parts to rest the land and allow it to regenerate.

Salt and fresh water met at ‘The Falls’, a rock bar on the Yarra near the foot of Queen Street. Aboriginal people took advantage of this to trap fish and cross the river. When Charles Grimes explored Port Phillip in 1803, and Batman and Fawkner took up residence in 1835, this was the obvious place for the settlement, avoiding the flood-prone flats and sand ridges.

The river, however, was winding, shallow and full of snags, so larger ships anchored in the bay, and passengers walked across the flats to Melbourne, following well-worn Aboriginal paths. These paths became the basis for the modern roads, including City Road and Williamstown Road, transporting goods from the Port Melbourne piers to the city. Australia’s first train, the Hobson’s Bay Railway ran parallel from 1854.

Fishermans Bend created an obstacle to the economic progress of the Port of Melbourne because of the distance between Sandridge (Port Melbourne) and the township of Melbourne on the Yarra. The government’s initiative to build the Coode Canal for shipping in the 1880s and the West Gate Bridge for road transport in the 1970s each changed how the land was used and how local communities formed.

As Melbourne grew, the river was widened, straightened by the Coode Canal, and wharves extended downstream from the ‘Pool of Melbourne’, the wide, deep section of river below the falls. Adjoining wharves, dry docks, foundries, factories and warehouses served the shipping trade. The Montague Shipping Sheds stored the goods that were transferred from the railways, while vast open timber yards covered the blocks south of Lorimer Street.

Beyond the docks and railway was a wasteland – used and misused for sand quarrying, rubbish dumping and manure depots. A few isolated noxious industries were established from the 1840s; abattoirs, fell mongers, chemical works, soap and candle makers. These facilities were sufficiently distant to avoid causing nuisance to Melburnians, but close by for convenience. Fishermans Bend could have served an essential purpose, but instead remained a forgotten and ignored fringe.

At the same time it was a paradise of wildlife. The swamps and sand hills harboured a diversity of bird life; snakes and small mammals and some of the last salt marsh and natural wetlands on the estuary. As recently as the 1960s, the Field Naturalist and Bird Observers clubs made regular excursions to record and study this remnant oasis on Melbourne’s doorstep. Some idea of its richness can still be gained from the reconstructed wetlands of Westgate Park, which was created from former sand pits in the 1980s.

Fishermans Bend itself has migrated, initially from the sharp bend in the Yarra near Footscray, then to the bend in the Coode Canal, and finally to the land between the canal and the beach. Known just as ‘The Bend’, this wasteland became home to a small community, mostly fisher-folk, eking out an existence in the relatively primitive conditions in the nineteenth and early twentieth century. Those living at the fishing settlement were mostly of British origin, but there was also several German families. At times, Chinese fishermen and gypsies camped in the sandy scrub.

There were a few scattered residences in Fishermans Bend until a speculative venture saw the creation of the Montague district between City Road and the railway line. Once a swamp that regularly flooded, by the 1860s small timber cottages were promoted for ‘persons of the artisan class’. By 1900, over a thousand homes were crammed into the small area, with 200 houses on the back lanes and little streets. Occupied by labourers, fishermen, boilermakers, mariners and shipwrights. Montague was renowned for its close-knit community, with its own school, church, police station, kindergarten, football team, hotels, post office, bank and shops. Nearby North Port Oval hosted the sometimes wild Victorian Football Association matches.

The self-contained suburb of intricate lane ways deteriorated in the early 20th century into one of Melbourne’s most notorious slums. Social reformers F. Oswald Barnett and Oswald Burt campaigned for better housing, leading to the establishment of the Slum Abolition Board, and ultimately the Housing Commission of Victoria.

Social innovations were trialled to alleviate poverty and homelessness in Fishermans Bend, including the opening of the first purpose-built kindergarten in Victoria in 1909. The State Savings Bank financed construction of homes in Garden City from 1926, and undertook the
first attempt at slum reclamation with the South Melbourne Council, in Gladstone Street in 1935. Many of the Montague residents shifted to Garden City under the Housing Commission schemes in the 1930s, when a concerted attempt was made to provide suitable housing and to address the overcrowding and slum conditions.

In the 1930s, a new endeavour, **General Motors (Holden)** was established on the vast empty expanse of Fishermans Bend. It initially assembled imported chassis and engines with locally built bodies, but the arrival of the FJ Holden saw Australia’s first locally mass produced car. Launched by Prime Minister Ben Chifley, the arrival of the FJ was a landmark moment in post-War Australia, and a symbol of Australian achievement and know-how.

Holden was joined by several other car makers; Neale’s Motors was a small assembly works, while the Rootes Company (later Chrysler) and Standard-Triumph/AMI (later Toyota) built vast plants covering many acres. For decades these sites characterised the Fishermans Bend and Port Melbourne industrial areas.

Both men and women were employed in Fishermans Bend factories from the nineteenth century, and some factories produced goods that became iconic Australian brands. Industrial activity grew significantly after World War II and this attracted a large number of postwar migrant workers. Some Aboriginal people too were now back at Fishermans Bend working in local industries.

The open expanses and relative seclusion of Fishermans Bend also made it an ideal location for a secret tank factory during World War II, and the development of other military facilities. An early private airfield was adapted to test and then build aircraft, notably the ‘Wirraway’, with both the privately operated Commonwealth Aircraft Corporation, and Government Aircraft Factory, established in the area during World War II. After the war the airfield became a popular race track and the aircraft factories turned to making the prefabricated Beaufort houses to help alleviate the nation’s severe housing shortage.

From the earliest years of colonial settlement, Fishermans Bend was a hub for local communities; it was a popular place to fish, ride and go for walks and picnics. It was a venue for illegal prize fights (boxing) in the 1860s and 1870s and the home of the largest two-up school in Australia from the 1920s to the 1940s.

Many people came to Fishermans Bend for organised sports and activities, including horse-racing, golf and car racing. The Port Melbourne Football Club, with its strong local support base, has been central to the community from the beginning of football in Sandridge in the 1970s until the present day.

**In the decades after World War II, Fishermans Bend also accommodated new Australian migrants from Britain and Europe, housing them in Nissen Huts at the former Army Barracks, which was converted into a migrant hostel. The area’s factories also gave work to many migrants. For instance, by the 1970s, a large part of Holden’s workforce was Greek and special English language classes were offered. At the same time much of the old Montague suburb had been replaced with modern warehouses and factories, while Normanby Road and Williamstown Road came to form the backbone of the district, flanked by vast factories. Among these were the Dunlop Pneumatic Tyre works covering five blocks, the Laconia Woollen Mills; the Kitchen Brothers soap and candle works; Johns & Waygood elevator manufacturers and engineers; the Union Can Company; Patent Stone Works; Felton Grimwade’s chemical works; and the Port Melbourne Abattoirs.**

In 1951 another iconic Australian manufacturer, **Kraft Walker cheese**, moved their factory from the Yarra Bank to Fishermans Bend, where the home of Vegemite still operates.

Physically, the area was also changing, with the last of the swamps and rubbish tips filled. Construction of the West Gate Bridge commenced in 1968, however collapsed with tragic consequences in 1970. The bridge and freeway were finally completed in 1978, snaking through the middle of ‘the Bend’.

**By the 1990s, Fishermans Bend had evolved into a light industrial district, with the aircraft factories shifting to international commercial projects, old noxious trades eradicated, and modern new plants such as Boeing and the Herald Sun printing works added.**

Today Fishermans Bend is undergoing yet another change, and a large segment of the traditional manufacturing industries are being replaced by innovative and creative business and new residential use. **Some extant industrial uses, such as the concrete batching plants in Lorimer, have strategic and economic importance.**
Metropolitan and economic context

Fishermans Bend will play an important role in addressing many of the challenges and opportunities that face metropolitan Melbourne. As identified in Plan Melbourne 2017-2050, it will be a key contributor to protecting and enhancing Melbourne's liveability, while growing and diversifying its economy.

The proximity of Fishermans Bend to the CBD, the Port of Melbourne and the rapidly growing western suburbs mean that it will play a pivotal role in the growth and prosperity of the city. Fishermans Bend is well positioned to accommodate a significant amount of residents and jobs over the next 35 years.

A growing population

With around 800 hectares of land available for urban renewal in proximity to central Melbourne, Plan Melbourne envisions the expanded central city will host almost 900,000 jobs by 2050, double the 435,000 central city jobs in 2011.

As the largest of Melbourne’s inner city urban renewal areas, the way that Fishermans Bend is planned and developed will have a significant influence on the future liveability of the city. It is an opportunity to ensure Melbourne remains a great place to live and work by setting new benchmarks for inner city urban renewal and attracting the talent and investment needed to create economic prosperity. By locating jobs, services and dwellings in proximity to each other, Fishermans Bend will have the social, environmental and economic benefits of a 20 minute neighbourhood. In addition, Fishermans Bend aims to deliver activity centres, community infrastructure and open space within a ten minute walk.

Over 250 hectares of land has been dedicated to the delivery of medium-high density, mixed use development that will support a range of economic activities and provide housing diversity.

Fishermans Bend will support the growth of Melbourne by accommodating 80,000 residents and 80,000 jobs by 2050.

Figure 1. Melbourne 2050 Plan – Central City (Plan Melbourne 2017)
Remaining competitive in a changing economy

Melbourne’s economy has undergone substantial change over the last couple of decades. Globalisation and advances in transport and communications technology have resulted in the city transitioning from a powerhouse of traditional manufacturing to a centre for knowledge-intensive advanced businesses.

The impacts on the city of this economic restructuring have been profound with a significant increase in employment concentrated in the central city – encompassing the CBD, Docklands and Southbank. The renewal of Fishermans Bend is a substantial opportunity to strengthen the city’s economic diversity, resilience and prosperity.

The four capital city zoned precincts (Lorimer, Montague, Sandridge and Wirraway) comprise more than 250 hectares of land well suited for the westward expansion of the CBD and Docklands, supporting mixed use commercial and residential development.

The four precincts offer opportunities for a diverse range of economic activities, including large floor plate campus-style office facilities, creative industries, innovation hubs and more traditional high street retail and hospitality strips. The retention of the precinct’s industrial heritage and adaptive re-use of selected existing buildings could provide support this economic transformation.

The 230 hectare Employment Precinct, with its industrial heritage, infrastructure and zoning sets Fishermans Bend apart from Melbourne’s other inner city renewal precincts. It has the potential to align with Melbourne’s thriving knowledge economy, while retaining and strengthening its focus on physical production.

Plan Melbourne identifies the Fishermans Bend Employment Precinct as one of Melbourne’s seven National Economic and Innovation Clusters (NEIC) along with Monash, Parkville, Dandenong, La Trobe, Sunshine and East Werribee.

The Employment Precinct has the potential to become Australia’s premier design and manufacturing centre, supporting large and small scale manufacturing, be it high-tech, bespoke or artisan. The precinct could also provide a hub for innovation, entrepreneurship and design excellence, drawing on its industrial heritage and building on its proximity to the thriving knowledge sector.

The Victorian Government’s purchase of the former General Motors Holden (GMH) site, within the Employment Precinct, provides an opportunity to lead by example in the transformation of the economy in Fishermans Bend.

The development of the 37.7 hectare site provides an opportunity to facilitate a mix of tenant types and sizes to attract 21st century design and manufacturing jobs. Providing spaces for smaller firms, creative businesses and start-ups will be as critical as attracting large anchor tenants. Successful development of this site will be a catalyst for the evolution of the broader precinct.

Housing that is affordable and accessible

Affordable housing is essential to Victoria’s productivity, liveability and social equality. Providing a range of housing options to a diverse cross section of Victorians will be important in Fishermans Bend. The Victorian Government’s housing affordability strategy Homes for Victorians provides a coordinated approach across government to address the state’s housing affordability challenges. As a major renewal area in proximity to the jobs and services of central Melbourne, Fishermans Bend is a unique opportunity to leverage the initiatives of Homes for Victorians and improve social and affordable housing supply in a well-located area.

Port of Melbourne

The Port of Melbourne is Australia’s largest container and general cargo port, sitting adjacent to Fishermans Bend. It handles more than 7000 containers and 1000 motor vehicles every day, along with other bulk cargo. With a total trade value of more than $90 billion annually, the port supports the prosperity of jobs and businesses across Victoria and south-eastern Australia. Protecting the operations and connections to the port is a key consideration in the development of the draft Framework.

Climate change – mitigation and adaptation

Climate change is an economic, social, environmental and public health issue. Fishermans Bend will play a key role in benchmarking sustainable and resilient urban transformation. It is planned to be Australia’s largest urban renewal Green Star – Community. This will demonstrate the commitment to reducing greenhouse gas emissions to zero by 2050, making Melbourne a low-carbon economy that will generate new jobs, drive innovation and improve the city’s liveability.

Collaborative partnerships

Fishermans Bend is unique; unlike other urban renewal areas, the developable land is predominantly privately owned. A partnership with the private sector must be established to obtain favourable outcomes for Fishermans Bend. This draft Framework must balance certainty of delivery with flexibility enabling the private sector to innovate and respond to site or market conditions in ways that deliver the agreed vision.

The City of Melbourne and the City of Port Phillip are crucial partners in the delivery of the Fishermans Bend Vision, providing local expertise and insight into planning, economic development and infrastructure provision.
Environmental challenges

Fishermans Bend is located within the Yarra Delta and consists of several flat lying geological formations. Originally, the land was low lying and prone to flooding. Ancient formations and modern human interventions, such as land reclamation, sand mining and widespread land filling present environmental problems that need careful consideration as Fishermans Bend is renewed. These include:

Flooding
Fishermans Bend is located near where the Yarra discharges into Port Phillip Bay. Ground levels vary from one to four metres above sea level. Significant parts of the urban renewal area are vulnerable to inundation in tidal events, particularly within the Montague Precinct. The area is known for the regular flooding of streets due to capacity constraints in the underground drainage system. This problem will be exacerbated by climate change and sea level rise.

Land contamination
As typically found in former industrial land in Melbourne, industrial land use has impacted the quality of soils in Fishermans Bend. Preliminary desktop assessments indicate that elements such as heavy metals and solvents may be widespread across Fishermans Bend. Because of the history of the site, detailed site assessments need to be made to catalogue any contamination and implement appropriate remediation or site management plans to meet environmental performance requirements.

Land contamination will be addressed as part of the planning and development application process and managed through Victoria’s environmental regulatory framework.

Groundwater contamination
A regional groundwater study has confirmed elevated levels of nutrients, salts and metals at Fishermans Bend due to past land use activities. Future development will need to cater for remediation and ongoing management of groundwater to satisfy environmental requirements.

Geotechnical conditions
A study has revealed key geotechnical issues and constraints in Fishermans Bend. These issues and constraints vary across Fishermans Bend and include:

- variable strength, quality and thickness of the fill soils
- weak nature of the near-surface soils and the considerable depth to suitable founding strata for piles
- variable levels of differential settlement caused by the ongoing secondary consolidation of the Coode Island silt
- potential to trigger consolidation of the Coode Island silt if the groundwater table is lowered during construction.
Infrastructure provision

Water
The current water supply system is connected from the east and terminates at Fishermans Bend. The existing water supply infrastructure will require significant upgrades if recycled water is not provided to meet the needs of Fishermans Bend as it grows.

Sewerage
The main sewerage system servicing the CBD and the South Eastern suburbs runs along the southern boundary of Fishermans Bend. The 100 year old Melbourne Main Sewer (servicing the CBD) was replaced in 2012 and has ample capacity to service Fishermans Bend. The sewerage system provides a significant underground river of wastewater adjacent to Fishermans Bend, which could be harvested and treated for recycled water supply.

