1.1 Preferred locations for Community Infrastructure Hubs

* There is potentially a need for additional Community and Education Hubs (Primary School) to those shown on this plan. Department of Education and Training to review provision in 5 years.

**Figure 15 of the draft Framework. Locations to be included in a Map in the CCZ1.**

**Wirraway Sport and Recreation Hub**
- Located within Prohasky Open Space to help activate the reserve. Preferred location would provide a terminating vista to Plummer Street.
- Stand-alone hub recommended due to Sport and Recreation Hubs being difficult to construct within a mixed use development (due to structural requirements).

**Wirraway Education and Community Hub (Primary School)**
- Tarver Street site on a local street with linear park, a short walk to Prohasky Reserve, JL Murphy Reserve and Wirraway retail area.
- Preference for a stand-alone hub due to site size and 8 storey discretionary height limit.

**Wirraway Art and Cultural Hub (Performance Space, Rehearsal Space and Art Studios)**
- Site on Plummer Street (Goodman owned land) adjacent to a new public open space, to create a landmark civic building, potentially as a stand-alone hub.

**Wirraway Education and Community Hub (Secondary School)**
- Site on Plummer Street to allow for co-use of JL Murphy Reserve.
- Stand alone hub due to existing Government owned land.

**Sandridge Art and Cultural Hub (Library and Art Gallery)**
- Co-located with open space (plaza) on the corner of Plummer and Bridge Streets to create a landmark civic building.
- Preference for a stand-alone hub.

**Sandridge Sport and Recreation Hub and Education and Community Hub (Primary and Secondary)**
- Education and community hub expanded to be a P-12 (combined Primary and Secondary School), to make up for shortfall in secondary school provision.
- Hubs co-located on the site adjacent to North Port Oval.
- Stand alone hub recommended as Sport and Recreation Hub difficult to construct within a mixed use development, and to deliver a key civic hub in Sandridge.

**Sandridge Health and Wellbeing Hub**
- Site in the Sandridge Core area (Goodman owned land), within easy walking distance of public transport (tram, train and bus) and adjacent to public open space.
- Hub could be delivered within a mixed use development.

**Montague Art and Cultural Hub**
- Co-located with existing School, a short walk from 109 tram and Montague Street / Normanby Road bus route and opposite the Buckhurst Street activity core.
- Stand alone hub due to existing Government owned land.

**Montague Sport and Recreation Hub**
- Co-located on the site with Montague North Park (government owned land). Suggest this whole parcel is shown as open space to facilitate this.
- Stand-alone hub recommended as Sport and Recreation Hub difficult to construct within a mixed use development.

**Additional Wirraway Education and Community Hub (Primary School)**
- New hub to make up for shortfall of school and long day care provision in Sandridge/Wirraway.
- Site opposite JL Murphy reserve to allow for co-use of sporting fields in JL Murphy Reserve.
- Hub could be delivered within a mixed use development.
### 1.2 Preferred changes to Core and Non-Core Areas

*Figure 11 of the draft Framework and Map 1 in the CCZ1 and DDO30*

<table>
<thead>
<tr>
<th>Core Precinct</th>
<th>FAR</th>
<th>Minimum commercial FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wirraway</td>
<td>4.1:1</td>
<td>1.9:1</td>
</tr>
<tr>
<td>Sandridge</td>
<td>8.1:1</td>
<td>3.7:1</td>
</tr>
<tr>
<td>Montague</td>
<td>6.1:1</td>
<td>1.6:1</td>
</tr>
<tr>
<td>Lorimer</td>
<td>5.4:1</td>
<td>1.7:1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-Core Precinct</th>
<th>FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wirraway</td>
<td>2.1:1</td>
</tr>
<tr>
<td>Sandridge</td>
<td>3.3:1</td>
</tr>
<tr>
<td>Montague</td>
<td>3.0:1</td>
</tr>
</tbody>
</table>

#### Sustainability goals

- **Wirraway Core areas (south of Montague Street)**
  - The inclusion of sites west of Montague Street in the core area is not supported.
  - The extension of the primary retail frontage / core retail area of Montague west of Montague Street should have a different scale to that east of Montague Street.
  - It appears the core designation is based largely on a permit having been issued for the site. A similar outcome to the approved permit should not be supported/approved if the permit is not acted upon and a new permit is sought.

