21.02 MUNICIPAL PROFILE

21.02.1 Context and history

Melbourne’s growth

21.02.2 People City

21.02.3 Creative City

21.02.4 Prosperous City

21.02.5 Knowledge City

21.02.6 Eco-City

21.02.7 Connected City
21.04 SETTLEMENT

21.04–1 Growth Area Framework

As the municipality continues to grow and develop, the culture and functioning of the City in twenty years time will be very different from today. However, through these changes the characteristics of the city we value today must be retained. [Melb 21.04-1 p1]

This can be achieved by: targeting urban growth and development into specific areas of the City; enabling ongoing but incremental growth and development in those parts of the City needing constant renewal of their vitality, and by maintaining the existing character in valued established areas. [Melb 21.04-1 p12]

The focus of this MSS is on promoting areas of growth and protecting areas of stability. Areas of ongoing and incremental growth will continue to be regulated under the current planning scheme controls. The MSS identifies five types of areas: [Melb 21.04-1 p3]

- The original city centre (the Hoddle Grid) [Melb 21.04-1 p4]
- Urban renewal areas [Melb 21.04-1 p5]
- Proposed urban renewal areas [Melb 21.04-1 p6]
- Potential urban renewal areas [Melb 21.04-1 p7]
- Stable residential areas [Melb 21.04-1 p8]

The Growth Area Framework Plan at Figure 1 identifies these areas. [Melb 21.04-1 p9]
Figure 1 Growth Area Framework Plan
21.04–1.1 The original city centre – the Hoddle Grid

21.04–1.2 Urban renewal areas

The urban renewal areas are Southbank, Docklands and the Fishermans Bend Urban Renewal Area. These areas have been planned and designed to provide for the expansion of the Central City in optimal living and working environments with a new mix of uses, higher density of development and excellent provision for walking, cycling and public transport services. Here change is guided by well-developed structure plans and master plans adopted by State Government and Council. (Melb 21.04–1.2 Intro p1)

The design of the buildings, streets, public open spaces should be integrated over whole precincts with provision of utilities services to minimise the precinct’s greenhouse gas emissions, optimise water management, mitigate the effects of extreme storm events, reduce the urban heat island and take precautions against sea level rise. (Melb 21.04–1.2 Intro p2)

Southbank

Docklands

Fishermans Bend Urban Renewal Area

The area measuring over 480 hectares includes four mixed use precincts which are part of the expanded Central City. The four mixed use precincts have been declared a project of State significance and rezoned as part of an expansion to the expanded Capital City Zone. One of these mixed use precincts, Lorimer, is within the City of Melbourne. (Melb 21.04–1.2 FB p1)

This rezoning expands the Capital City Zone by more than 50 per cent and is expected to accommodate jobs and residents within four mixed use precincts and one employment precinct. (Melb 21.04–1.2 FB p2)

The urban renewal area is also within the City of Port Phillip municipality. The area adjoins the Docklands and Southbank existing urban renewal areas. (Melb 21.04–1.2 FB p3)

City North

Arden-Macaulay

21.04–1.3 Proposed Urban Renewal Areas

21.04–1.4 Potential Urban Renewal Areas

21.04–1.5 Stable Residential Areas
Growth

Objective 1 To provide for the anticipated growth in the municipality over the next 20 years.

Strategy 1.1 Retain the Hoddle Grid area as the core of the Central City and plan for its ongoing change and growth.

Strategy 1.2 Direct new urban growth into the Docklands and Southbank Urban Renewal Areas.

Strategy 1.3 Plan and design Urban Renewal areas to provide optimal living and working environments, to be energy, water and waste efficient and adapted to predicted climate change.

Strategy 1.4 Plan identified Urban Renewal Areas, and define their exact extent, through structure planning for the local area.

Strategy 1.5 Ensure new development in Urban Renewal Areas does not compromise the preferred future renewal of the area.

Strategy 1.6 In the longer term, consider sites of Potential Urban Renewal at Dynon Road, the Jolimont Rail Corridor, the Racecourse Rail Corridor. Urban renewal of these areas will be dependant on the resolution of other related infrastructure planning.

Objective 2 To direct growth to identified areas.

Strategy 2.1 Support the ongoing development of the Hoddle Grid.