Energy
A 220 kilovolt overhead transmission line crosses through Fishermans Bend to the terminal station located at 132-140 Turner Street. This station is one of the main supplies to the CBD and inner southern Melbourne, which has adequate capacity to supply the overall area. There is a need to augment lower voltage supplies for the capital city zoned precincts to service predicted growth, however this may be offset by local generation or energy efficiency. Overhead power distribution along streets is proposed to be placed underground as part of redevelopment.

Gas
There are a number of main gas and oil transmission pipelines crossing Fishermans Bend providing an energy supply for Melbourne. These pipelines will need to be maintained and protected from the impacts of development. These pipelines deliver sufficient supply to service future Fishermans Bend requirements. Developments located in close proximity to these pipelines will need to consider their use, density and mitigation measures. The areas of low pressure gas reticulation are proposed to be upgraded to high pressure to service the proposed high density development.

Transport
The West Gate Freeway provides a significant constraint to movement between the five Fishermans Bend precincts. The existing public transport, walking and cycling network within Fishermans Bend is limited and this will need to be upgraded including the early delivery of catalytic infrastructure such as the proposed tram routes over time to meet future population and employment needs.

Figure 2. Existing utilities infrastructure
Permit activity

Under normal practice for major redevelopment projects, comprehensive planning would be undertaken. This would be supported by infrastructure planning and funding, prior to the process of rezoning, rather than a concurrent process of redevelopment and planning catch-up. Fishermans Bend has not followed this path. Under the previous government, Fishermans Bend's rezoning triggered the start of significant development activity in the absence of strategic planning or detailed development controls - a situation the Fishermans Bend Ministerial Advisory Committee noted as unprecedented.

The planning permits received so far are predominantly for high-density residential buildings, with limited commercial uses, and are generally clustered in the Montague and Lorimer precincts (see figure 3). Only a limited number of sites have commenced development, and some may never be realised.

A range of planning controls have been applied during this time:

- The Strategic Framework Plan (July 2014) introduced guidance in the form of a range of discretionary height limits and non-mandatory design guidelines.
- Mandatory height limits were introduced in April 2015.
- In November 2016, a revised set of interim design guidelines were introduced, focusing on improving building and street amenity and improving the delivery of affordable and diverse housing. They included mandatory street wall heights, tower setbacks and separation distances.

This draft Framework and accompanying planning controls are critical tools to ensure a balance of appropriate growth and development, as the current permit trajectory would have seen the population well exceed the envisioned 80,000 people and without the necessary infrastructure planning in place.

These long-term, permanent built form strategies will ensure that Fishermans Bend develops in line with the Fishermans Bend Vision.

Figure 3. Existing permit activity
<table>
<thead>
<tr>
<th>Precinct</th>
<th>Projected Dwellings</th>
<th>Approved Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wirraway</td>
<td>6,822</td>
<td>840</td>
</tr>
<tr>
<td>Sandridge</td>
<td>14,949</td>
<td>1,670</td>
</tr>
<tr>
<td>Montague</td>
<td>9,244</td>
<td>4,060</td>
</tr>
<tr>
<td>Lorimer</td>
<td>5,882</td>
<td>1,500</td>
</tr>
</tbody>
</table>
Vision

The Fishermans Bend Vision was released in September 2016, informed by public consultation.

“A thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation.”

Fishermans Bend Precincts

Fishermans Bend comprises five linked precincts:

- Montague
- Lorimer
- Sandridge
- Wirraway
- Employment Precinct
Vision

At a glance
The Vision articulates the following aspirations for Fishermans Bend that will guide the development of the area:

- Fishermans Bend is an unparalleled renewal opportunity at the heart of Melbourne. An area more than twice the size of the current CBD, Fishermans Bend is the next chapter in Melbourne’s growth story.
- A benchmark for sustainable and resilient urban transformation, Fishermans Bend is planned to be Australia’s largest urban renewal Green Star – Community.
- Melbourne is Australia’s fastest growing city and is set to become Australia’s biggest. Fishermans Bend will support this growth – providing 80,000 jobs and a range of well-serviced, medium and high density housing options for 80,000 people.
- Fishermans Bend will play a vital role in securing new high value jobs for Victoria, building on its legacy of world-leading technology and innovation.
- New and improved connections will link Fishermans Bend to the CBD and Melbourne's transport network, and leverage its strategic location between Port Phillip Bay, the Yarra River and the CBD. It will boast unprecedented levels of walking, cycling and public transport connectivity that will set a new benchmark for Melbourne.
- Heritage and culture will be celebrated and are integral to generating a collection of diverse, mixed use places. Fishermans Bend will provide high quality open space, community services, schools, medical facilities, as well as retail, cultural and entertainment options to build on Melbourne’s acclaimed liveability.

Realising the Employment Precinct’s potential
The Employment Precinct is currently home to 13,000 employees, and initial projections for the precinct estimated 20,000 jobs by 2050. However, with Victorian Government investment in the General Motors Holden site; a proposed tram connection along Turner Street; and, in the long term, a potential underground rail station within the precinct, the jobs projection to 2050 has been upwardly revised to 40,000 jobs. When combined with the 40,000 jobs projected across the balance of the precincts, Fishermans Bend is anticipated to be host to 80,000 jobs in 2050, reflecting its prime location within the metropolitan Melbourne economy.
Distinctive precincts

Creating great places

The Vision articulates clear aspirations for each precinct by 2050. These neighbourhood visions describe the overall outcomes that are sought in each area, including strategic land use priorities. Key public realm projects will help define and shape each neighbourhood. These are summarised here and inform the key strategies within this draft Framework.

Montague

*A diverse and well-connected mixed-use precinct celebrating its significant cultural and built heritage, and network of gritty streets and laneways*

The 109 tram line creates two distinct neighbourhoods – Montague North and Montague South. New development in Montague will be centred on the transformation of Normanby Road into an active street that is attractively landscaped, pedestrian friendly and which provides a key cycling connection through the precinct.

New parks will provide opportunities for active recreation, including the enhancement of the existing bike path along the tram line into a green linear parkway. All streets will be fronted by well-designed buildings with shops and businesses at ground level and a high quality pedestrian environment.

The southern part of Montague is distinguished by its laneways and heritage buildings, which are highly valued by the local community. In order to maintain these qualities, the adaptive re-use of heritage buildings is strongly encouraged. Buckhurst Street will be established as a green spine, creating the heart of Montague South. The neighbourhood will be established as a diverse and family-friendly community. Co-working spaces, small creative businesses and studios will contribute to the cultural identity of this area. Lower scale buildings along City Road and Boundary Street ensure that the precinct is well-integrated with its neighbours.

The Ferrars Street Education and Community precinct and adjacent park will support a range of community activities in the precinct. A second community hub is co-located at the Montague Continuing Education Centre.

Lorimer

*A vibrant, mixed use precinct close to the Yarra River and connected to Melbourne’s CBD, Docklands and emerging renewal areas*

Lorimer, together with the Yarra’s Edge Precinct in Docklands, offers the opportunity to strengthen Melbourne’s identity as a river city. River crossings for walking, cycling and public transport continue the legacy of connecting Melbourne to the riverfront – linking Fishermans Bend to Docklands, the CBD, and further afield.

New laneways connect residents and workers directly to Lorimer Street through to the Yarra River. This high-density, mixed use precinct is centred on the creation of a central parkland and is stitched together with a linear green spine and landscaped pedestrian and cycling links. This will create an important public transport, recreational link and biodiversity corridor linking to the adjacent Employment Precinct.

Ingles Street connects Lorimer directly to the proposed commercial centre in Sandridge and also the future Bolte West Precinct along the Yarra River. Taller buildings are located closer to the freeway forming a well-designed backdrop to the precinct.

Sandridge

*One of Melbourne’s premium office and commercial centres, balanced with diverse housing and retail*

Sandridge is the largest of the capital city zoned neighbourhoods and will encompass a diverse range of characteristics. It will become one of Melbourne’s premium office and commercial locations, centred around public transport connections providing excellent access to the CBD.

New streets and laneways will transform the existing industrial scale blocks into a walkable neighbourhood. The creation of the Fennel/Plummer Street civic spine will stitch the whole precinct together and provide high quality public transport, pedestrian and cycling connections into Wirraway.

Architecturally diverse towers within the new commercial centre extend Melbourne’s skyline towards Port Phillip Bay. These buildings are designed to provide an attractive street level experience and protect public spaces from overshadowing. The scale of the buildings is lower
outside of this centre and transitions to low-scale developments adjacent to Port Melbourne and Garden City.

A variety of new open spaces will provide a wide range of recreational activities. These are connected through a network of green links, laneways and shared paths. North Port Oval, with its historic grandstand, is a key anchor for the local community and supports many civic and recreational uses. A new school located close by provides educational and co-located community services. Other community services for residents and workers in Sandridge are delivered through mixed use developments and community hubs.

**Wirraway**

*A predominantly family friendly inner city neighbourhood close to the bay and Westgate Park*

Wirraway is a family friendly neighbourhood. Small parks, plazas and playgrounds throughout the neighbourhood are linked by leafy streets lined with shops, businesses and homes. Wirraway provides a choice of diverse housing, including townhouses and small to medium scale apartment buildings. There is also some high-rise development centred on the intersection of proposed public transport routes. Within this precinct a range of retail, cafes and restaurants create an active community space along the Plummer Street boulevard. Building heights step down towards Williamstown Road to respect Garden City’s low-scale built form.

JL Murphy Reserve continues to be a focus for recreation, active through the day and evening, with organised sports and leisure activities. Easy access to Sandridge Beach, Westgate Park and into the Sandridge Precinct is provided by high quality walking and cycling links.

Wirraway is known for its thriving arts scene. Small galleries, art and design centres and cultural facilities are promoted and attract visitors from all over Melbourne. This is part of Wirraway’s success as a place for innovation and creativity and gives it a clear identity.

**Employment Precinct**

*Australia’s leading design, engineering and advanced manufacturing precinct*

The inclusion of the 230 hectare Employment Precinct (identified as a National Economic and Innovation Cluster in Plan Melbourne), as part of the Fishermans Bend area presents many unique and exciting opportunities to ensure 21st century jobs are provided on the doorstep of the CBD.

The evolution of future businesses and industries provides the opportunity to build a culture in the Employment Precinct that draws on the past while signposting the future. The Victorian Government’s investment in the former General Motors Holden site is a catalyst for transforming the Employment Precinct. The transition will encourage the development of high-value, future focused industrial firms.

Westgate Park performs an important role in providing an extensive area of parkland in an urban setting for existing and future residents and workers. A variety of walking and cycling links provide connections to the bay and the city.

To further refine and realise the vision for the Employment Precinct, a separate planning process and timeframe to the other four precincts is being developed.

Over the next 12 months, state and local government will collaborate with industry and key stakeholders to develop future planning and opportunities for the Employment Precinct. This process will explore the potential of the precinct and strive to balance the certainty and flexibility required to grow the manufacturing sector, creating a hub for innovation, entrepreneurship and design excellence.
Strategic directions

The planning and development of Fishermans Bend has been informed by 10 strategic directions.

These outline the key aspirations and principles that Fishermans Bend must build upon.

The strategic directions were first identified in the Draft Vision 2013 and reaffirmed through consultation on the Fishermans Bend Vision in 2016, with strong community support.

The 10 strategic directions are:

1. the creation of 21st century jobs
2. the timely provision of infrastructure
3. a place that is easy to get around
4. a vibrant mix of uses and activities
5. distinctive and unique neighbourhoods
6. diverse communities
7. a high quality built environment
8. a sustainable and resilient place
9. manage industrial legacy and ground conditions
10. strong partnerships, effective governance and civic leadership.

The ten strategic directions have informed the development of the Vision and the eight sustainability goals. The eight sustainability goals are the focal point of this draft Framework and replace the strategic directions.

The sustainability goals and associated strategies and objectives provide more information about how the strategic directions will be brought to life in the development of Fishermans Bend.

Over time these commitments will be refreshed and adapted as new residents and businesses call Fishermans Bend home.
The Framework

This draft Framework is structured around the eight sustainability goals identified in the Vision. It sets out an integrated and holistic plan to deliver best practice sustainability outcomes for Fishermans Bend.

Each sustainability goal includes:

- an overview which outlines why this goal is important in Fishermans Bend
- targets for 2050 that are measurable and articulate what it means to achieve the goal
- objectives which articulate what is needed to achieve the goal
- strategies which outline how each objective could be achieved through key policy and investment directions.

The planning controls that give effect to the strategies outlined here will be found in the City of Port Phillip and City of Melbourne Planning Schemes. They have also been released for consultation and will ultimately be incorporated into the Planning Schemes of both councils.

Sustainability goals

*The Fishermans Bend Vision established eight sustainability goals that will drive the overall social, environmental and economic planning for Fishermans Bend.*

The eight sustainability goals have informed the development of a series of targets, objectives and strategies.

Sustainability approach

Green Star – Communities

Green Star – Communities has been adopted as a tool to monitor the successful development of Fishermans Bend. It is Australia’s most comprehensive rating tool for holistic, triple-bottom line sustainable community and precinct development, providing valuable guidance to communities, governments and the development sector alike.

The tool has five categories: governance, liveability, economic prosperity, environment and innovation. The principles and credits within Green Star – Communities are reflected within the targets, objectives and strategies embedded in the draft Framework, catalyst projects, proposed planning controls and background technical reports and strategies. Fishermans Bend will aim to achieve a six star Green Star Communities rating to ensure the full range of sustainability goals can be achieved in an integrated and comprehensive manner.

1 A connected and liveable community

In Fishermans Bend, people will be connected through integrated walking, cycling and public transport links that will make choosing sustainable transport options easy. Digital high-speed data networks will also enhance connectivity. Activity cores will be located near public transport, and include community services and public spaces to ensure that people can access their daily needs close to where they live and work. Less than one in five trips will be made by private car.

2 A prosperous community

In Fishermans Bend, planning will support diverse employment and education opportunities across all precincts. Local and metropolitan jobs will be supported across a range of sectors and complemented by education and training opportunities. Opportunities for commercial and creative industries will be preserved to ensure that a balanced mix of uses is provided, building on the area’s existing strengths including proximity to the CBD and Port of Melbourne.

3 An inclusive and healthy community

Fishermans Bend will be a community for people of all ages and backgrounds. It will provide a range of dwelling options for all types of households including family living and affordable housing. Community services, such as schools, health services, community meeting spaces, library services, sporting facilities and high quality public spaces will ensure that people have opportunities to lead healthy lives.

4 A climate adept community

Fishermans Bend will need to be resilient to extreme weather events – including flooding, drought, heat waves and storm surges associated with sea level rise. A high degree of social cohesion exists, creating an environment that enhances community resilience. In the
future in Fishermans Bend, the urban heat island effect will be lower than in other areas of Melbourne.

5 A water sensitive community

Utilising stormwater and recycled water as a substitute for potable water to conserve water resources.

An integrated water recycling facility will be developed to supply a new third-pipe network. Stormwater detention and retention will be provided within buildings. Landscapes will be designed to incorporate water sensitive urban design principles to improve water quality and manage flooding.

6 A biodiverse community

Biodiversity will be supported in Fishermans Bend with public spaces and buildings creating habitat opportunities for indigenous flora and fauna. This will be achieved through appropriate landscape design in streets and parks, as well as through the use of green walls and roofs in buildings. Green links will be established to link Fishermans Bend to surrounding areas with biodiverse environments such as Westgate Park and Port Phillip Bay.