#### General

- Suggest future blocks do not contain both non-core and core areas for ease of application of FARs (proposed changes shown on plan). Building heights can be used to manage preferred development outcomes.
- Suggest for ease of use and calculations that numbers be rounded to a whole number (e.g. 6:1 instead of 6.1:1).
- Floor Area Ratios to be further tested through Precinct Planning.
1.3 Preferred changes to Primary and Secondary Active Frontages

*Figure 13 of the draft Framework and Map 1 in CCZ1 and DDO30*

**Plummer Street**
- Suggest the areas of Plummer Street between Smith Street and Prohasky Street and opposite JL Murphy Reserve are changed to secondary active frontage (retail / commercial), to enable the retail core to be focused around the intersection of Plummer and Salmon Streets.
- The extent of the core retail area will need to be further refined depending on the outcome of the retail assessment (currently underway).

**Bertie Street, Sandridge Core**
- Change Bertie Street between North Port Oval and Woolboard Road extension to primary active frontage (retail).
- Bertie Street is the key north-south pedestrian connection through Sandridge, connecting to large open spaces (North Port Oval) and community facilities.

**Sandridge Core area (Plummer/Fennell Street)**
- Change primary active frontage (retail / commercial) from Plummer Street (west of Bridge Street) and Fennell Street (between Ingles St and Boundary Street) to secondary active frontage (retail / commercial). The ground level in this area can accommodate a combination of active residential, commercial and retail uses at ground level.
- Secondary active frontages here may detract from the Sandridge and Montague core areas.

**Sandridge Non-Core area**
- Remove secondary active frontage (retail / commercial) from this area (Johnson Street, Boundary Street and new east-west street). Local streets in this area can accommodate a combination of active commercial and retail uses at ground level.
- Secondary active frontages here may detract from the Sandridge and Montague core areas.

**Montague North Park**
- Suggest the secondary frontage is deleted. This is not the most viable location for retail and commercial uses.

**Normanby Road**
- Suggest Normanby Road is changed to predominantly a secondary active frontage (retail / commercial). Potential for an area of primary active frontage (subject to the outcome of the retail assessment).
- The road is extremely wide and heavily trafficked and is more conducive to a mix of retail and commercial uses, rather than a high-street primary active frontage.
- Designating the whole street as a primary active frontage (retail) may detract from Buckhurst Street, which is the preferred high-street retail-focused street.

**Montague Street**
- Suggest Montague Street between Normanby Road and Buckhurst Street is changed to secondary active frontage (retail / commercial).
- Opportunities to activate Montague Street with retail shops is limited given a number of heritage buildings, a large building already constructed (Gravity Tower), and the large gap underneath the 109 tram overpass/bridge. A secondary active frontage does not preclude retail development.
- The extent of the core retail area will need to be further refined depending on the outcome of retail assessment (currently underway).
1.4 Preferred changes to Public Open Space

Figure 17 of the draft Framework and Map 3 in CCZ1 and Map 2 and 3 in DDO30

**Sandridge North Park**
- Consolidate two smaller proposed open spaces into a larger (1ha) passive open space within the Sandridge core area on the north-west corner of Bertie Street and Woolboard Road extension. Retain 12m wide linear park on south side of Woolboard Road extension.

**Gladstone & Buckhurst Street Parks and additional Public Plazas**
- Relocate the Gladstone Street open space to the existing car park at the rear of 552-558 City Road. This will provide an urban plaza in line with the vision for Montague.
- The Gladstone Street open space is currently occupied by a building less than 5 years old which is strata titled. Public open space is unlikely to be delivered by 2050. The existing building (including land uses and character) is consistent with the vision for Montague.

**Transmission line easement**
- Investigate whether additional open space buffers are required under the high voltage transmission lines (based on the existing easement in these locations).

**Plummer/Bridge Street**
- Consolidate the proposed public open space on the south side of Plummer/Bridge Streets into a larger civic space on the north side of Plummer Street.
- This should be co-located with the Sandridge Art and Cultural Hub.

**Boundary Street Council and State Owned Sites**
- Investigate potential for joint master plan of CoPP and State Government owned sites and opportunity to provide a larger, more usable open space rather than two smaller spaces.

**Montague North Park**
- Shown the entire site as public open space in order to co-locate the Montague Sport and Recreation Hub and the Montague North Park on this site. This will reduce buildings overshadowing the park.
- Government owned land.

**Boundary Street Council and State Owned Sites**
- Investigate potential for joint master plan of CoPP and State Government owned sites and opportunity to provide a larger, more usable open space rather than two smaller spaces.

**Potential Additional Open Space**
- Investigation Area
- Potential for Consolidation/Relocation
- Metro Station Entries

**Montague North Park**
- Shown the entire site as public open space in order to co-locate the Montague Sport and Recreation Hub and the Montague North Park on this site. This will reduce buildings overshadowing the park.
- Government owned land.