Strategy 2.2 Support ongoing urban renewal and Central City expansion in:
- Southbank
- Docklands
- Fishermans Bend Urban Renewal Area
- City North
- Arden-Macaulay

Strategy 2.3 Plan for urban renewal in:
- E-Gate

Strategy 2.4 Consider potential for urban renewal in:
- Dynon,
- Jolimont Rail Corridor
- Racecourse Rail Corridor

Strategy 2.5 Develop Structure Plans to guide the local detail of urban renewal.

Implementation

Update structure plans for the existing urban renewal areas and implement structure plans into the planning scheme for proposed urban renewal areas.
Economic Development

Retail

Retailing is an important component of Melbourne’s Capital City function. The Hoddle Grid will remain the State’s pre-eminent retail centre and retailing in its Retail Core needs to be maintained and enhanced as a world class shopping district while respecting the character and heritage of this areas existing buildings and lanes.

There is a need to support the provision of local shops to serve the residential and working communities in local centres. A proliferation of eating and entertainment uses should not undermine the character and range of services offered in these local centres.

Business

The Central City is the prime location for commerce in metropolitan Melbourne, and along with the St Kilda Road commercial area, is of state significance. Areas zoned Mixed Use and Commercial around the Central City have traditionally provided locations for business activities, which support Capital City functions. These areas are under increased pressure for housing, and it is important to ensure their ongoing functioning and viability as business areas, which serve both local community needs and Capital City business activity.

Industry

Manufacturing uses in the inner City areas will continue to relocate to more competitive industrial locations in outer metropolitan Melbourne. The City of Melbourne, however offers unique locational and access advantages, particularly for advanced manufacturing industries. These industries and associated research have consolidated in the municipality. They are cleaner and more compatible with dense inner urban settings and need to be, protected and supported.

Industries can affect the amenity and environment of nearby sensitive land uses such as residential. Carefully manage this tension between the traffic, noise and other impacts of industrial operations and the amenity of surrounding residential areas.

Knowledge

Innovation in business is central to Melbourne’s economic vitality and its role as a globally competitive Capital City. The municipality is a dense centre of world standard services and research activity particularly in the financial, engineering, biotechnology and design sectors.

The University of Melbourne and RMIT University, the city campuses of four other universities and a number of TAFE institutes are able to link locally with industry, business, hospitals and research institutes in the Parkville, Alfred Hospital St Vincent’s Hospital precincts.

This dense co-location of business, education, and medical and, research centres will be supported to strengthen the City’s competitive and innovative capacity.
Figure 3 Economic Development Map

21.08 – 1 Retail
Objective 1 To improve the long term viability and security of the City’s industries.

Strategy 1.1 Support the development of Fishermans Bend Employment Precinct as a National Employment and Innovation Cluster, Industrial Precinct and as the City’s primary industrial area and the preferred location for clean, advanced manufacturing, research and development, and ancillary services.

Strategy 1.2 Ensure the development of commercial and retail uses in the Fishermans Bend Employment Precinct Industrial area are ancillary to industrial use and supports the vision as Australia’s leading design, engineering and advanced manufacturing precinct.

Strategy 1.3 Facilitate the ongoing role of industry in the West Melbourne Industrial Precinct.

Strategy 1.4 Support the ongoing 24 hour function of the Port of Melbourne and associated industries as Australia’s leading container port.

Strategy 1.5 Support the ongoing function of freight uses in the West Melbourne Industrial Precinct and the development of the Melbourne Freight Terminal to better integrating Port operations and Fishermans Bend Employment Precinct industrial area with the rail network.

Strategy 1.6 Support the ongoing operation of concrete batching plants located between Boundary and Rodgers Street and the West Gate Freeway in the transition of the Lorimer precinct from an industrial precinct to a high density mixed used precinct, recognising their significance and the role they plan in urban renewal.

Objective 2 To encourage industries to adopt the highest standards of environmental management practice.

Strategy 2.1 Encourage industries to adopt Environmental Management Plans and ensure new industrial uses incorporate measures to minimise noise and environmental impacts.

Strategy 2.2 Ensure that the appearance and operation of transport, manufacturing and wholesale and distribution industries minimise their adverse impacts on the surrounding road network and on the amenity and condition of the public realm.