7 A low carbon community

Greenhouse gas emissions in Fishermans Bend will be minimised through energy-efficient design, construction and operation of buildings, through renewable energy generation, energy storage and significant reductions in the use of private cars. Integrated smart management of energy within precincts and large sites will improve energy efficiency outcomes for Fishermans Bend.

8 A low waste community

Recycling will be maximised and waste to landfill reduced. Waste management systems will divert organic waste from landfills. Construction and demolition waste recycling opportunities will be maximised through reuse and recovery of building materials. Opportunities for advanced resource recovery (such as energy from waste) will be investigated, as will local, place-based waste solutions. Building design guidelines will support increased rates of recycling and diversion from landfill through best practice design and operation.
Sustainability goal 1
A connected and liveable community

Overview
In order for Fishermans Bend to be a well-connected and liveable place, it must integrate transport and land use planning.

A connected place
To create a reliable transport network that supports people choosing sustainable transport as their preferred way of getting to and around Fishermans Bend, improvements in public transport, cycling and walking infrastructure will be required.

Walking and cycling are affordable, sustainable, healthy ways to get around. The relatively flat topography of Fishermans Bend and proximity to key destinations such as Docklands, the Hoddle Grid, Southbank, South Melbourne, Port Melbourne and Port Phillip Bay, make it generally well-suited to walking and cycling.

The existing large block sizes, however, make it difficult to walk to places. By contrast, the Hoddle Grid has a much finer network of streets, which demonstrates how a high level of pedestrian permeability can support walking access through the city and support a vibrant street life. This can be further enhanced by a well-designed public space network of parks, tree lined boulevards and shady streets that connect to a variety of squares, and sports and recreation spaces within Fishermans Bend and beyond.

An efficient, well-connected public transport network will maximise the opportunity to link Fishermans Bend to global markets, improving productivity and attracting jobs (see Sustainability goal 2: A prosperous community).

A liveable place
Liveability is central in the planning for Fishermans Bend. A holistic appreciation of liveability has been adopted, and Fishermans Bend aims to provide workers and residents alike with a sense of community and connection to, and pride in, place.

Mixed use precincts are the foundation of a sustainable city. They create walkable places by locating jobs, homes, shops, entertainment places and essential community services in close proximity to each other.

The design of new buildings contribute to the local sense of place, influence the quality of life provided for residents and workers, and the environmental footprint of an area. Well-designed buildings that contribute to the creation of distinct neighbourhood character, provide for a high amenity environment and which include sophisticated sustainability measures will be central to the development of Fishermans Bend.

Fishermans Bend will provide easy access to schools, health and community services to support the diverse and growing resident, worker and visitor population.

A range of multi-functional public open spaces, including parks and civic places provide opportunities for recreation, community events, rest, relaxation and a connection to nature (see also Sustainability goal 3: An inclusive and healthy community).

Overall densities need to be carefully planned, monitored and managed to ensure that there is not an over-development of the area resulting in loss of amenity, congestion, infrastructure overloading and poor quality streetscapes. The density of Fishermans Bend will be managed through the combination of floor area ratios, a cap on the Floor Area Uplift and height controls to accommodate a population of 80,000 residents and 80,000 jobs.
Targets for 2050

80% of trips are made via sustainable transport

90% of school related trips are made via sustainable transport

A walkability score of 90% is achieved from homes and workplaces

A focus for community interaction is provided within each precinct

Fishermans Bend is widely acknowledged as a place of architectural excellence

A successful activity core is established in each precinct where businesses can thrive and everyday needs are met

Sustainability goal 1 – a connected and liveable community

Objective 1.1
Deliver public transport services that connect to the existing Melbourne network and are a ten minute walk from all residences and workplaces

Strategies

1.1.1 Seek to extend the tram network to Fishermans Bend, including two new dedicated tram routes connecting north and south of the freeway to Docklands, Southern Cross Station and the Hoddle Grid

1.1.2 Investigate potential metro stations that may be incorporated in a future underground rail line

1.1.3 Enhance the existing light-rail services in Montague to improve capacity and access

1.1.4 Upgrade existing and introduce new bus services to improve coverage, frequency, connection and user choice

1.1.5 Explore opportunities to support the delivery of privately operated ferries and water taxis

1.1.6 Implement the Fishermans Bend Integrated Transport Plan 2017

Objective 1.2
Make Fishermans Bend a great place to walk for people with a wide range of abilities and needs

Strategies

1.2.1 Create new, direct pedestrian connections across the Yarra River to Docklands

1.2.2 Introduce a fine grain, permeable street network through the creation of new streets and laneways and ensure intersections are aligned to maximise connectivity (as per figure 8)

1.2.3 Reduce speed limits to create safe and enjoyable walking environments

1.2.4 Extend and enhance the existing network of fine grain laneways in Montague

1.2.5 Design streets to create safe, comfortable pedestrian-friendly environments that enable children, seniors and people with disabilities to get around independently and safely

1.2.6 Improve the pedestrian connection across major roads between Fishermans Bend and Port Melbourne, South Melbourne and Docklands including Williamstown Road and Lorimer Street

1.2.7 Improve pedestrian connectivity across the West Gate Freeway

1.2.8 Improve way-finding and signage to make it easier for people to get around
Public transport

Figure 5

Note. Funding of public transport infrastructure will align with government budgetary processes.
Catalyst projects

**Integrated transport planning**
Right now, Fishermans Bend is a peninsula with limited transport connectivity and existing on-road congestion at peak periods. The delivery of enhanced transport connections will be required to provide the additional connectivity required to unlock Fishermans Bend and enable it to reach its full potential. The development of transport connections will be staged to align development and travel demand.

**Buses**
The Victorian Government has committed funding in the 2017-18 budget to enhance existing bus services in Fishermans Bend. New routes will be investigated to link Fishermans Bend to key destinations and provide a flexible and quick response to travel demand.

**Walking, cycling and light rail**
The future development envisioned in Fishermans Bend will require high capacity connections across the precinct and into central Melbourne. As development ramps up in the medium term, new tram routes will be required to extend into the area via a new link across the Yarra River providing fast and direct links between Fishermans Bend and the Melbourne CBD for public transport, walking and cycling.
A new river crossing would deliver safety for walkers and cyclists alongside the tram and existing community services, open spaces, future schools and workplaces would be a short walk away from communities on both sides of the river.
This new connection should be introduced in stages so that its provision can directly influence and respond to development activity and influence the travel behaviour of workers and residents.
Stage one would deliver the Yarra crossing and the northern corridor that would link the Employment Precinct and the former General Motors Holden site to Southern Cross Station and the CBD. Further stages would include a new bridge across the West Gate Freeway with the southern corridor connecting Sandridge and Wirraway with central Melbourne.
Alongside the development of these links, the redesign of local streets will enhance the provision for walking and cycling connecting people to the key corridors safely.
A number of further strategic cycling corridors are planned, with the first step introducing a cycling connection linking the redeveloping Montague Precinct both to the Bay Street activity centre and to the CBD via Buckhurst Street. This link will also connect local and community infrastructure, schools and open spaces along the way.

**Underground rail**
A future underground rail connection would provide a valuable additional transport resource for Fishermans Bend.
To accommodate a new cross city rail connection for Melbourne, should it be required, the draft Framework seeks to protect station options so that the area can leverage off any future rail development.
With detailed design and funding decisions on any new rail connection being some years away, three potential sites have been set aside so that the opportunity for future stations are safeguarded, protecting them from future conflict with other land uses.
This draft Framework and associated planning controls safeguard two route options that can potentially facilitate two new stations in the area. Final decisions on locations will be made at a later date.
Objective 1.3
Make Fishermans Bend an exceptional place to cycle

Strategies

1.3.1 Create new, direct cycling connections across the Yarra River to Docklands
1.3.2 Create new, direct cycling connections to the Moonee Ponds Creek, and extend the Capital City Bike Trail into Fishermans Bend
1.3.3 Create a network of new priority separated cycling routes that connect to existing and planned cycling networks, including the Westgate Punt and Yarra River Corridor
1.3.4 Install high-quality bicycle parking and facilities at key transport interchanges
1.3.5 Investigate bike sharing schemes
1.3.6 Improve connectivity across the West Gate Freeway for cyclists
1.3.7 Establish design controls to provide high quality end of trip facilities in new developments
1.3.8 Provide a minimum of one bicycle space for each dwelling and one space per 10 dwellings for visitors. Within non residential areas, one space/50m$^2$ should be provided for workers and one space/1000m$^2$ for visitors
1.3.9 Deliver best practice cyclist protection through intersection design

Objective 1.4
Create a street network that prioritises walking and cycling while still facilitating vehicle access

Strategies

1.4.1 Introduce an expanded street network through the creation of new streets and laneways that provide vehicular access to all properties, as illustrated in figure 8
1.4.2 Design street networks to reduce conflicts between modes of transport including fully separated bike lanes where appropriate
1.4.3 Ensure properties on streets in activity cores, dedicated public transport routes and strategic cycling corridors are accessed from streets and laneways off this core network to prioritise safety and movement flow
1.4.4 Provide rear access to properties on streets in activity cores, dedicated public transport routes and strategic cycling corridors to prioritise safety and movement flow

Objective 1.5
Enable residents and workers to access public spaces and community facilities within an easy walk

Strategies

1.5.1 Connect key community facilities to new and existing open spaces in a network utilising linear parks
1.5.2 Create safe, high amenity walking and cycling connections to open spaces that provide a diversity of recreational uses from every home and workplace
1.5.3 Locate schools to maximise access by walking, cycling and public transport.
1.5.4 Design streets to encourage growth of large connected tree canopies that provide shade
Cycling infrastructure

Legend
- Strategic cycling corridor
- Existing on-road cycling path
- Existing off-road cycling path
- Proposed on-road cycling path
- Proposed off-road cycling path
- New and upgraded bridges
- Existing punt connection
- Existing open space
- Proposed open / urban space
- Private open space

* All other roads designed to also facilitate cycling

(on Lorimer St, separated)
Road Network

Legend

- Existing freeway / tollway
- Existing road
- Proposed 22m wide road (except where noted)
- No crossovers permitted
- 6m road widening
- 16m road widening
- 10m landscape setback
- Road closure
- Existing open space
- Proposed open / urban space
- Private open space

Figure 8
Objective 1.6  
**Support long-term sustainable transport patterns**

**Strategies**

1.6.1 Encourage alternative transport options and smart use of space by limiting private car parking in new developments to 0.5 cars/dwelling and one car/100m² for employment uses

1.6.2 Car parks must be designed to allow for future conversion to alternative uses and subdivided as common property (not individually titled) to be managed by the owners corporation and leased to property owners

1.6.3 Support the off-site delivery of precinct car parking stations to provide dedicated car parking in the short term

1.6.4 Require new development to incorporate green travel plans to support resident and worker use of alternative transport modes

1.6.5 Encourage inclusion of car share spaces within new developments

Objective 1.7  
**Support low-impact methods of delivering last-kilometre-freight and waste removal**

**Strategies**

1.7.1 Require buildings to be designed to ensure their deliveries, servicing and waste management are managed on-site

1.7.2 Prioritise innovative freight delivery and supply chain solutions to reduce the number of trucks accessing the area

Objective 1.8  
**Plan and design new development to respond to existing and future infrastructure and land uses**

**Strategies**

1.8.1 Require a permit for sensitive uses in proximity to some existing and planned infrastructure (Figure 9) which is likely to impact amenity

1.8.2 Require development to mitigate against negative amenity impacts such as noise, vibration, odours and light pollution associated with adjoining/nearby infrastructure and land uses

1.8.3 Investigate opportunities to underground overhead transmission lines in the long term

*Figure 9. Buffer and amenity consideration*
Objective 1.9
Create thriving, lively mixed use neighbourhoods that have a distinct identity and character, which fosters social cohesion

Strategies

1.9.1 Introduce density and built form controls that support the creation of a clear centre in each precinct and support increased economic activity

1.9.2 Encourage a diversity of architectural styles, particularly on large sites to create engaging and varied built form

1.9.3 Create a varied built form in response to place and character

1.9.4 Create a diversity of high-quality publicly accessible spaces within new development on large sites, including new squares, gardens and laneways

1.9.5 Encourage architectural design excellence in new buildings

1.9.6 Encourage new developments to be designed by qualified architects and design professionals

Objective 1.10
Provide family-friendly housing options across Fishermans Bend, with the highest provision in Wirraway

Strategies

1.10.1 Require a minimum communal open space that is 30% of the site area in Wirraway and Sandridge (outside of core areas only) to encourage provision of private open space and a range of building types

1.10.2 Require the inclusion of private green open space in all developments, including private gardens, communal gardens, balconies and rooftop spaces

1.10.3 Encourage the delivery of three bedroom dwellings with large living rooms with the following targets per precinct
   - Wirraway – 30%
   - Sandridge – 20%
   - Montague – 25%
   - Lorimer – 20%

1.10.4 Encourage diversity and choice in housing and affordable housing
Guiding new development

The developable land within Fishermans Bend is primarily held in private ownership. It is important that this land is developed to contribute to the overarching vision and sustainability goals for Fishermans Bend. For this to be achieved, appropriate tools and planning mechanisms have been designed to link population growth to the desired neighbourhood character, high levels of amenity and to infrastructure provision.

Managing density

The vision for Fishermans Bend is to create liveable and vibrant neighbourhoods that are world-leading examples of urban renewal. To achieve this, new developments need to provide high levels of private and public amenity, creating places where people want to live, work and visit.

Current development controls in Fishermans Bend include maximum height limits and minimum setbacks. Height and setback controls create potential built form envelopes on each site that can effectively address amenity outcomes such as privacy, sunlight and daylight access. They do not, however, consider the overall amenity impacts such as overcrowding or congestion that occur if population densities exceed the capacity of the local infrastructure such as streets, open spaces, transport and community infrastructure. The existing controls are also focused on tower developments and do not support a diverse range of building typologies.

The residential target of 80,000 people will lead to an average residential density of 323 people per hectare, which is comparable to the projected population densities of other inner city neighbourhoods such as the Hoddle grid (297 people per hectare) and Southbank (308 people per hectare) – see figure 10. Average residential densities reflect the diverse built form across suburbs from low to high-rise, as well as the varying mix of residential and commercial uses.

In two precincts, Lorimer and Montague (north of the tram line) the former planning controls were enabling very high residential densities, in the order of 950 people per hectare in Lorimer and 1,300 people per hectare in Montague North. While population densities will vary across each neighbourhood, these densities are significantly above the average of 323 people per hectare sought for Fishermans Bend and are occurring in relatively constrained areas. This draft Framework and accompanying planning controls include new measures to address this situation.

The Victorian Government recognises that the current height and setback controls do not sufficiently manage population densities. This means that a significant shift in residential densities is required to manage development to align with the overall 80,000 population target and to locate the highest levels of population densities alongside proposed public transport routes. Managing density through a density control is a far more direct and effective method of managing overall population numbers in any given area.

Managing densities is most directly achieved through a control that guides the amount of development that can occur on a site. This is called a Floor Area Ratio (FAR) control. This approach has recently been introduced in Melbourne’s central city area and is commonly used in other Australian and international cities to manage growth.

Floor Area Ratios (FAR) can establish maximum and minimum ratios to control the amount of development that is delivered on each site. A maximum FAR is typically aligned to the overall population target for an area. It must support the built form outcomes that are being sought and deliver dwelling densities that align with the preferred housing mix. That means the potential yield that can be realised on a site through a FAR should fit within the built form envelope created by built form controls. A minimum FAR can ensure that strategic sites are not underdeveloped, for example along future public transport routes. They can also guide the minimum provision of a particular land use, for example commercial uses that deliver job growth.