**Potential Additional Open Space**
- Investigation Area
- Potential for Consolidation/Relocation
- Metro Station Entries

**Montague North Park**
- Shown the entire site as public open space in order to co-locate the Montague Sport and Recreation Hub and the Montague North Park on this site. This will reduce buildings overshadowing the park.
- Government owned land.

**New Montague South public open space (Thistlethwaite Street)**
- Provide a new public open space on the south side of Thistlethwaite Street opposite the (37-47 Thistlethwaite Street), to make up for the shortfall of public open space provision in Montague South and provide one open space per block.
- This proposed change is consistent with Joanna Thompson’s expert evidence.
1.5 Preferred changes to Building Heights

Figure 12 of the draft Framework and Map 2 in DDO30

*Revised plan to be provided as part of Council’s Stage 2 Submission.

Wirraway Core (24 storey area)
- Reduce the maximum height to 15 storeys (discretionary) in the Wirraway Core.
- Plummer Street and the retail core should have a lower scale, more intimate feel than Sandridge, created through predominantly mid-rise scale with a few small slender towers (up to 15 storeys) for residential and commercial uses.
- Current planning scheme controls apply a 12-18 storey mandatory height limit. Given the FAR and the vision for this area, the overall height should not be increased.

Sandridge North Core/ Non-core area
- Preferred heights (reduced in some parts) to be nominated as part of Council’s Stage 2 submission.

Montague Core (12 storey & 20 storey areas west of Montague St)
- Reduce the maximum height to 8 storeys (discretionary).
- The extension of the core area to these sites and the primary active retail frontage is not supported.
- It appears the core area and proposed 20 storey height is applied to the northern site largely due to a permit having been issued for the site. A similar outcome would not be supported if the permit is not acted upon and a new permit is sought.
- Current planning scheme controls are an 8 storey mandatory height limit for the southern site. This should not be increased.

Montague North Park.
- Remove development area from Montague North Park and show entire parcel as public open space, with a Sport and Recreation Hub.
- Reduce the maximum height to 6 storeys (discretionary) in DDO30 only, to avoid overshadowing of public open space.

Montague Core (24 storey and unlimited height area east of Whiteman Street)
- Heights to be reduced to ensure that this site does not overshadow streets in South Melbourne which are protected by mandatory overshadowing controls to ensure southern footpaths are not overshadowed (DDO8). This should encourage the retention of existing low-scale heritage buildings on the site.
- Preferred heights to be nominated as part of Council’s Stage 2 submission.

Sandridge North Core/Non-core area
- Preferred heights to be nominated as part of Council’s Stage 2 submission.
1.6 Preferred changes to Road Hierarchy

**Figure 6 of the draft Framework**

![Proposed road hierarchy diagram]

**Fennell / Plummer Street**
- Include a principle in the Framework to restrict private vehicles from travelling down the entire length of the Plummer / Fennell Street Civic Spine to ensure trams, cyclist and pedestrian priority (e.g. create sections where cars are not permitted, squeeze points to create nodes of activity and connect public open spaces either side of the street).

**Prohasky Street**
- Change the whole street from Collector Road to Arterial Road, subject to discussions with VicRoads. The section of Prohasky Street north of Plummer Street is currently a VicRoads declared arterial road.

**Additional Local Road**
- This proposed new local road is shown in Figure 8 - Road Network and should be included in Figure 6 - Proposed Road Hierarchy as a Local Street.

**Proposed New Local Street**
- A new local street should be included south of Fennell Street between Boundary Street and Bridge Street. The block sizes in Sandridge core area are too large for the preferred development outcomes without a local street (with proposed east-west laneways removed). Investigate this as a one-way street. *Note: All plans in the Framework should be updated to include this new street.*

**Legend**
- Arterial roads
- Collector roads
- Local streets
- Road closure

**Change east-west Collector Roads to Local Streets**
- Change east-west Collector Roads to Local Streets (Tarver Street, New East-West St north of Plummer/Fennell Streets, Woodruff Street extension, Munro Street (west of Johnson St), Johnson Street & Whiteman Street).
- Collector Streets should be north-south only, encouraging east-west traffic to travel along Arterial Roads, rather than Local Streets.
- Investigate ways to manage traffic on Arterial Roads, particularly Williamstown Road where there is an existing residential interface.
1.7 Preferred changes to Property Access

Figure 8 of the draft Framework and Map 1 in CCZ1 and DDO30

Linear parks and public open space
- No crossovers should be permitted along the side of the road where linear parks or public open space are planned (except for some laneway crossovers and unless there is no other option for property access). This will ensure the usability of these public open spaces.
- Crossovers could be allowed on the opposite side of the road to where the linear parks are proposed.