Objective 1 To promote water transport for recreational and commuter use as part of a larger integrated transport system and consistent with maintaining safe and efficient Port operation.

Strategy 1.1 Maintain opportunities for potential future transport access to the rivers.

Strategy 1.2 Ensure the capacity for necessary shore based infrastructure such as adequate mooring facilities and passenger and service access.

Strategy 1.3 Minimise the extent of marina encroachment into navigable waterways especially in the Docklands.
Knowledge precincts

Objective 1 To support education, medical and research activities.

Strategy 1.1 Support the operation, development and clustering of education research centres and associated uses whilst protecting the amenity of Residential and Mixed Use zoned areas.

Strategy 1.2 Support the increased integration of the tertiary education facilities into the public realm of the City through better access connections and the design of new development.

Strategy 1.3 Encourage research and development uses in appropriate zones throughout the City.

Strategy 1.4 Discourage the encroachment of non-residential uses associated with research, education and medical institutions into adjoining Residential Zones and parkland.

Strategy 1.6 Manage the off-site impacts of education and research facilities such as car parking and traffic to protect the character and amenity, (including visual amenity) of adjoining areas.
URBAN RENEWAL AREAS
Fishermans Bend Urban Renewal Area - Lorimer

The area measuring 250 hectares within the City of Melbourne and City of Port Phillip municipalities has been declared a site of State significance and rezoned as part of an expanded Capital City Zone. [21.13-3-p1]

The area is now part of the Expanded Central City and will accommodate CBD jobs and residents in high densities. [21.13-3-p2]

The Fishermans Bend Strategic Framework Plan, July 2014 (amended September 2016), sets out the long-term vision for the area and includes statutory requirements for development of the area. This document is incorporated in this planning scheme pursuant to the Schedule to Clause 81.01. [21.13-3-p3]

The State Planning Policy identifies Fishermans Bend as a priority urban renewal area. It is an unparalleled renewal opportunity within Melbourne. It will provide for 80,000 jobs (40,000 within the mixed use precinct and 40,000 in the Employment Precinct) and a range of well serviced, high density housing options for 80,000 people. Lorimer is planned to accommodate 12,000 residents and 6,000 jobs. [21.13-3-p4]

The Lorimer precinct will provide a mix of residential, retail, commercial, entertainment and employment opportunities and uses that complements the functions and built form of the Central City and Docklands. The Lorimer precinct area will provide opportunities for co-location of both employment and housing, implement the sustainable transport objectives of the Framework, increasing productivity through decreased travel times for residents. [21.13-3-p5]

Fishermans Bend urban renewal project is driven by the fundamental principles of economic prosperity, social equity and environmental quality that takes advantage of its close proximity to existing employment, residential and transport links in the Central City/Southbank/Docklands areas. Design excellence and environmental sustainability is fundamental to delivering a high quality, high amenity urban environment and realising the vision for a highly liveable urban renewal area. [21.13-3-p6]

The Fishermans Bend Urban Renewal Area will seek to achieve an affordable housing target of 6% across the precincts. Delivering improved housing affordability, choice and a diversity in this key area of Melbourne. [21.13-3-p7]

The Lorimer precinct has a distinct role in realising delivering the Vision for Fishermans Bend and it will have its own distinct character and identity. [21.13-3-p8]

Vision and Strategic Framework Plan
The Fishermans Bend Vision (September 2016) and the Fishermans Bend Framework 09/16/2018 set out 10 strategic directions and 8 sustainability goals, each of which are to be delivered in the Lorimer precinct.

Housing [21.13-3-p9]
- Ensure new residential areas have a strong sense of place, provide for a connected and liveable community and are welcoming, inclusive and commons healthy places to live. [21.13-3-p10]
- Encourage a vibrant, mixed use precinct close to the Yarra River and connected to Melbourne’s Central City, Docklands and other emerging urban renewal areas. [21.13-3-p11]
- Encourage a high density mixed use precinct centred around the Lorimer Parkway, a linear green spine and open space. To create an important recreational and biodiversity green link, promoting a healthy and diverse connected community lifestyle for people of all ages and backgrounds. [21.13-3-p12]
**Economic Development** [21.13-3 p13]