Distinct neighbourhoods

The Vision for Fishermans Bend outlines the desire for each neighbourhood to have a distinct feel and a range of housing choices. Built form controls are critical to achieving this outcome as they establish the preferred scale and form of development in any given area. They need to support the range of building typologies that are sought. This is not currently the case: for example, current setbacks focus on towers and do not adequately support the delivery of mid-rise developments.

While some precincts are clearly envisioned to include apartment towers (such as Sandridge and Lorimer) the desire for other areas is to create mid-rise neighbourhoods (such as, Wirraway). The population targets need to be varied for each neighbourhood to establish overall dwelling densities that reflect each neighbourhood’s desired characteristics.
Benefits of introducing a density control

A tailored FAR scheme will apply to Fishermans Bend to help deliver on the aspirations for the area. It provides for:

- certainty of future overall population growth and densities
- alignment between population growth and distribution and infrastructure provision
- land use mix, including employment opportunities
- diversity of housing types, including mid-rise apartment developments
- design flexibility with a range of design options possible on each site.

In addition, a FAR control will facilitate the delivery of the much-needed parks and streets where these are designated on privately-owned sites in Fishermans Bend. This is because the FAR applies to the whole site area which establishes the potential yield for the site. The developer can then modify how this yield is designed within their site to deliver parks and streets with no loss of yield or return from their land.

Floor area uplift

Additional opportunities to support the realisation of the Fishermans Bend Vision and sustainability goals will be provided through the introduction of a Floor Area Uplift (FAU) scheme. This enables the developer to exceed the defined FAR control in exchange for the provision of a broader public benefit, such as delivering social housing. A FAR control must be in place to set a FAU. FAR and FAU schemes are most effective when aligned with strategic priorities for a neighbourhood precinct, such as delivering affordable housing, open space or nominated community infrastructure hubs.

All development will still be required to meet all of the built form controls for their site to ensure that the preferred neighbourhood character is achieved and amenity outcomes are met.

**Figure 10** Comparative central Melbourne residential densities in context

How do Floor Area Ratios (FARs) work?

FARs are defined as the ratio of a new building’s total floor area in relation to the size of the piece of land it is being built on.

A FAR is calculated by dividing the total floor area built on a site by the total site area as follows:

\[
\text{Floor Area Ratio (FAR)} = \frac{\text{Total floor area of a building}}{\text{Total site area}}
\]

For example, if a FAR of 3:1 applies to a developable site area of 600m², the developer can build a total floor area of 1800m² (3 x 600m²). While this guides the total amount of floor area that can be built, it does not directly dictate how a new development should be designed as it is possible to create a variety of building heights and layouts within a set ratio. For example, the diagram below illustrates two different ways that this floor area could be delivered on a site.
How do Floor Area Uplifts (FAUs) work?

A FAU allows a developer to build more floor area on a site (above that allowed by the FAR) in exchange for making a contribution of an agreed public benefit.

It is calculated by dividing the additional floor area built on a site by the total site area as follows:

\[
\text{Floor Area Uplift (FAU)} = \frac{\text{Potential additional floor area of a building}}{\text{Total site area}}
\]

(over the original floor area allowed through the FAR control)

The public benefits that this delivers should be aligned with the identified needs for the community. In the example below, a FAR of 3:1 applies to a 600m\(^2\) site. This enables 1800m\(^2\) of floor area to be built. If a FAU control of 1:1 was agreed this would allow the developer to build an additional 600m\(^2\) of floor area (1 \times 600m\(^2\)) in exchange for the public benefit. This additional floor area is shown in green below.

**Objective 1.11**

**Align population, job growth and residential densities with the provision of infrastructure and amenities**

**Strategies**

1.11.1 Introduce Floor Area Ratio (FAR) controls that are aligned with the overall population targets within each precinct. This will enable a scale of growth that is aligned with the planned infrastructure provision. The FAR controls apply to all land uses (Figure 11).

1.11.2 Introduce a minimum non-dwelling FAR in activity cores for employment floor area to ensure that job targets are met.

1.11.3 Introduce a Floor Area Uplift (FAU) control that is focused on delivering the following public benefits (in order of priority): social housing:

- Affordable housing: Developers can seek to apply a FAU on their site which is transferred to registered housing associations (see objective 3.9). For every one affordable social housing unit delivered, the developer is able to construct an additional eight dwellings for private sale.
- Community infrastructure: developers can seek to apply a FAU on their site to deliver identified community hubs (see strategy 3.1.1 for the range and location of hubs where this applies). For every 100m\(^2\) of community infrastructure delivered, developers are able to deliver an equivalent value of residential floor area.
- Additional public open space: developers can seek to apply a FAU on their site to deliver public open space that is in addition to the identified open spaces within this draft Framework and the required 8% public open space contribution. This public open space must be transferred across to the relevant authority. For every 26m\(^2\) of public open space delivered, developers are able to deliver an equivalent value of residential floor areas.

1.11.4 Maximize employment opportunities by allowing additional commercial floor area above the maximum FAR without the need for provision of a FAU. Additional floor areas above the maximum FAR can only be realised through an agreed FAU.

**Objective 1.12**

**Deliver a diverse range of housing choices, including apartment towers, mid-rise and low-rise buildings, that suit a wide range of people and can be adapted to changing housing needs over time**

**Strategies**

1.12.1 Introduce a range of height limits, that, together with the FAR controls, can deliver a range of housing choices and types.

1.12.2 Establish built form provisions that facilitate the following housing types for each precinct that align with the vision as follows:

- Lorimer – a mix of mid-rise to high rise housing, including courtyard apartments and perimeter block developments as well as towers
- Sandridge – a mix of low, mid and high-rise housing, including infill developments, shop-top housing, courtyard apartments, perimeter block developments as well as towers
- Montague (South) – predominantly a mix of mid-rise housing that includes infill developments and shop-top housing
- Montague (North) – a predominantly tower precinct
- Wirraway – a mix of low, and mid-rise housing, including townhouses, infill developments, shop-top housing, courtyard developments, perimeter block developments with towers included along Plummer Street

1.12.3 Establish design standards that address the need for all external spaces within new developments to contribute to the creation of...
safe, and enjoyable pedestrian-friendly environments
Floor area ratio (FAR) controls

Edits to Legend: Lorimer – L1, L2 and L3 / FAR 4:1 / 1.25:1
Lorimer – L4 FAR 5.4:1 / 1.7:1

Figure 11
The following average dwelling sizes have been used to develop these Floor Area Ratios:
1 bed: 50sq/m
2 bed: 70sq/m
3 bed: 110sq/m
4 bed 130sq/m
Objective 1.13
Design buildings to protect internal amenity and deliver a high quality public realm

Strategies

1.13.1 Retain mandatory 4 storey height limits along the boundaries of Fishermans Bend that respond to the existing low-scale development patterns in South Melbourne and Port Melbourne.

1.13.2 Establish design standards that ensure that the scale, height, setbacks and interfaces of new development create a high quality public realm.

1.13.3 Design all buildings to provide sufficient access to daylight, sunlight and an outlook from habitable spaces.

1.13.4 Manage the impact of tower developments that are 20 storeys and higher on private and public amenity and address the need to consider development equity by retaining mandatory tower separation controls of 20 metres and mandatory setback controls for towers of 10 metres from all boundaries.

1.13.5 Manage the impact of tower developments up to 20 storeys on private and public amenity by introducing setback controls between tower elements of 20 metres. This can be reduced to a minimum of 15 metres between habitable and non-habitable rooms and to a minimum of 10 metres between non-habitable rooms.

1.13.6 Provide good levels of internal amenity for buildings up to eight storeys by introducing minimum building separation distance controls of 18 metres between habitable rooms/balconies, 12 metres between habitable and non-habitable rooms and six metres between non-habitable rooms.

1.13.7 Provide good levels of internal amenity for buildings up to six storeys and within tower podiums by introducing minimum building separation distance controls of 12 metres between habitable rooms/balconies, nine metres between habitable and non-habitable rooms and six metres between non-habitable rooms.

When applying the above building separation to side and rear boundaries, the separation distance is halved. No building separation is necessary on the boundary up to six storeys where building types incorporate blank party walls. Typically this occurs along active street frontages or at podium levels within centres.

1.13.8 Enable setbacks to be reduced in limited circumstances, such as the interface with the West Gate Freeway and with existing tram corridors.

1.13.9 Incorporate preferred and a maximum street wall heights and clear built form outcomes of four storeys to laneways and streets less than 18 metres wide and six storeys to streets greater than 18 metres wide to ensure daylight and sunlight reach streets and to create an appropriate degree of enclosure and definition to the street. This can be increased to eight storey high street walls for building that are 10 storeys or lower and which front streets that are at least 20 metres wide. This supports a greater diversity of housing typologies, design flexibility, and amenity to public spaces, and provides opportunities to articulate corner sites.
Building height controls

**Legend**

- **Mandatory**
  - 4 storeys
- **Discretionary**
  - 4 storeys
  - 8 storeys (except 6 storeys within Wirraway)
  - 12 storeys (except where noted)
  - 24 storeys (except where noted)
  - Unlimited (except where noted)
- **Existing open space**
- **Proposed open / urban space**
- **Private open space**

*Figure 12*
Sustainability goal 2
A prosperous community

Overview
The Lorimer, Montague, Sandridge and Wirraway precincts were rezoned to Capital City Zone (CCZ) in 2012. This rezoning did not facilitate the development of a range of uses and densities necessary to create a prosperous community, leading instead to a dominance of high density residential development with minimal commercial offering.

The new objectives and strategies outlined in this draft Framework coupled with the suite of planning controls encourage these four precincts to develop a range of economic activities, including large floor plate campus-style office facilities, creative industries and innovation hubs, as well as more traditional high street retail and hospitality strips, alongside residential uses. The retention of industrial heritage and adaptive reuse of select existing buildings in each precinct could provide the built form bridge for this economic transformation.

A smart city
To be a prosperous community in the 21st century, high speed data connections are essential. Fishermans Bend will be an exemplar smart precinct for Melbourne, with the capacity to connect the community and businesses to and from anywhere in the world. Smart technologies will also enable the real time control of infrastructure – improving services, boosting efficiency, maximising capacity and minimising faults.

Integrated transport planning
Fishermans Bend will be a mix of residential, commercial, retail, community, leisure and entertainment activity. For this to occur successfully an alignment between higher intensities of use and public transport provision is required (see Goal 1).

Economic development will need to be supported over time by additional public transport infrastructure that connects Fishermans Bend to the rest of Melbourne.

Employment Precinct
The inclusion of the 230 hectare Employment Precinct as part of the Fishermans Bend renewal area presents a unique opportunity to create 21st century jobs centred on innovation and entrepreneurship and design excellence in manufacturing.

The Victorian Government’s purchase of the former General Motors Holden (GMH) site, located centrally within the Employment Precinct, creates a catalyst opportunity for the precinct. Its transformation into Australia’s leading design, engineering and technology district provides an opportunity to set the agenda for the broader redevelopment to follow.

While a range of sectors and business models will be promoted in the Employment Precinct, it will retain a strong focus on physical production and the transformation of ideas to commercially viable products. This will differentiate it from inner Melbourne’s other National Employment and Innovation Clusters (NEIC), and create a distinctive brand for Fishermans Bend. Smaller scale tenants, urban manufacturers, creative industries and start-ups will be important contributors to the success of the Fishermans Bend NEIC, complementing and supporting larger tenants and research institutions.

Promoting innovative design and manufacturing employment will require modification to the existing urban structure, with some areas of the precinct requiring a finer grain urban form, aided by the inclusion of smaller scale users. It will be important for the precinct to have higher levels of amenity than would ordinarily be associated with traditional industrial precincts, with several active and vibrant streets. Adaptive reuse of buildings should be encouraged whenever possible to both utilise spaces that are in transition and provide reference points to the precinct’s past.

Fishermans Bend is a neighbour to the Port of Melbourne. Port of Melbourne is a significant generator of jobs and economic prosperity to Victoria and Australia as the largest container port in the country. Protecting the viability of its operations is also a critical factor in the planning and future development of the area.
Targets for 2050

Fishermans Bend is host to 80,000 jobs

Fishermans Bend has strong economic resilience and diversity

High capacity wireless or internet is provided across all of Fishermans Bend

Port of Melbourne remains Australia’s primary container port

Several universities have established campuses in Fishermans Bend

The Employment Precinct is internationally renowned as a centre of innovation in design and manufacturing

Objective 2.2
Strengthen Melbourne’s economic diversity and resilience

Objective 2.3
Establish the Employment Precinct as a unique economic precinct of global significance

Objective 2.1
Facilitate job growth across Fishermans Bend to host 80,000 jobs by 2050

Strategies

2.1.1 Locate the majority of employment opportunities close to public transport to ensure easy access to these jobs from within and outside Fishermans Bend

2.1.2 Establish Sandridge as a major activity core accommodating the highest jobs density in Fishermans Bend

2.1.3 Establish activity cores within Wirraway, Montague and Lorimer that are supported by public transport

2.1.4 Introduce a requirement for active frontages within the activity cores and fronting key pedestrian routes and public spaces

2.1.5 Introduce a requirement for a minimum amount of employment floor area within each core area that is aligned with job targets to ensure a rich mix of employment among Lorimer, Montague, Sandridge and Wirraway

Strategies

2.2.1 Investigate the new desired mix of industry and business

2.2.2 Encourage job opportunities for Aboriginal Victorians in Fishermans Bend

2.2.3 Create high quality liveable places that are conducive to innovators and entrepreneurs and that attract talented and skilled workers from a range of educational backgrounds

2.2.4 Promote the economic and cultural value of creative industries and embed them into the renewal process

2.2.5 Monitor and analyse the economic development outcomes to inform future policy

2.2.6 Promote a range of commercial and industrial building typologies, adaptable built form and mix of scale to enable flexibility and a diverse range of uses

2.2.7 Support continuing lawful employment generating uses which are compatible with or facilitate the urban renewal of Fishermans Bend (eg the concrete batching plants in Lorimer)

Strategies

2.3.1 Devise and map a development program for the Employment Precinct that provides leadership and opportunities for collaboration that will:

- attract 40,000 jobs to the precinct
- create a finer grain and higher amenity urban environment conducive to innovation
- achieve economic convergence by co-locating and clustering compatible industries across various sectors
- attract high-value adding sectors and businesses of various sizes
- be Australia’s premium location for innovators.  

2.3.2 Utilise government investment in the GMH site to promote the evolution of manufacturing and create a hub for innovation, entrepreneurship and design excellence

2.1.6 Introduce built form controls that support commercial development floor plates in core areas
2.1.7 Develop a distinctive brand for Fishermans Bend that reflects its history and promotes its future
2.1.8 Attract world class tertiary institutions that will enable research and development, education, services and productive engagement with the market
2.1.9 Develop a strategic and integrated plan for employment and investment in Fishermans Bend
2.1.10 Increase opportunities to connect and collaborate with future and established employment-rich areas

Activity Cores

Legend
- Primary active frontages (retail)
- Secondary active frontages (retail / commercial)
- Mixed use high intensity (core activity)
- Mixed use medium (non-core activity)
- Existing open space
- Proposed open / urban space
- Private open space

Figure 13
Catalyst Project

General Motors Holden site redevelopment

The General Motors Holden (GMH) site is a key catalyst project for Fishermans Bend and Melbourne, providing a lever for the Victorian Government to lead by example in attracting the innovators and entrepreneurs that will be critical to the economy of the 21st century.

