
Request to be heard?: No - Copy of Directions and

Precinct: General

Full Name: Cara Bawden

Organisation: Stockland

Affected property:

Attachment 1:

Attachment 2:

Attachment 3:

Comments: Attached

13 December 2017

Department of Environment, Land, Water and Planning
Via submissions portal: engage.vic.gov.au/fishermans-bend-draft-framework

To Whom It May Concern,

RE: Submission to Planning Scheme Amendment GC81

Thank you for the opportunity to provide a submission to Planning Scheme Amendment GC81, which seeks to implement the draft Fishermans Bend Framework.

Stockland is the largest residential developer in Victoria with a long and proud history of partnering with the Government over many years to deliver sustainable communities, affordable homes, shopping centres, education and recreational facilities and retirement living communities across the state.

Across Victoria, Stockland has over \$2.4 billion invested in 53 properties and projects across residential, commercial and retirement living assets. We have a further \$1.3b committed for future investment and a pipeline of around 27,000 homes in key growth corridors.

Consultation and engagement with stakeholders is a core part of our business and plays a key role in shaping and influencing the planning and design of all Stockland projects. We welcome the release of the Fishermans Bend Framework and the opportunity to make a submission on such an important Plan.

We congratulate the Fishermans Bend Taskforce on preparing a well-considered vision and Framework, and for recognising the need to tailor specific planning controls to the unique circumstances of Fishermans Bend. Stockland anticipates having interests in several sites within Fishermans Bend over the coming years, and as such the manner by which the Framework is implemented is of importance to us.

We have identified some considerations that we believe need further consideration to ensure that the exciting vision for this regeneration precinct is fully realised.

- **Governance Arrangements** – Given the scale of this renewal precinct, we anticipate that ongoing governance arrangements will need to be put in place, and would welcome the establishment of an authority to oversee matters such as the planning controls, infrastructure provision and public land acquisition. This should operate in a similar manner to the former Docklands Authority. The governance arrangements should be finalised in conjunction with the finalisation of the planning controls.



- **Public Transport Provision and Funding** – The draft Fishermans Bend Framework has a bold vision to accommodate 80,000 jobs. However, in order to attract businesses (especially anchor tenants) to move into the precinct, high capacity public transport options will need to be provided from very early within the development timeline. This should include rail, tram and bus services. The Framework needs to provide greater certainty in regards to the timing of construction, the location of public transport stops, and the funding of this infrastructure. A plan that identifies how the transport infrastructure will be funded and delivered should be provided as part of the Amendment.
- **Mandatory Design Controls** – while recognising the intention to ensure a high level of design at Fishermans Bend, we do not believe that mandatory planning controls are necessarily the most effective mechanism. Mandatory planning controls are generally discouraged unless exceptional circumstances warrant their use (refer to Planning Practice Note 59 – The Role of Mandatory Provisions in Planning Schemes and Planning Practice Note 60 – Height and Setback Controls for Activity Centres).

Fishermans Bend includes a large range of site sizes and shapes, and there may be some circumstances where the mandatory setbacks will overly constrain development. Instead, we would support discretionary controls.

- **Complexity of Controls** – The proposed controls are uniquely complex and will may be challenging to apply in practice. It would be highly beneficial if the controls could be reviewed with a view to streamlining and simplifying them.
- **3 Bedroom Apartments** – The proportion of 3 bedroom apartments sought by local policies is significantly higher than the market currently provides for within inner-city Melbourne development projects. We seek to ensure that these proportions are only encouraged rather than mandated, especially for the earlier projects in the precinct where it will be necessary to test the market appetite for large apartments in this location.
- **Affordable Housing** – Whilst Stockland supports the delivery of affordable housing in Fishermans Bend, we think more detail on the proposed mechanisms needs to be provided to ensure these targets can be met, while projects remain viable. Affordable Housing in Fishermans bend should be considered as part of the wider contributions regime and funding expectations placed on developers. Ownership and management arrangements for affordable housing need to allow flexible approaches, in order to enable developers to provide housing while maintaining project viability. The Framework should encourage and incentivise innovation to deliver more in the private affordable housing space, such as small lot housing or micro apartments.
- **Car Parking** – The mandated maximum car parking rate of 0.5 spaces per dwelling may need further consideration in some circumstances. It is not currently clear how dispensations from the maximum rate can be sought, yet developments that proceed ahead of the medium and long term public transport infrastructure may require more parking spaces to encourage a diverse range of residents to choose Fishermans Bend. Developments containing a higher

proportion of three bedroom dwellings aimed at families may need these apartments to provide at least one space per apartment.

- **Adaptable Uses of New Buildings** – Typically the lower levels of new buildings will comprise car parks (due to the ground conditions in the precinct), so mandating taller floor to ceiling heights in such circumstances will require large ramps to provide vehicle access between floors. These ramp heights may not be achievable on smaller sites.

We would welcome the opportunity to discuss our submission further. Please do not hesitate to contact me on 9095 5000 or at Ben.Cantwell@stockland.com.au

Yours Sincerely



Ben Cantwell

General Manager, Development – Retirement Living, Medium Density & Completed Homes