- Ensure Lorimer has excellent access to employment and public transport, being located on the doorstep of the Central City, Docklands and adjacent to the Fishermans Bend Employment Precinct (NEIC), connected by the northern Tram Route. [21.13-3 p14]

- Encourage development to deliver opportunities for economic development through high levels of amenity, focus on the attraction and retention of talent, key workers, and to support investment and growth in the knowledge, creative, design, research, education, innovation, engineering, advanced manufacturing and service sectors. [21.13-3 p15]

- Encourage mixed use outcomes across the four mixed use precincts that to create a significant employment growth opportunities, complementing existing industries in the Employment Precinct (NEIC), and build on strengths in aeronautical and automotive engineering and defence. [21.13-3 p16]

- Ensure that new development implements measures to mitigate itself and mitigates from potential adverse amenity impacts from existing industry and warehouse uses, or from ongoing port operations. [21.13-3 p17]

**Built Environment and Heritage** [21.13-3 p18]

- Encourage a visual and physical connectivity to the Yarra River through a series of new north-south laneways that will stitch the precinct across Lorimer Street through to the Yarra River. [21.13-3 p19]

- Encourage a diversity of mid and high-rise building typology with exterior finishes, materials and architectural detailing of demonstrably high quality to form an attractive backdrop to the taller buildings located along the less sensitive interface of the West Gate Freeway and to provide a buffer between the freeway and the remainder of the precinct. [21.13-3 p20]

- Encourage a mix of courtyard, perimeter and open block apartments, and tower developments with small block sizes divided by laneways, multiple ground floor tenancies and multiple building entries and public access points, hybrid developments that accommodate a mix on larger sites strongly encouraged. [21.13-3 p21]

- Ensure heights are reduced in key locations to protect existing and proposed open spaces from being overshadowed. [21.13-3 p22]

- Encourage defined active and fine-grain street frontages including retail uses to activate ground level interfaces with open spaces. Large and smaller format commercial uses are also encouraged within podium or lower levels of development. [21.13-3 p23]

- Ensure towers are well spaced to provide for outlook and view through to the river. [21.13-3 p24]

- Ensure buildings are designed setback to protect the amenity of streets and laneways. [21.13-3 p25]

- Encourage higher street walls along the freeway interface, providing a buffer from freeway traffic. [21.13-3 p26]

**Sub-precincts: Preferred character outcomes** [21.13-3 p26]

The following outlines the preferred character within each sub-precinct within the Lorimer precinct (refer Map 10: Sub-precincts within the Fishermans Bend Urban Renewal Area) [21.13-3 p27]

**Commented [JF1]:** Retaining this section of the document and substituting the table with a version that picks up on the Minister’s DDO built form outcomes. This is the COM’s only addition change to the Minister’s 21 May version. The COM considers it necessary to have a statement of preferred character in the MSS. The DDO table is more confined. This statement of character brings all aspects of the DDO together for each sub-precinct.
<table>
<thead>
<tr>
<th>Lorimer</th>
<th>Preferred character</th>
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<tbody>
<tr>
<td><strong>Area L1</strong></td>
<td>Predominantly mid-rise buildings. On larger sites, a hybrid of mid-rise perimeter or open blocks (with communal open space) and slender towers to minimize overshadowing of the Lorimer Parkway. Lower street wall heights along the north side of Turner St to minimize overshadowing impacts. Activation of Turner St and the new north-south streets through a diversity of fine-grain frontages.</td>
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<tr>
<td><strong>Area L2</strong></td>
<td>A diversity of building typologies, including hybrid developments of mid-rise perimeter or open blocks (with communal open space), and excluding podium and tower building typologies. Lower scale development to interface with Lorimer Central. Activated streets and laneways leading to Lorimer Street and the Yarra River.</td>
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<tr>
<td><strong>Area L3</strong></td>
<td>A diversity of building typologies, including hybrid developments of mid-rise perimeter and open blocks (with communal open space) and tower developments. Careful siting of buildings to minimize overshadowing to the new open space between Boundary Street and Lorimer Street. Activated streets and laneways leading to Lorimer Street and the Yarra River.</td>
</tr>
<tr>
<td><strong>Area L4</strong></td>
<td>Predominantly podium and tower building typology developments interspersed with mid-rise perimeter or open blocks (with communal open space). Well-spaced, slender towers that avoid a wall-of-towers effect when viewed from the Yarra River, Lorimer Parkway, internal streets and the West Gate Freeway. Towers that create a visual landmark to the West Gate Freeway by providing a taller built form backdrop with exterior finishes materials and architectural detailing of demonstrably high quality. Lower street wall heights on the north side of the east-west streets (including Turner Street) to minimize overshadowing. Careful siting of development to minimize overshadowing of the new large park to the south of Turner Street. Service and car parking access for developments in the southern part of the precinct predominantly from the new service road along the West Gate Freeway boundary. Well space towers that minimize overshadowing of parks and streets in the Sandridge precinct.</td>
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<td><strong>Area L5</strong></td>
<td>Hybrid developments of mid-rise perimeter blocks and tower developments [21.13-3 p7]. Slender towers located to minimize overshadowing impacts on the Lorimer Parkway [21.13-3 p7].</td>
</tr>
</tbody>
</table>
### Area L2
- Mid-rise developments with activated laneways leading to Lorimer Street and the Yarra River [21.13-3 p37]