Located in the heart of the Employment Precinct, the site is substantial at 37.7 hectares. It has played an influential role in driving the economic success of Fishermans Bend for many decades and that critical role will continue.

In 2016, the Victorian Government purchased this unique landholding to rejuvenate industrial production and to stimulate a new chapter in Melbourne’s position as a globally creative, innovative and inclusive city.

With careful and targeted government planning, investment and curation, the site will become Australia’s new home for design, engineering and technology, providing a showcase for coordinated world class urban renewal and economic development. It will:

- attract private sector investment that builds and enriches the skills that will form the jobs of the future
- secure local employment while expanding the city’s global reach
- be home to students and specialised businesses of different scales and types, presenting opportunities for industry to intersect with research, fostering innovation and the process of turning ideas into commercially viable products
- create a range of jobs that require a range of skill sets and educational backgrounds
- promote the reuse of existing buildings making use of underutilised spaces in the short-term and retaining reference points to the site’s industrial heritage in the longer-term
- create a fine grain, high amenity urban form conducive to vibrant street activity, setting the tone for redevelopment of the broader Employment Precinct.
Objective 2.4
Provide smart city technology to support economic activity in Fishermans Bend

Strategies
2.4.1 Plan for the delivery of high-bandwidth fibre and wireless networks across Fishermans Bend
2.4.2 Encourage next generation technologies, such as smart devices, smart networks and big data, to maximise the efficiency of new and existing infrastructure while minimising the environmental impacts of growth
2.4.3 Integrate smart sensors to monitor environmental conditions, such as air quality, thermal comfort, wind and flood levels

Objective 2.5
Protect Port of Melbourne activities to expand and enhance the long-term economic viability of Melbourne and access to global markets

Strategies
2.5.1 Safeguard 24/7 access to the port by preserving a direct rail and road freight corridor between Webb Dock and Swanson/Appleton Docks and the freight terminal at Dynon
2.5.2 Introduce planning controls required to protect this corridor, including land use, air quality and noise attenuation controls
2.5.3 Maintain land use buffers around the Port of Melbourne
2.5.4 Maintain Todd Road/Lorimer Street/Wurundjeri Way as a freight route in the short to medium term for vehicles that cannot use the West Gate or Bolte Bridges and require access to Swanson/Appleton Docks and Dynon Precinct
2.5.5 Maintain the current over-dimensional routes along Lorimer Street and Williamstown/Normanby Roads
2.5.6 Promote the use of preferred freight corridors to minimise the impacts on residential and commercial activities in Fishermans Bend
2.5.7 Explore the upgrade of the West Gate and Bolte Bridges to accommodate larger freight vehicles

Figure 14. Freight activity
Sustainability goal 3
An inclusive and healthy community

Overview

The rich history of Fishermans Bend provides inspiration for an invigorated contemporary identity that embraces diversity, innovation and a sense of place. The cultural, social and architectural heritage of the area provides a link to the past and inspiration for its future.

Preserving historical elements within Fishermans Bend is critical in both developing a sense of place and respecting the past. This can be achieved by responding to the existing landscape and built form that has been shaped by the natural and historical attributes of the area.

Fishermans Bend will deliver infrastructure in a coordinated and timely manner to support its growing community. In order to support this, an Infrastructure Contributions Plan will be developed.

An inclusive and healthy community can be fostered through increased participation, a sense of belonging and individual health and wellbeing.

Essential community services will need to be delivered from the early stages of redevelopment. This includes schools, children, youth and family services, health and wellbeing services and community gathering spaces. Community facilities play an important role in supporting creativity, collaboration, social cohesion and community learning.

The Ferrars Street Education and Community Precinct is the first step in delivering this essential infrastructure and an example of how community facilities and services will be delivered in the future.

Partnerships between government, private sector and not-for-profits will be the primary model for the delivery of community infrastructure in Fishermans Bend. Key design requirements and specifications will be developed for different types of community facilities to ensure they are fit for purpose and adaptable spaces.

The public open spaces of Fishermans Bend will enable a sense of belonging and foster social connections between neighbours and workers.

Active and healthy lifestyles will also be promoted through the provision of open space.

Fishermans Bend is an opportunity to increase the supply of a diverse range of housing, including affordable housing. The aim is for at least 15.6% of all housing across each precinct in Fishermans Bend to be affordable housing. This includes a range of affordable housing models, typologies, and occupancies, from short-term crisis accommodation through to long-term secure housing for people with special needs, the aged and key workers employed in essential services. Government at all levels, private industry and the not-for-profit sectors will need to work in partnership to provide more affordable housing. The Floor Area Uplift scheme will deliver social housing within each precinct of Fishermans Bend.

Targets for 2050

Fishermans Bend is a diverse community, including a mix of income, age, education levels and backgrounds

People have an opportunity to participate in local organisations and activities

People can access public open space within 200 metres of their home

One in three households are families with children

At least 15.6% of all housing in Fishermans Bend is affordable for low to moderate income households
Objective 3.1
Provide community facilities and services to meet the needs of people of all ages, cultures and backgrounds, which create a focal point for social connections

Strategies
3.1.1 Plan for and support the delivery of the following community hubs as illustrated in figure 15:
   Sandridge:
   – 1 Education and community hub
   – 1 Arts and cultural hub
   – 1 Sport and recreation hubs
   Lorimer:
   – 1 Education and community hub
   – 1 Arts and cultural hub
   – 1 Health and wellbeing hub
   – 1 Sport and recreation hub
   Wirraway:
   – 2 Education and community hub
   – 1 Arts and cultural hub
   – 1 Health and wellbeing hub
   – 1 Sport and recreation hub
   Montague:
   – 1 Education and community hub (under construction)
   – 1 Arts and cultural hub
   – 1 Sport and recreation hub

3.1.2 Incorporate a range of flexible and adaptable spaces in each hub to provide for changing community needs over time

3.1.3 Consider the needs of workers and residents in the planning of service provision in library services, long daycare, sports facilities (e.g. gyms) and health services to meet their needs

3.1.4 Harness new technologies that can support the provision or reach of community facilities and services

3.1.5 Encourage community gardens as gathering spaces for residents

3.1.6 Design sports grounds and community facilities as multi-purpose and integrated facilities

3.1.7 Explore opportunities to utilise non-traditional spaces for sport and recreational purposes, e.g. rooftops and bridge undercrofts

Objective 3.2
Embed community infrastructure in mixed use developments in order to maximise access and delivery opportunities

Strategies
3.2.1 Provide clear guidance on how community infrastructure would be delivered through partnerships between government and the private sector

3.2.2 Encourage early delivery of community infrastructure hubs through opt-in arrangements with developers (see objective 1.11)

3.2.3 Establish design guidelines and specifications for each type of hub to ensure the community facilities are fit for purpose and align with the Universal Design principles

3.2.4 Consider ways to use school facilities as community assets during weekend and evening hours

Objective 3.3
Involve the community in the evolution of public open spaces and community facilities

Strategies
3.3.1 Establish partnerships between government, existing and future community groups, residents, sporting clubs and local businesses to promote collaboration in the delivery, management and activation of new facilities

3.3.2 Utilise innovative ways to improve community engagement in the transition of Fishermans Bend
Community facilities and services

Figure 15

It is anticipated that there will be one to two additional government secondary schools, as well as another three government primary schools in addition to South Melbourne (Ferrars Street) Primary school, required to meet demographic demand in Fishermans Bend.
Catalyst projects

Ferrars Street Education and Community Precinct

Ferrars Street Education and Community Precinct has been identified as a catalyst project to deliver education and community services for the growing Montague Precinct community.

First government vertical school

The Victorian School Building Authority is building a new integrated vertical primary school co-located with community facilities that includes multi purpose rooms, a kindergarten, early learning centre and indoor/outdoor sports courts to support a healthy and engaged community within an urban school model. The integrated community facilities will be managed by the City of Port Phillip. The new vertical primary school will be completed in January 2018 and will accommodate 525 students from prep to year six.

Montague community park

Through joint investment and partnership between the City of Port Phillip and the Victorian Government, the site diagonally opposite the school site at 2-4 Buckhurst Street was purchased to provide a key open space for the Montague Precinct. It is proposed to close sections of Gladstone and Ferrars Streets and narrow a section of Kerr Street adjacent to the new park, in order to maximise the amount of public open space for the community.

Tram stop upgrades

Tram stop 125A (Route 109) and tram stop 126 (Route 96) will be upgraded to provide safe, DDA compliant pedestrian access and support the development of the primary school and wider Montague Precinct.

Intersection upgrades

To improve accessibility and connectivity across the Montague Precinct and the wider South Melbourne and Port Melbourne communities, the intersection at Ferrars Street and City Road will be upgraded, to provide two way access from Ferrars Street (north of City Road) with enhanced pedestrian crossings for school children.

Streetscape works

Changes to Railway Place, Douglas, Ferrars, Meaden, Buckhurst and Kerr Streets are planned to prioritise pedestrians, sustainable transport and safe access to the new school and precinct.

Objective 3.4
Create an inclusive community that enables people to age in place

Strategies

3.4.1 Undertake a holistic approach across government, private sector and not-for-profit organisations to provide services for an ageing population
3.4.2 Promote dwellings that are adaptable to meet the needs of older people
3.4.3 Design public spaces to suit a range of ages and abilities
3.4.4 Encourage development to consider the needs of an ageing population within the design of buildings and dwellings

Objective 3.5
Deliver affordable housing outcomes through well-established partnership models between government and industry

Strategies

3.5.1 Support a partnership approach between government, the development industry and the community housing sector to deliver a range of affordable housing options
3.5.2 Introduce planning incentives for the delivery of affordable social housing via a Floor Area Uplift. Delivery of affordable housing should be the highest priority public benefit sought through the uplift. Social housing will be required to be transferred to registered housing providers to secure social housing in perpetuity. Affordable housing will be required to be transferred to registered housing providers to secure this affordable housing in perpetuity.
3.5.3 Pursue mechanisms to incorporate social and affordable housing as a proportion of new development. This could operate in tandem with the proposed FAU incentive scheme.

3.5.4 Identify potential current and future government sites that would be suitable for affordable housing.

3.5.5 Explore the option to collect ‘cash-in-lieu’ contributions instead of the provision of affordable housing on-site. Explore the establishment of a ‘Fishermans Bend Affordable Housing Trust’ (or similar) which may be required if these are introduced in the future.

Objective 3.6
Reconsider existing public open spaces within Fishermans Bend in the context of a changing urban environment

Strategies

3.6.1 Redesign and/or expand Westgate Park, JL Murphy Reserve and North Port Oval to incorporate more active uses, multi-functional spaces and improved interface design.

3.6.2 Consider ways to use open spaces associated with schools as public assets during weekend and evening hours.

3.6.3 Increase access for public use to areas of privately owned and leased open space.

3.6.4 Increase utilisation of encumbered public land for active uses and recreational links, such as under the West Gate Freeway and Bolte Bridge.

3.6.5 Increase the degree of use and range of activities held to provide public access to existing sports fields.

3.6.6 Use innovative design, temporary and permanent installations to protect, enhance and activate vacant and unused spaces.

Objective 3.7
Ensure a distribution of diverse, well designed and safe public open spaces

Strategies

3.7.1 Design and activate public open spaces that provide informal meeting places for the community across Fishermans Bend.

3.7.2 Create a recreational walking and cycling trail along linear parks and streets (see figure 7, 16 and 17) through Fishermans Bend that connects to the Yarra River and Port Phillip Bay and the Capital City Trail.

3.7.3 Provide ‘dog off-leash areas’.

3.7.4 Locate playgrounds across Fishermans Bend to ensure that they are accessible within 400 metres from each residence where possible.

3.7.5 Locate new public open spaces to maximise solar access and amenity.

3.7.6 Establish new overshadowing controls to protect precinct and district parks between 11am and 2pm from 21 June to 22 September and all other parks between 11am and 2pm on 22 September.

3.7.7 Retain controls that protect pedestrians from negative wind effects created by new buildings.

3.7.8 Provide a distribution of varying sizes of public open spaces from metropolitan level spaces to pocket parks that cater for different demands and uses, both day and night.

3.7.9 Create a robust and flexible public open space network that is capable of adapting to changing conditions, community demographics, diversity, ability and needs over time.

3.7.10 Design and manage public open space to ensure passive surveillance.

3.7.11 Investigate longer-term opportunities to deck over transport infrastructure.

3.7.12 Design public open space based on the principles of Universal Design.

Objective 3.8
Recognise the original topography of the area, especially the profile of the Yarra River and Hobson’s Bay, as a significant historic landscape feature

Strategies

3.8.1 Identify and protect views to the Yarra River from the surrounding street network.

3.8.2 Identify Aboriginal cultural associations with the original topography of the area, recognising the strong cultural, spiritual and historic connections of Traditional Owners’ to the Yarra (Birrarung) and the bay (Nairm).
Figure 16. Green Links

Public Space

Figure 17

Legend
- Green: New public open space
- Yellow: Existing public open space
- Light grey: Private open space
- Dark grey: Urban space (encumbered)
- Light green: Surrounding existing public open space
- Black: Improved future cycling and pedestrian links
Objective 3.9  
Protect architectural and cultural heritage to strengthen the sense of place and identity

Strategies
3.9.1 Continue to evaluate locations, sites and buildings for their potential heritage value
3.9.2 Protect and enhance the existing heritage fabric
3.9.3 Retain and re-purpose existing heritage buildings through adaptive re-use
3.9.4 Investigate and promote the area's social history and its many stories to enhance the character and identity of buildings, sites and locations
3.9.5 Enhance guidelines pertaining to the conservation of cultural heritage
3.9.6 Encourage art and creative practices as an integral component of place making and innovation
3.9.7 Increase the accessibility and profile of historic information

Objective 3.10  
Recognise and protect Aboriginal cultural heritage

Strategies
3.10.1 Actively involve Aboriginal people in cultural heritage management
3.10.2 Actively celebrate and promote Aboriginal intangible cultural heritage in consultation and collaboration with Traditional Owners, recognising cultural custodianship
3.10.3 Reflect and interpret Aboriginal cultural heritage and Caring for Country principles in the design and management of public spaces
3.10.4 Embed Aboriginal language in the design and naming of streets, parks and public buildings
3.10.5 Establish how Caring for Country can be applied in an urban context

Objective 3.11  
Ensure the appropriate management of contaminated land to maximise user safety

Strategies
3.11.1 Working with the Environment Protection Authority (EPA) introduce, a general duty of care to minimise risk of harm to human health and the environment
3.11.2 Develop with the EPA a public and comprehensive database of potentially contaminated sites
3.11.3 Develop appropriate land use standards and controls for Fishermans Bend in conjunction with the EPA and ensure that these can be readily understood and applied through the planning system
3.11.4 Promote the sharing of data and learnings from remediation efforts to enable best practice
3.11.5 Understand the precinct baseline groundwater quality to inform the remediation for changing land use and safe, appropriate use of groundwater
Celebrating Heritage

Figure 18

Legend
- Orange: Existing heritage overlay
- Blue: Recommended for heritage designation (subject to further assessment)
- Cyan: Site with interim heritage overlay
- Green: Existing open space
- Greenish: Proposed open / urban space
- Light green: Private open space
Sustainability goal 4
A climate adept community

Overview

Climate change is an issue that is global and local. Government and cities have a role to play in building resilience and decreasing the vulnerability of people and places to the adverse effects of climate change.