Prohasky Street
- Change Prohasky Street to no crossovers permitted (except for laneway crossovers and unless there is no other option for property access), subject to discussions with VicRoads.
- Prohasky Street (north of Plummer Street) is an existing VicRoads declared arterial road.

Montague Street and Kerr Street
- Change Montague Street and Kerr Street to no crossovers permitted (except for laneway crossovers and unless there is no other option for property access).
- Montague Street is an existing VicRoads declared arterial road.
- Crossovers along Kerr Street fronting onto Montague Community Park should be minimised.

Boundary Street (Montague) and northern section of Bertie Street (Sandridge)
- Allow vehicular access / crossovers to buildings along Boundary Street and the northern-most extent of Bertie Street.
- The northern extent of Bertie Street does not have an off-road cycle path or a linear park and restricted vehicle access is not required.
- Boundary Street does not have an off-road cycle path or linear park and restricted vehicle access is not required, noting that this is a sensitive interface and access would be managed as part of a planning permit.

* Note the proposed new local street south of Fennell Street between Boundary Street and Bridge Street should be included on this plan.
1.8 Preferred changes to Cycling Infrastructure

Figure 7 of the draft Framework and Maps in CCZ1 and DDO30

General
- On the recreational walking and bike loop, provide protected bike routes where cyclists can safely ride three abreast (such as groups, families with children etc.).
- On quieter roads, provide for bikes and cars to share the road.
- Ensure intersection design prioritises cyclists.

Prohasky Street
- A separated cycling path should be provided along Prohasky Street. This could be through an on-road separated cycling path north of Plummer Street, and an off-road cycling path (within Prohasky Reserve) south of Plummer Street (due to the Tram). Precinct Planning to confirm preferred location.

Off-road cycling path
- A new off-road cycling path should be added underneath the transmission line easement to connect Rocklea Drive to Prohasky Reserve.
- Investigate a new off-road cycling path connecting through Prohasky Reserve and Melbourne Grammar Sports Fields to connect to Todd Road and Westgate Park routes.

Best practice on-road separated cycling paths
- Provide best practice on-road separated cycling paths instead of on-road cycling paths with line markings only to encourage cycling and provide safe facilities along:
  - Strategic Cycling Corridors (as per Figure 7).
  - Key routes connecting to Strategic Cycling Corridors and key open spaces and community hubs: new north-south road connecting to JL Murphy Reserve, Munro Street, Normanby Road, City Road, Ferrars Street and connection from Fennell Street North to Montague Street (via Boundary Street and new east-west road south of Johnson Street).
  - Streets connecting to cycling / pedestrian only bridges (Rocklea Drive, new north-south street east of Salmon Street, Graham Street and Bridge Street).

Potential One Way Local Streets
- As part of investigation of one way east-west streets, consider providing for two-way cycling through contraflow bike routes (for bikes travelling the opposite direction to cars) and shared carriageway for bikes and cars for the one-way traffic lane.
1.9 Preferred changes to Development Plan Overlay

**Area E: Wirraway transport interchange**
Increase the extent of Area E to cover the two street blocks abutting Plummer Street, west of Salmon Street. Requirements should include the production of a master plan for the activity centre which identifies sites for anchor uses, the delivery of transport interchanges, and delivers the new east-west road north of Plummer Street.

**Goodman site**
Add the Goodman site, fronting Plummer Street in Wirraway to the DPO, to ensure master planning of the Plummer Street spine and delivery of new streets and public open space.

**Area C: Plummer Street realignment**
Add the area bounded by Graham Street, Plummer Street, Bridge Street and Williamstown Road to Area C, to ensure coordinated design and delivery of the new east-west street and linear park. Boundary to be reconciled upon further consideration of proposed Area C.

**Area B: Sandridge central**
Increase the extent of Area B to include the area bounded by West Gate Freeway, Bridge Street, Woolboard Road and Ingles Street.
Requirements should include the production of a master plan for the activity centre which identifies sites for anchor uses and the delivery of transport interchanges.

**Future tram crossing**
Add the area bounded by Ingles Street, Fennell Street and the Freeway (where the future tram will land at the intersection), to ensure a positive interface between new development the tram bridge and Ingles Street bridge. This should also include pedestrian access to the bridges.

**Buckhurst Street Retail core**
Add the area bounded by Gladstone Street, Montague Street, Thistlthwaite Street, Ferrars Street and Kerr Street to the DPO.
Requirements should include the production of a master plan for the activity centre which identifies sites for anchor uses and the delivery of the Buckhurst Street linear park.