### Area L3
- Slender towers located to minimize overshadowing of the Lorimer parkway [21.13-3 p32]
- Lower street wall heights along Lorimer parkway to maximise the amount of sunlight penetrating between tower elements to reach the southern side of the parkway [21.13-3 p34]

### Area L4
- Hybrid developments of mid-rise perimeter blocks and tower developments [21.13-3 p35]
- Well-spaced towers that avoid a wall of towers effect when viewed from the Yarra River, Lorimer Parkway, internal streets and the West Gate Freeway [21.13-3 p35]
- Towers that create a visual landmark to the West Gate Freeway recognizing that this is an important arrival point into the central city [21.13-3 p35]
- Location and design of towers to minimise overshadowing of parks and streets in the Sandridge precinct [21.13-3 p38]
- Activation of new north-south laneways and streets [21.13-3 p39]
- Lower street wall heights on the east and west of the new large park on Turner Street [21.13-3 p39]
- Elsewhere, higher street wall heights that assist in mitigating noise pollution from the West Gate Freeway into the Lorimer Precinct [21.13-3 p40]
- Service access only on the new service road along the West Gate boundary [21.13-3 p41]

### Transport [21.13-3 p42]
- Support the creation of the northern tram route along Turner Street and Lorimer Street providing direct, high frequency public transport connection to Docklands and the Central City [21.13-3 p43]
- Support the creation of new or upgraded bridges over the Freeway at Ingles Street and Graham Street to provide public transport, bike and pedestrian access to Sandridge [21.13-3 p44]
- Support the continued access to existing industrial uses, including concrete batching plants, during the transition from an industrial precinct to a high density mixed use precinct [21.13-3 p44]

### Infrastructure [21.13-3 p45]
- Support the creation of the Lorimer Central Open Space located in the heart of the precinct, between Ingles and Boundary Streets [21.13-3 p46]
- Support Turner Street closure and widening to create a new Lorimer Parkway along the tram route, and creating a green link to the new Lorimer West Open Space, and additional green link connecting to new open space at intersection of Hartley and Lorimer Streets. [21.13.3 p46]

- Support a network of new streets and laneways, including green streets and blue laneways, to transform the existing industrial scale blocks into a walkable neighbourhood. [21.13.3 p48]

- Support a pop-up community hub created on land adjacent to the Bolte Bridge, evolving into a Health and Well-Being Hub identified in Figure 11.