Melbourne is expected to experience more heatwaves and less rainfall, as well as more extreme storm events and flooding. These changing weather patterns will impact human health, the water supply, property, infrastructure and the natural environment. They will also have an economic impact. It is more cost effective to plan for climate change risks before they occur, rather than repair damage following extreme weather events. This is why a Climate Readiness Strategy is in development for Fishermans Bend.

A key strategy for becoming climate adept is increasing the amount of trees and vegetation, and ensuring this is irrigated, in order to encourage cooling through evapotranspiration as well as by providing shade. A climate resilient water source such as provision of recycled water, as outlined in Sustainability goal 5 ‘A water sensitive community’, is a key part of implementing this strategy.

Targets for 2050

The urban heat island effect is reduced so that Fishermans Bend will be no hotter than Inner Melbourne

The community is resilient to the shocks and stresses of climate change

Objective 4.1
Reduce the urban heat island effect in Fishermans Bend

Strategies

4.1.1 Additional tree planting to deliver 50% tree canopy coverage in public spaces by 2050. Tree and plant selection will consider future climates

4.1.2 A diversity of tree species will be planted to create a resilient urban forest

4.1.3 Design and construct new streets to support the growth of existing and new healthy large trees, including irrigation with recycled water

4.1.4 Introduce design standards to deliver initiatives in private developments such as shading, cool or green roofs and facade albedo treatments

4.1.5 Incorporate measures such as shading and vegetation to reduce temperatures in public spaces

Objective 4.2
Embed green infrastructure into the design of public spaces and buildings

Strategies

4.2.1 Encourage the inclusion of well-designed and managed green roofs and green walls in new development

4.2.2 Incorporate requirements for deep soil planting within new developments and public spaces

4.2.3 Ensure development on private land will not impact growth of healthy trees in public spaces

Objective 4.3
Develop better community understanding of climate risks

Strategies

4.3.1 Work with stakeholders to increase awareness on climate risks and management behaviours in the community
Sustainability goal 5  
A water sensitive community

Overview
Consistent with the Water for Victoria action plan, Fishermans Bend will use all elements of the water cycle to deliver a more resilient and liveable community. Households account for most of Melbourne’s water consumption with the average person in Melbourne using 166 litres a day in 2015-2016. Recycled water infrastructure in Fishermans Bend will significantly reduce consumption, as well as enable the irrigation of trees and vegetation to increase amenity and reduce the urban heat island effect as outlined in Goal 4 ‘A climate adept community’. Climate change will bring more extreme storm events, including flooding. Given its proximity to the Yarra River and Port Phillip Bay, Fishermans Bend will need to be resilient to sea level rise.

Targets for 2050
Nutrient discharges from stormwater and treated effluent to Port Phillip Bay are reduced
Net sewage discharge reduced by 50%
Potable water demand of less than 100 litres per person per day
Reduced impact of storm and flood events, including sea level rise

Objective 5.1
Design the urban form to accommodate sea level rise and storm events

Strategies
5.1.1 Harvest, treat and reuse stormwater to minimise flooding and other environmental impacts
5.1.2 Utilise smart grid technology to maximise the capture of rainwater in buildings, while maintaining enhanced flood mitigation
5.1.3 Ensure that stormwater is treated to reduce nutrient discharge and minimise environmental impacts
5.1.4 Prepare a strategy to holistically manage drainage to mitigate the impacts of storms and sea level rise.
5.1.5 Design the public realm to make water visible and part of the Fishermans Bend identity through water sensitive urban design
5.1.6 Retain design controls to raise habitable floor levels to avoid flooding

Objective 5.2
Establish an integrated water system across Fishermans Bend to provide access to high quality potable and recycled water

Strategies
5.2.1 Support the delivery of a sewer mining plant and associated third-pipe infrastructure to provide recycled water as a substitute for potable water for toilet flushing, laundry and irrigation across all public and private development in Fishermans Bend. This will supplement stormwater harvested via rainwater tanks in all buildings
5.2.2 Minimise the potable water use by using recycled water and rainwater for toilet flushing, laundry and irrigation
5.2.3 Provide recycled water to maintain sports fields and other planting in streets and parks
Catalyst Project

Sewer mining treatment plant

The proposed sewer mine by South East Water in Fishermans Bend will supply Class A recycled water via a ‘third pipe’. This would provide class A recycled water at a significantly lower cost than smaller building-scale systems.

Reticulated recycled water supplied throughout the precincts could supplement rainwater and create a drought-free, green landscape. This could eliminate the need to upgrade the trunk potable water infrastructure, saving the need to link into the Punt Road main, the supply of a pumping station, transfer main and additional water storage.

It is proposed a reduction in potable water consumption will be achieved through a combination of building-scale rainwater capture and reuse, supplemented by a precinct wide supply of recycled water, via the sewer mine. The facility could also provide recycled water for community uses beyond Fishermans Bend.

Buildings will incorporate best-practice water-efficient fixtures and rainwater tanks for flood mitigation. Through the inclusion of a ‘third pipe’ and smart grid technology in the building, captured rainwater and recycled water will be beneficially used for non-drinking water, use of toilet flushing, laundry and garden watering.
Sustainability goal 6
A biodiverse community

Overview
Improving biodiversity contributes to the health and wellbeing of the community, by providing pleasant spaces to play and enjoy. Biodiversity will be enhanced in Fishermans Bend – this will benefit local flora and fauna as well as residents and visitors.

Green spaces and water bodies help reduce impacts of heatwaves and reduce air pollution. Biodiversity also increases the resilience of the area to shocks such as flooding and climate change. More broadly, green spaces enhance character and liveability, making Fishermans Bend a great place to work, live and visit.

Targets for 2050

More than 90% of the trees will be in good health by 2050

Greater diversity of plant species and fauna recorded compared to 2017 levels

Objective 6.2
Establish greater habitat diversity, including over, mid and ground storey vegetation

Strategies

6.2.1 Seek opportunities to create designated areas of complex vegetation that incorporate a wide variety of plant species and scales, including layers of ground covers, shrubs and trees

6.2.2 Design all public spaces to enhance biodiversity, including the provision of a diversity of native and indigenous species

6.2.3 Engage the community in biodiversity conservation, including residents, businesses, Aboriginal and community groups

6.2.4 Improve soil health in parks and streets

6.2.5 Maximise resources for biodiversity in open spaces, such as habitat logs, artificial habitat, mulch and water features

6.2.6 Increase understorey planting

Objective 6.1
Create an open space network that enhances biodiversity and supports local wildlife

Strategies

6.1.1 Identify, utilise, protect and enhance existing biodiversity and habitats in the design of public open spaces

6.1.2 Design the open space network and streets to provide a mosaic of habitats that enhance ecologic connectivity

6.1.3 Investigate a significant new public space in the Fishermans Bend Employment Precinct

6.1.4 Encourage the inclusion of green infrastructure such as green roofs, walls, blue laneways and green streets into new development to increase biodiversity. New private open space should be designed with maximised vegetation volume to support a rich ecosystem

6.1.5 Plant trees early and select tree species to support biodiversity using the following hierarchy:

- Plant native or indigenous trees where conditions are favourable for large canopy growth (such as medians)
- Where exotic trees are planted, select species that provide resources for biodiversity, such as flowers, pollen, nectar and rough bark
Sustainability goal 7
A low-carbon community

Overview
In order to keep global temperature increases within two degrees celsius, Victoria has committed to reduce its greenhouse gas emissions to net zero by 2050, as well as setting renewable energy targets of 25% by 2020 and 40% by 2025.

Fishermans Bend has a key role to play in contributing to this target, and demonstrating how urban renewal precincts can lead the way in Melbourne and across Australia in achieving significantly better performance. Sustainability objectives and strategies are aligned with the directions and obligations set by the Victorian Government Climate Change Act 2017, and set out in Plan Melbourne.

Switching from private cars to public and active transport is a key component – see Sustainability goal 1.

Targets for 2050
Fishermans Bend will achieve zero net greenhouse gas emissions by 2050
Tree planting will deliver 50% tree canopy coverage in public spaces

Objective 7.1
Develop Fishermans as a zero net emissions precinct

Strategies
7.1.1 Provide clear direction of the actions needed now and in the future for the development sector, authorities, government and the community
7.1.2 Develop a comprehensive net zero emissions strategy for Fishermans Bend

Objective 7.2
Design buildings to best practice green building standards

Strategies
7.2.1 Require new developments to meet 4 Star Green Star Standards or equivalent now, and clearly indicate future increases to performance requirements 5 Star Green Star Design & As Built rating for buildings over 5,000m2 and 4 Star Green Star Design & As Built rating for buildings 50-5,000m2
7.2.2 Develop a transition plan to help improve the energy performance of existing buildings within Fishermans Bend, either prior to long-term redevelopment or where buildings will be retained

Objective 7.3
Maximise renewable energy generation, storage and distribution

Strategies
7.3.1 Maximise renewable energy generation such as solar panels on appropriate rooftops and sharing or storing of this energy
7.3.2 Explore opportunities for precinct-wide sustainable energy generation and distribution
Sustainability goal 8
A low waste community

Overview
Fishermans Bend is a unique opportunity to reduce waste to landfill and improve recycling through a range of new, pioneering initiatives. Fishermans Bend aims to have one of the highest diversion rates in Victoria. Increasing recycling has a range of benefits – it reduces greenhouse gas emissions, minimises odour and pollution, creates jobs and improves the enjoyment of public spaces. Improving the efficiency of waste services will reduce local noise, improve traffic flow and may be more cost efficient.

Increasing food waste recycling is crucial. Only three percent of food waste is recycled and it makes up about 22% of waste to landfill and about 35% of household garbage.

Research into the best methods of optimising waste outcomes is underway and includes:
- research on collection and storage systems for multi-unit developments
- projections for commercial and residential waste
- feasibility study on advanced resource recovery technology facilities.

Targets for 2050
- 70% of household waste is diverted from landfill
- 50% of all food waste is diverted from landfill
- Improved waste and recycling knowledge in the local community

Objective 8.1
Leading-practice waste and resource recovery management within buildings

Strategies
8.1.1 Require high standards for building construction, design and operation to increase resource recovery rates. These standards will be harmonised across Fishermans Bend
8.1.2 Encourage food waste recovery systems in all new commercial and residential buildings
8.1.3 Construction of infrastructure (including buildings) will prioritise using recycled materials
8.1.4 Introduce innovative education and engagement programs for residents, businesses and the construction sectors

Objective 8.2
Reduce amenity impacts from waste collection

Strategies
8.2.1 Provide shared collection services to reduce truck movement
8.2.2 Require high standards for waste management plans and building design guidelines to ensure all waste is managed within buildings
8.2.3 Utilise new smart city technologies, such as sensor technologies, to monitor bin volumes and optimise collection routes

Objective 8.3
Maximum value is extracted from waste

Strategies
8.3.1 Encourage new advanced resource recovery technology facilities to manage waste
8.3.2 Develop a new transfer station and resource recovery centre to improve the range and effectiveness of resource recovery options for businesses and residents
8.3.3 Create a sustainability hub containing the sewer mining plant, advanced resource recovery facilities, education centre, resource recovery centre and community facilities (e.g. community gardens, food recovery organisations and men’s sheds)
Next steps

There are a number of initiatives already underway in Fishermans Bend that are working to deliver the Vision for the five precincts. These actions are detailed in the following section, along with the plan that will guide the development of the precinct plans.

Completing the planning

Over the next year the Fishermans Bend Taskforce (the Taskforce) will deliver the following priority actions required to finalise the planning of Fishermans Bend and work towards the implementation of key initiatives.

The development of Fishermans Bend benefits from continued input from the community, businesses and industry. As we progress precinct planning and implementation there will be a number of opportunities to get involved. To comment on this draft Framework please visit www.fishermansbend.vic.gov.au or see further details on page eight of this document.

It is expected that the Framework and suite of planning controls would be finalised and in the planning scheme by mid 2018.

Precinct planning

The Framework will be complemented by precinct plans for the four capital city zoned precincts. All precincts will have their own plan incorporated into the planning controls that will reflect the fine grain detail of what has been outlined in this draft Framework. The Employment Precinct, however, will follow a separate timeframe and planning process.

Precinct plans aim to:

- elaborate the unique and distinct character and vision of each precinct
- undertake a place making approach that spatially integrates the objectives and strategies in this draft Framework through a set of detailed design responses
- identify a range of priority detailed actions and initiatives to guide the delivery of key projects identified in this draft Framework.

Further detail on key elements of the urban structure will be developed to identify each precincts design response:

- **Transport and movement** including street cross sections, street network and hierarchy and key movement networks including pedestrian and cycling paths.
- **Public spaces** including type, size and characteristic of the major public spaces, tree canopies and plantings.
- **Community facilities** including the priority sites for delivering each type of hub in each precinct within the preferred areas identified in the draft Framework.
- **Activity cores** including identification of the hierarchy across all precincts and the role and function of each activity core in delivering a diverse range of economic activities.
- **Environmental sustainability** including possible precinct approaches, water sensitive urban design, rain gardens, blue laneways, green streets and cloudburst technology and rain gardens.

Precinct plans will be developed in collaboration with the City of Melbourne and City of Port Phillip, as well as Victorian Government departments and agencies. The Taskforce will work with the community, businesses and stakeholders on the development of precinct plans for each of the five precincts.

Governance

Presently the State, the Melbourne City Council and the Port Phillip City Council all have an important statutory role to play in the urban renewal of Fishermans Bend. A governance framework will be developed as a priority to co-ordinate the urban renewal of the Fishermans Bend area, with the two councils retaining an import role in the future planning of the precincts within their respective municipalities.

Employment Precinct Planning

In order to realise the long term potential of the Employment Precinct, over the next year state and local government will collaborate with industry and key stakeholders to plan the future of the Employment Precinct. This process will explore and test the potential of the precinct and strive to balance the certainty and flexibility required to grow and support the manufacturing sector, creating a hub for innovation, entrepreneurship and design excellence.

The Employment Precinct will strengthen Melbourne’s sustainable economic growth and will be integrated into the broader renewal area.

Changes to planning schemes

Following the finalisation of the Framework and planning controls a Planning Scheme Amendment is required to implement this Framework.
The Amendment will make the Melbourne City Council and Port Phillip City Councils recommending referral authorities for applications for permits in their respective municipalities within the FBURA for decisions in which they are not the Responsible Authority.

Establish funding models

A comprehensive precinct based investment funding plan is being developed to deliver Fishermans Bend and realise the vision by 2050. This plan will consider a mix of funding sources, including direct developer pays systems such as an Infrastructure Contributions Plan within the next 12 to 18 months.

Review and evaluation

Fishermans Bend is a long term project and over its life market conditions, community expectations and attitudes will change. This will necessitate minor redirections and amendments to the Framework.

An evaluation methodology will be developed to measure the progression of achieving the Fishermans Bend targets. The evaluation will establish baseline information and regular monitoring intervals to track progress and to align infrastructure with the planned population and jobs.

Collaborative partnerships

As the land is predominantly privately owned, the successful implementation of the Framework will involve ongoing conversations and collaboration with the community, industry, land owners, businesses, all levels of government and the not-for-profit sector.

The Framework is only the beginning of this process. Continued project momentum will require ongoing collaboration as outlined in this section.
## Current activities

### Committed next steps

To commence implementation the Victorian Government, the City of Port Phillip and City of Melbourne are currently undertaking a series of actions. These will be completed during the finalisation of the draft Framework and Precinct Plans.

<table>
<thead>
<tr>
<th>No.</th>
<th>Action</th>
<th>Framework Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Finalise the mechanism and timeline for protection, purchase and delivery of catalytic infrastructure such as the tram corridors and Lorimer Central. Finalise the planning and design of the tram corridors</td>
<td>1.1</td>
</tr>
<tr>
<td>2.</td>
<td>Identify future major road network upgrades</td>
<td>1.2 – 1.5</td>
</tr>
<tr>
<td>3.</td>
<td>Develop an attraction strategy for world leading higher education institutions and future employment and investment opportunities</td>
<td>2.1 &amp; 2.3</td>
</tr>
<tr>
<td>4.</td>
<td>Determine high speed internet delivery stages</td>
<td>2.4</td>
</tr>
<tr>
<td>5.</td>
<td>Develop utilities servicing guidelines including placing electricity supplies underground</td>
<td>2.4</td>
</tr>
<tr>
<td>6.</td>
<td>Finalise preferred school sites</td>
<td>3.1</td>
</tr>
<tr>
<td>7.</td>
<td>Develop design specifications to integrate community infrastructure into mixed use developments</td>
<td>3.1 &amp; 3.2</td>
</tr>
<tr>
<td>8.</td>
<td>Complete the next stages of the Westgate Park Master Plan</td>
<td>3.7</td>
</tr>
<tr>
<td>9.</td>
<td>Review buildings of heritage significance and heritage overlays</td>
<td>3.9</td>
</tr>
<tr>
<td>10.</td>
<td>Develop Caring for Country guidelines in consultation with Aboriginal groups</td>
<td>3.10</td>
</tr>
<tr>
<td>11.</td>
<td>Develop a Zero Net Emissions and Climate Readiness Strategy</td>
<td>4.1, 4.2, 4.3, 7.1</td>
</tr>
<tr>
<td>12.</td>
<td>Finalise an ICP within the next 12 to 18 months</td>
<td>3.6, 3.7</td>
</tr>
<tr>
<td>15.</td>
<td>Introduce State-wide mechanisms to assist in the delivery of the 15% affordable housing target</td>
<td>1.12</td>
</tr>
<tr>
<td>16.</td>
<td>Conduct further work on the topic of raised floor areas and flooding risk management and impact mitigation</td>
<td>5.1</td>
</tr>
</tbody>
</table>
Precinct actions

Fishermans Bend will deliver a number of new infrastructure items that achieve outcomes in the objectives and strategies. This section locates these infrastructure actions that will be delivered to meet the future community needs in each precinct, where practicable.

A number of these actions may be delivered in more than one stage.

Where a site has been chosen, this has been identified. However, a number of sites will need to be delivered in partnership with the private sector as part of a mixed use developments and negotiation on the site will need to occur through the planning process. For these sites an investigation area has been identified in the precinct. These investigation areas indicate the preferred location for a facility.

Indicative timings have been proposed for the infrastructure items. These will be staged to align with population growth and the funding and financing strategy.

Also outlined in this section are the population and job projections for each precinct and key details on attributes relating to the overall size, developable area and open space.

Further detail on the actions will be provided in the Precinct Plans, which will be developed after this draft Framework is finalised.

Delivering Montague

“A diverse and well-connected mixed use precinct celebrating its significant cultural and built heritage, and network of gritty streets and laneways.”

Infrastructure delivery – key projects

<table>
<thead>
<tr>
<th>Sustainability goal reference</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short term</td>
<td></td>
</tr>
<tr>
<td>Objective 1.2</td>
<td>1</td>
</tr>
<tr>
<td>City Road/Ferrars Street intersection upgrade</td>
<td></td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>2</td>
</tr>
<tr>
<td>Ferrars Street Primary School and Community Facility</td>
<td></td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>3</td>
</tr>
<tr>
<td>Montague Park</td>
<td></td>
</tr>
<tr>
<td>Objective 1.1</td>
<td>4</td>
</tr>
<tr>
<td>Route 96 (Stop 126) &amp; 109 (Stop 125A) tram stop upgrades</td>
<td></td>
</tr>
<tr>
<td>Objective 1.2, 1.5</td>
<td>5</td>
</tr>
<tr>
<td>Railway Place/Ferrars Street streetscape upgrade</td>
<td></td>
</tr>
<tr>
<td>Medium term</td>
<td></td>
</tr>
<tr>
<td>Objective 1.3</td>
<td>6</td>
</tr>
<tr>
<td>Bay Street to City bike connection</td>
<td></td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>7</td>
</tr>
<tr>
<td>Buckhurst Linear Park</td>
<td></td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>8</td>
</tr>
<tr>
<td>Johnston Street road closure</td>
<td></td>
</tr>
<tr>
<td>Objective 1.2, 1.3, 1.5</td>
<td>9</td>
</tr>
<tr>
<td>Buckhurst/Montague Streets intersection upgrade</td>
<td></td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>10</td>
</tr>
<tr>
<td>Montague Recreation Hub</td>
<td></td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>11</td>
</tr>
<tr>
<td>Montague Arts and Cultural Hub</td>
<td></td>
</tr>
<tr>
<td>Long term</td>
<td></td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>12</td>
</tr>
<tr>
<td>Montague North Park</td>
<td></td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>13</td>
</tr>
<tr>
<td>Buckhurst Street Park</td>
<td></td>
</tr>
<tr>
<td>Objective 1.1</td>
<td>14</td>
</tr>
<tr>
<td>Montague Street route 109 (Stop 126) tram stop upgrade</td>
<td></td>
</tr>
</tbody>
</table>
Planning for Montague 2050

<table>
<thead>
<tr>
<th>2018</th>
<th>2025</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population projections</td>
<td>280</td>
<td>4450</td>
</tr>
<tr>
<td>Household number projections</td>
<td>155</td>
<td>2450</td>
</tr>
<tr>
<td>Job projections</td>
<td>3240</td>
<td>3400</td>
</tr>
<tr>
<td>Open space (hectares)</td>
<td>0ha</td>
<td>1.87ha</td>
</tr>
</tbody>
</table>

Total precinct size (hectares)

 Gross: 43ha

 Net developable site area: 25ha

Delivery Timeframes

<table>
<thead>
<tr>
<th>Short Term</th>
<th>Medium Term</th>
<th>Long Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018–2020</td>
<td>2020–2025</td>
<td>2025+</td>
</tr>
</tbody>
</table>

Based on the financial calendar (1 July–30 June)

Figure 19. Infrastructure delivery in Montague
Delivering Lorimer

“A vibrant, mixed use precinct close to the Yarra River and connected to Melbourne’s CBD, Docklands and emerging renewal areas.”

Infrastructure delivery – key projects

<table>
<thead>
<tr>
<th>Sustainability goal reference</th>
<th>Timeframe</th>
<th>Objective 3.1</th>
<th>Objective 3.1</th>
<th>Objective 3.1</th>
<th>Objective 1.1</th>
<th>Objective 3.7</th>
<th>Objective 1.2, 1.3, .1.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium term</td>
<td></td>
<td>1 Pop up community hub in Bolte West precinct</td>
<td>2 Lorimer Health and Wellbeing Hub</td>
<td>3 Lorimer Education and Community Hub</td>
<td>4 Northern corridor tram</td>
<td>5 Lorimer Central open space</td>
<td>9 Graham/Bridge Street pedestrian bridge</td>
</tr>
<tr>
<td>Long term</td>
<td></td>
<td>6 Lorimer Sport and Recreational Hub</td>
<td>7 Lorimer Art and Cultural Hub</td>
<td>8 Lorimer West open space</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Planning for Lorimer 2050

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2025</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population projections</td>
<td>280</td>
<td>3440</td>
<td>12,000</td>
</tr>
<tr>
<td>Household number projections</td>
<td>0</td>
<td>1900</td>
<td>5882</td>
</tr>
<tr>
<td>Job projections</td>
<td>1820</td>
<td>2290</td>
<td>6000</td>
</tr>
<tr>
<td>Open space (hectares)</td>
<td>0ha</td>
<td>4.36TBChha</td>
<td>5.184ha</td>
</tr>
</tbody>
</table>

Total precinct size (hectares)

Gross: 25ha 27.6 ha

Net developable site area: 25ha 21.4 ha

Delivery Timeframes

Based on the financial calendar (1 July–30 June)
**INSERT new urban structure plan**

*Figure 20. Infrastructure delivery in Lorimer*
Delivering Sandridge

“One of Melbourne’s premium office and commercial centres, balanced with diverse housing and retail.”

Infrastructure delivery – key projects

<table>
<thead>
<tr>
<th>Sustainability goal reference</th>
<th>Timeframe</th>
<th>Objective Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medium term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>1</td>
<td>North Port Oval parkland expansion</td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>2</td>
<td>Johnson Street road closure/open space</td>
</tr>
<tr>
<td>Objective 1.1, 1.2, 1.3</td>
<td>3</td>
<td>New tram, pedestrian and cycle bridge over freeway</td>
</tr>
<tr>
<td>Objective 1.1, 1.2, 1.3, 1.5</td>
<td>4</td>
<td>Southern corridor tram/boulevard</td>
</tr>
<tr>
<td>Objective 1.1, 1.2, 1.3</td>
<td>5</td>
<td>Redevelopment of Fennell/Plummer/Bridge St intersection</td>
</tr>
<tr>
<td>Objective 3.6</td>
<td>6</td>
<td>Opening of pop-up outdoor public space on future potential Sandridge Rail Station site</td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>7</td>
<td>White Street road closure and temporary pop-up</td>
</tr>
<tr>
<td>Long term</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>8</td>
<td>White Street open space</td>
</tr>
<tr>
<td>Objective Multiple</td>
<td>9</td>
<td>Catalyst site redevelopment opportunity</td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>10</td>
<td>Sandridge Sport and Recreational Hub</td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>11</td>
<td>Sandridge Art and Cultural Hub</td>
</tr>
<tr>
<td>Objective 1.2</td>
<td>12</td>
<td>Ingles Street Bridge widening</td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>13</td>
<td>Sandridge Education and Community Hub</td>
</tr>
<tr>
<td>Objective 1.2, 1.3, 1.5</td>
<td>14</td>
<td>Graham/Bridge Street pedestrian bridge</td>
</tr>
<tr>
<td>Objective 1.1</td>
<td>15</td>
<td>Potential rail (including station and associated infrastructure such as transport interchange and public square)</td>
</tr>
</tbody>
</table>

Planning for Sandridge 2050

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2025</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population projections</td>
<td>520</td>
<td>880</td>
<td>29,600</td>
</tr>
<tr>
<td>Household number projections</td>
<td>287</td>
<td>487</td>
<td>14,949</td>
</tr>
<tr>
<td>Job projections</td>
<td>5200</td>
<td>11,080</td>
<td>26,000</td>
</tr>
</tbody>
</table>
Open space (hectares) | 3.45ha | 5.1ha | 12.89ha
---|---|---|---
Total precinct size (hectares) |
Gross: 86ha |
Net developable site area: 63ha |

Delivery Timeframes

<table>
<thead>
<tr>
<th>Short Term</th>
<th>Medium Term</th>
<th>Long Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018–2020</td>
<td>2020–2025</td>
<td>2025+</td>
</tr>
</tbody>
</table>

Based on the financial calendar (1 July–30 June)

Figure 21. Infrastructure delivery in Sandridge
Delivering Wirraway

“A family friendly inner city neighbourhood close to the Bay and Westgate park”

Infrastructure delivery – key projects

<table>
<thead>
<tr>
<th>Sustainability goal reference</th>
<th>Timeframe</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Medium term</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Objective 3.6</td>
<td>1</td>
<td>Deliver JL Murphy Reserve upgrades</td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>2</td>
<td>Fishermans Bend Education and Community Hub (secondary school)</td>
</tr>
<tr>
<td><strong>Long term</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>3</td>
<td>Wirraway Health and Wellbeing Hub</td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>4</td>
<td>Wirraway Arts and Cultural Hub</td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>5</td>
<td>Wirraway Education and Community Hub</td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>6</td>
<td>Prohasky South open space</td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>7</td>
<td>Prohasky North open space</td>
</tr>
<tr>
<td>Objective 1.1, 1.2, 1.3, 1.5</td>
<td>8</td>
<td>Southern tram corridor</td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>9</td>
<td>Wirraway East open space</td>
</tr>
<tr>
<td>Objective 3.1</td>
<td>10</td>
<td>Wirraway Sport and Recreation Hub</td>
</tr>
<tr>
<td>Objective 3.7</td>
<td>11</td>
<td>Wirraway North open space</td>
</tr>
<tr>
<td>Objective 1.1, 1.2, 1.3, 1.5</td>
<td>12</td>
<td>Salmon Street bridge widening</td>
</tr>
<tr>
<td>Objective 1.2, 1.3, 1.5</td>
<td>13</td>
<td>Rocklea Drive walk and cycle bridge</td>
</tr>
<tr>
<td>Objective 1.2, 1.3, 1.5</td>
<td>14</td>
<td>Thackray Street walk and cycle bridge</td>
</tr>
<tr>
<td>Objective 1.1</td>
<td>15</td>
<td>Potential underground rail</td>
</tr>
</tbody>
</table>

Planning for Wirraway 2050

<table>
<thead>
<tr>
<th></th>
<th>2018</th>
<th>2025</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population projections</td>
<td>200</td>
<td>360</td>
<td>17,600</td>
</tr>
<tr>
<td>Household number projections</td>
<td>155</td>
<td>200</td>
<td>6,822</td>
</tr>
<tr>
<td>Job projections</td>
<td>2410</td>
<td>2740</td>
<td>4000</td>
</tr>
<tr>
<td>Open space (hectares)</td>
<td>12.49ha</td>
<td>12.49ha</td>
<td>26.73ha</td>
</tr>
</tbody>
</table>
**Total precinct size (hectares)**

**Gross:** 94ha

**Net developable site area:** 58ha

---

**Delivery Timeframes**

<table>
<thead>
<tr>
<th>Short Term</th>
<th>Medium Term</th>
<th>Long Term</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018–2020</td>
<td>2020–2025</td>
<td>2025+</td>
</tr>
</tbody>
</table>

Based on the financial calendar (1 July–30 June)

---

**Figure 22.** Infrastructure delivery in Wirraway
Delivering the Employment Precinct

Planning for Fishermans Bend Employment Precinct 2050

The inclusion of the 230 hectare Employment Precinct as part of the Fishermans Bend renewal area presents many unique opportunities to provide 21st century jobs centred on innovation, entrepreneurship and design excellence in manufacturing.

Over the next 12 months, state and local government will collaborate with industry and key stakeholders to plan the Fishermans Bend National Employment and Innovation Cluster (NEIC). This will follow a separate timeframe from the other four precincts.

This process will investigate how this precinct can be successfully developed as a NEIC. Until the planning is completed, the list below should be considered interim.

Initial constraints and opportunities have been identified as a starting point to assist with the further detailed planning for this precinct.

Constraints

- Lack of public transport, pedestrian and cycling access and connections to neighbouring precincts.
- Limited access to the Yarra River, with land abutting the river utilised by the Port of Melbourne.
- Large block industrial subdivision pattern that makes achieving finer grain urban form, street activation, and improved permeability challenging.
- Medium to high soil contamination in some locations.
- The need to consider existing industrial uses, including concrete batching plants.
- Limited provision of community infrastructure and services.
- Existing utility infrastructure and easements required to be maintained, including high voltage power lines and existing sub-stations Salmon/Turner Streets and Graham Street.
- Existing freight rail alignment along Lorimer Street, Todd and Wharf Roads required to be maintained until an alternative is established.
- Truck movements associated with Webb Dock upgrade
- Manage risks associated with active travel and freight travel conflict on Lorimer Street

Opportunities

- Government ownership of former General Motors Holden (GMH) site to act as catalyst project and set the tone for broader evolution of precinct.
- Rich industrial history and supporting infrastructure, with several world renowned companies in operation.
- Industrial zoning and a strong commitment to a precinct focused on employment and the physical production of goods.
- Proximity to Melbourne’s CBD and its thriving knowledge economy.
- Accessibility to key road infrastructure connecting the precinct to the port, airport and broader Melbourne.
- Key transport infrastructure providing a substantial buffer to surrounding areas slated for mixed use development.
- Large sites and an abundance of underutilised space, providing numerous opportunities for intensification of employment and supporting institutional developments.
- Ability to adaptively reuse large industrial buildings to accommodate a variety of uses, including small scale urban manufacturers, start-ups, creative industries, and pop-ups.
- Potential to relocate industries from other Fishermans Bend precinct and sites.
- Potential location for other catalyst projects including the sewer treatment plant.
- Ability to increase and equitably distribute regional open space and improve the Westgate Park connection to the Yarra River.
- Connect the precinct with the river to improve vistas and view-lines.

Infrastructure delivery – key projects

<table>
<thead>
<tr>
<th>Sustainability goal reference</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Medium term</strong></td>
<td><strong>Objective 1.1</strong></td>
</tr>
<tr>
<td>Objective 2.1, 2.2, 2.3</td>
<td>2</td>
</tr>
<tr>
<td>------------------------</td>
<td>---</td>
</tr>
<tr>
<td>Objective 1.3</td>
<td>3</td>
</tr>
<tr>
<td><strong>Long term</strong></td>
<td></td>
</tr>
<tr>
<td>Objective 5.2</td>
<td>4</td>
</tr>
<tr>
<td>Objective 1.1</td>
<td>5</td>
</tr>
</tbody>
</table>

**Figure 23.** Infrastructure delivery in the Employment Precinct
Appendix

Background reports overview
To inform the preparation of this draft Framework, extensive detailed studies have been completed. These build on previous reports produced during 2012–15. All of the background reports are available at our website www.fishermansbend.vic.gov.au

Fishermans Bend Integrated Transport Plan 2017
Prepared by: Transport for Victoria

The growth in Fishermans Bend generates a significant new transport movement demand associated with new residents and employment opportunities. In order to be successful, Fishermans Bend must develop an integrated transport and land use plan.

The Integrated Transport Plan provides clear recommendations and actions in a single plan, which informs this draft Framework.

Fishermans Bend Aboriginal Cultural Values Interpretation Strategy 2017
Prepared by: Extent

The strategy provides specific direction about the interpretation of Aboriginal cultural values for Fishermans Bend. The purpose of the Strategy is to ensure that the traditional, historic and contemporary cultural values and meanings held by Aboriginal people associated with Fishermans Bend are integrated into the redevelopment of the area in a meaningful, culturally appropriate and practical way.

Fishermans Bend Population and Demographics 2017
Prepared by: Fishermans Bend Taskforce in association with Department of Environment, Land, Water & Planning

The Population and Demographics Report provides a preliminary view of the population and jobs breakdown to precinct level. Indicative age profiles for each precinct are derived from the examples of nearby suburbs. The household structures for the precincts represent the aspirations for change from these norms. For example, Wirraway Precinct is anticipated to house a greater proportion of families than those found in the established inner city.

Urban Design Strategy 2017
Prepared by: Hodyl + Co

This report considers appropriate development controls for Fishermans Bend that will realise the Vision. These must be tailored to the specific challenges and opportunities in Fishermans Bend. They are focused on:

- creating distinct and liveable neighbourhoods
- aligning population growth with the provision of infrastructure
- delivering a diversity of housing, including family-friendly housing
- maximising commercial development and job growth.

Fishermans Bend Taskforce Public Space Strategy 2017
Prepared by: Planisphere

The Public Space Strategy is an evidence-based document to ensure best practice public space outcomes for Fishermans Bend. The document incorporates open space, streetscapes and encumbered spaces, such as under bridges and along easements. The strategy informs the development of this draft Framework through the following:

- Identification of principles, objectives and strategies for public space with consideration of land use planning and built form, Fishermans Bend Community Infrastructure Plan and Integrated Transport Plan.
- Providing recommendations for the quality, quantity, location and type of public spaces in Fishermans Bend.
- Identifying long-term implementation, funding, and delivery of open spaces and public realm.
Fishermans Bend Buffer Assessment 2016
Prepared by: GHD
This study effectively updates the previous due diligence Fishermans Bend Buffer Assessment prepared by GHD in June 2013, by including the Employment Precinct and updating relevant information across all precincts.
This assessment provides a detailed understanding of existing environmental constraints and their potential impact on the future land use mix of the area as well as outlining the range of mitigation strategies (Mitigation Toolbox) available to assist in the development of Fishermans Bend.

Fishermans Bend Economic and Employment Study 2016
Prepared by: SGS Economics and Planning
This study updates the previous due diligence Fishermans Bend Economic and Employment Study (SGS 2013) by including the Employment Precinct and refreshing key data across all precincts.
The study provides an assessment of the district’s current economic function and the related employment profile outlines the relevant economic context, trends and issues. It articulates the internal and external forces impacting the precinct and compares three realistic development scenarios that could be enabled, and details a high-level economic narrative for the precinct’s future.

Fishermans Bend Heritage Study 2016
Prepared by: Biosis
This study is an essential step in establishing relevant and significant historical information, which is considered a multifaceted asset of the area. This documentation of cultural heritage values, issues and associated sites informs the development of this draft Framework and the subsequent localised precinct plans as well as more technical documents such as built form and design guidelines.
In addition to the thematic history, the study compiles a brief tabulated and illustrated list of historic places, including both places currently identified on heritage registers and overlays, as well as other places considered to have heritage potential, or which help to understand the character and historic themes of the study area.

Fishermans Bend SMART City Framework 2016
Prepared by: WSP Parsons Brinckerhoff
The purpose of this work was to develop and articulate a conceptual smart city governance structure for Fishermans Bend.
The aim was to provide a potential governance framework which if adopted, would form the basis for ensuring Fishermans Bend is regarded as an internationally recognised smart city.

Fishermans Bend Baseline Utility Assessment 2016
Prepared by: GHD
The purpose of this work was to review and update the existing Fishermans Bend utilities infrastructure reports (2012–15) and to include the Employment Precinct. The objectives of this piece of work are:
- further refining the Taskforce’s thinking around the provision of utility infrastructure
- assisting in the preparation of the draft Framework Plan
- assisting in framing a future Development Contributions Plan, inclusive of future public acquisition requirements for Fishermans Bend.

Fishermans Bend Social History Study 2017
Prepared by: Context
Life on the Bend is a concise and illustrated outline of the local intangible history and complements the Heritage Study (Biosis 2016) which focuses on the more tangible aspects. In a series of thematic chapters the study provides a significant insight into the evolution of the area’s civil society, its social fabric, dynamic and values. The study sketches the development of local communities and its key attributes with selected personal stories punctuating the general narrative.
The study is accompanied by the Social History Resource Guide which lists its key reference materials including publications, archival materials and images, and the main libraries and repositories where this material can be found. It is designed to be a readily available repository that assists urban professionals and members of the public alike in further researching the many stories of Fishermans Bend.
The study and guide are expected to inform the development of a place-making strategy as well as specific interpretive initiatives.

Fishermans Bend Baseline Groundwater Quality Assessment, 2016
Prepared by: AECOM Australia
The groundwater quality assessment project allows Environment Protection Authority Victoria and planning agencies to advise developers on aspects of groundwater clean-up that will require their attention. This study includes the Lorimer, Wirraway, Sandridge and Montague precincts and is currently being expanded to consider the Employment Precinct.

The work determines the precinct-wide baseline groundwater quality, understands the potential risk of groundwater contamination to surface water receptors and provides recommendations on potential risk mitigation and management.

**Fishermans Bend Preliminary Land Contamination Study Employment Precinct 2016**
Prepared by: Golder Associates

This study is a high level review of the potential land contamination issues associated with past and present land uses in the Employment Precinct of Fishermans Bend. Potential land contamination is a recognised key factor in influencing the options and rate of urban renewal.

**Fishermans Bend Community Infrastructure Plan 2017**
Prepared by: Fishermans Bend Taskforce

The Fishermans Bend Community Infrastructure Plan takes a strategic, spatial and long term in approach. The plan aims to develop an evidence-based report to assist the Fishermans Bend planning process in the following aspects:

- **Strategic directions:** The plan develops objectives and strategies to inform this draft Framework along with other strategies such as Integrated Transport Plan and Public Space Strategy.
- **Planning:** The plan develops a list of potential community infrastructure requirements for Fishermans Bend in the next 35 years. This infrastructure list informs the Fishermans Bend Funding Strategy and potential delivery models.
- **Delivery:** Based on the outcomes of planning process and the identification of required facilities, the potential delivery model scenarios are developed.

**Base Line Drainage Plan Options 2017**
Prepared by: GHD

The Fishermans Bend interim guidelines require in-building storage of rainwater. The report shows the impact of tanks in reducing the existing levels of flooding. It is based on analysis of four different service levels. It identifies additional precinct infrastructure required to achieve an acceptable service level and flood mitigation.

**Fishermans Bend Sustainability Strategy 2017**
Prepared by: Fishermans Bend Taskforce

Sustainability permeates the planning for Fishermans Bend. The aspiration to be a Green Star – Community is a unique feature of this process. The Fishermans Bend Sustainability Strategy outlines the objectives, targets and actions for the eight sustainability goals.

It details how Fishermans Bend will achieve Green Star – Communities certification. The sustainability strategy is an important precursor to the Sustainability Plan, which will bring together detailed plans to achieve the sustainability goals. The Sustainability Plan is under development for delivery by the end of 2017.

**Fishermans Bend Waste and Resource Recovery Strategy 2017**
Prepared by: Metropolitan Waste and Resource Recovery Group

The Fishermans Bend Waste and Resource Recovery Strategy outlines waste and recycling objectives, targets and actions to increase recycling and reduce waste to landfill in Fishermans Bend. This strategy forms an important part of the Fishermans Bend Sustainability Plan.

- **Point Advisory Fishermans Bend Net Zero Carbon strategy (12 February 2018)**
- **Point Advisory Report Fishermans Bend Net Zero Emissions Strategy (14 February 2018)**
- **ARUP Fishermans Bend Review of sustainability standards (19 February 2018)**
- **AECOM Fishermans Bend Climate Readiness Strategy – Organising Framework Stage 1 (28 February 2018)**
Glossary

Aboriginal
Aboriginal is used to refer to both Aboriginal and Torres Strait Islander people.

Accessibility
The ease of reaching destinations. The capacity regardless of age, ability or income to reach an activity or destination. The accessibility of an area can be a measure of local liveability as it relates to the functionality and performance of such area.

Active recreation
Activities that are engaged in for the purpose of relaxation, health and well-being or enjoyment with the primary activity requiring physical exertion, and the primary focus on human activity.

Activity core
An area that provides a focus for enterprises, services, shopping, employment, housing, transport and social interaction. They range in size, intensity and composition.

Advanced
Any manufacturing process that takes advantage of high technology or knowledge-intensive input as an integral part of its manufacturing process.

Adaptability
The capacity of a building or space to respond to changing community needs and to accommodate new land uses/users.

Affordable housing
Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs (Plan Melbourne definition). As defined in the Planning and Environment Act 1987.

Amenity
A collection of qualities that make spaces attractive for human occupation. The features of an area, street or building, that provide facilities and services that contribute to physical or material comfort and benefit, and are valued by users.

Built form
The height, volume and overall shape of a building as well as its surface appearance.

Caring for Country
A term used to describe the different sustainable land management practices and initiatives that Aboriginal people undertake, and the key role these practices play in continuing culture.

Creative industries
An evolving mix of sectors spanning arts, culture, screen, design, publishing and advertising encompassing diverse disciplines.

Small organisations, micro-businesses and sole practitioners comprise the vast majority of the sector.

Dwelling density
The number of dwellings in an urban area divided by the area of the residential land they occupy, often expressed as dwellings per hectare.

Fine grained
An urban environment with small-scale spaces, street blocks and a mix of uses to foster diverse activities and walkability.

Green
A range of elements including infrastructure vegetation walls, green tram tracks, green streets, blue laneways and cloudburst technology, roof gardens, and tree planting, which work together to improve the environmental health of an area and mitigate the effects of climate change.

High-quality
The perceived value and associated positive experience of an environment, feature or space.

Human-scale
The proportional relationship of the physical environment (such as buildings, roads, vegetation) to human dimensions. Maintaining and favouring a human scale means that the urban structure and especially its built form are not perceived as overwhelming at ground level.

Knowledge
Production and services based on economies knowledge-intensive activities that contribute to an accelerated pace of technical and scientific advancement.

Land use
The primary purpose for which the land is used or may be developed.

Liveability
A measure of city users quality of life, used to benchmark cities around the world. It includes socioeconomic, environmental, transport and recreational measures.

Mixed use
The composition of land use mix. The arrangement — quantity and distribution — and type of uses within a geographic area or development site.

National
Designated concentrations of Employment employment distinguished by a and Innovation strong core of nationally significant Clusters (NEIC) knowledge sector businesses and institutions that make a major contribution to the national economy and Melbourne's positioning in the global economy.

Open space
Space open to the sky regardless of its ownership and management arrangements.

Passive
Informal observation by people of surveillance streets and public spaces, which increases perceptions of safety.

Public realm
All public open space, along with other publicly owned land between buildings including streetscapes.
Public space

Publicly owned open as well as encumbered space that is easily accessible to all 24/7 as well as privately owned space that is available for public use at some times with or without fee.
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passive recreation</td>
<td>Casual use of open space such as sitting, walking, reading a book, meeting people enjoying the ambiance and relaxing.</td>
</tr>
<tr>
<td>Population density</td>
<td>The number of people residing in a particular area or catchment. Density is calculated by dividing the total number of people living in an area by the overall size of the area.</td>
</tr>
<tr>
<td>Universal design</td>
<td>The designing of environments for people of all ages and abilities.</td>
</tr>
<tr>
<td>Urban heat</td>
<td>A localised heating effect in urban island effect areas caused by a concentration of hard surfaces such as non-porous pavements, walls and roofs that retain heat and radiate it back into the environment.</td>
</tr>
<tr>
<td>Urban renewal</td>
<td>The process of redeveloping an existing area to changing conditions such as environmental, economical, political and/or circumstances.</td>
</tr>
<tr>
<td>Social Housing</td>
<td>As defined in the Planning and Environment Act 1987.</td>
</tr>
<tr>
<td>Urban structure</td>
<td>The spatial arrangement of a city's primary organising components: the blocks, open space, movement network, land parcels and natural physical features such as topography, waterways and floodplains. Land use and built form contribute to and influence the city's urban structure.</td>
</tr>
<tr>
<td>Walkability</td>
<td>The extent to which the built environment supports walking for transport and recreation, where the walking environment is safe, connected, accessible and pleasant.</td>
</tr>
<tr>
<td>Walkability score</td>
<td>A measure to describe the walkability of an area from an address (home or work) based on the distance to essential services in conjunction with its pedestrian friendliness.</td>
</tr>
</tbody>
</table>

Contact us:

www.fishermansbend.vic.gov.au
fishermansbend@delwp.vic.gov.au
@fishermans_bend
Victorian Government Contact Centre – 1300 366 356
Translation Service – 03 9280 0787