- An Education and Community Hub (primary) is located in the north-eastern part of the precinct identified in Figure 11, and an Art and Cultural Hub is located in the south eastern part of the precinct. [21.13.3 p49]

- Encourage new facilities to be delivered as part of mixed use development, located in close proximity to the Lorimer Central Open Space or Hartley Street Open Space and northern tram route. [21.13.3 p50]

- Encourage a Sports and Recreation Hub (or part of cluster) to be delivered as part of mixed use development, located within the ‘investigation area’ at the western part of the precinct identified in Figure 11. [21.13.3 p51]

Flooding, Sea Level Rise and Water Sensitive Design

- Ensure the individual and combined impacts of sea level rise and flooding from storm events is appropriately managed through a combination of precinct wide and property specific physical and management measures.
Figure 9: Fishermans Bend Urban Renewal Area

Figure 10: Sub-precincts within Fishermans Bend Urban Renewal Area - the Lorimer Precinct
Figure 21: Community Investigation Areas within the Lorimer Precinct
Fishermans Bend Employment Precinct Industrial Area

The Fishermans Bend Employment Precinct is one of Victoria’s National Employment and Innovation Clusters (NEIC) is the area of industrial land to the west of the city adjacent to the Port of Melbourne. The Port of Melbourne is covered by a separate planning scheme administered by the Minister for Planning. While not the responsible authority for the Port, the City of Melbourne must ensure an appropriate interface and access to the Port as Australia’s largest container and general cargo port. [21.16-6 p1]

The continued protection of industry and the Port from encroachment by residential and other sensitive uses will be important. [21.16-6 p2]

Economic Development

- Support the development of limited convenience retail and professional services in the area Fishermans Bend to support the area’s growing workforce. [21.16-6 p3]
- Support advanced manufacturing and associated research and development organisations especially within the aerospace and automotive sectors to locate in the precinct Fishermans Bend, to provide mutual benefit through proximity to existing businesses and activities. [21.16-6 p4]
- Support development of the area as a National Employment and Innovation Cluster Corporate precinct as an area to attract new manufacturing business and corporate headquarters, focused on research and technology. [21.16-6 p5]
- Support the development of the Small Medium Enterprise precinct as a transitional area separating the larger manufacturing industries to the west from more intensive industrial businesses to the north east and encourage a variety of business and industrial uses and business incubators. [21.16-6 p6]
- Discourage small scale industrial and commercial development and subdivision in Fishermans Bend precinct that is not related to advanced manufacturing and research and development uses. [21.16-6 p7]
- Manage the interface between the Docklands future residents of nearby areas by encouraging emission free or office based manufacturing uses and development in Lorimer Street (near the interface with Docklands) that are complementary to the adjacent Docklands development. [21.16-6 p8]
- Encourage larger manufacturing businesses to locate in the western portion of Fishermans Bend precinct in the Corporate Precinct to minimise conflict with the Docklands development future residents of nearby areas. [21.16-6 p9]
- Discourage the location of sensitive activities in Fishermans Bend the precinct that are not compatible with the operations of the Port of Melbourne or other industrial activities. [21.16-6 p10]

Built Environment and Heritage

- Strengthen pedestrian and cycle connections and support provision of open space and links through Fishermans Bend between the Port Melbourne foreshore, the Hoddle Grid and Westgate Park. [21.16-6 p11]
- Ensure that development in Fishermans Bend visible from Docklands does not detract from the appearance or visual amenity of the Docklands area. [21.16-6 p12]
- Support improvements to the physical infrastructure, urban design and amenity of Fishermans Bend to make the area a high quality urban environment and more attractive for business. [21.16-6 p13]
- Encourage a high standard of visual amenity along Lorimer Street to reinforce the image of Fishermans Bend and to strengthen main vistas and views. [21.16-6 p14]
- Encourage large front landscaped setbacks on larger industrial sites in Fishermans Bend. [21.16-6 p15]
- Discourage the location of car parking along Lorimer Street where it is visible from the street. [21.16-6 p16]
- Discourage high wire mesh fencing at street frontages particularly along Lorimer Street. [21.16-6 p17]
- Enhance the environmental and open space values of Westgate Park. [21.16-6 p18]
- Enhance open space in Fishermans Bend to provide for the needs of the working population. [21.16-6 p19]

**Transport**

- Support the extension of bus, fixed and light rail services to Fishermans Bend. [21.16-6 p20]
- Support the development of transport infrastructure required for the Port of Melbourne in Fishermans Bend including planning for future rail links to Webb Dock to the south, heavy vehicles and freight and protecting shipping lanes. [21.16-6 p21]
- Support the extension of heavy rail to Webb Dock. [21.16-6 p22]
Figure 21: Fishermans Bend Industrial Area
REFERENCE DOCUMENTS

General

Housing and community

Business and Retail

Urban Form and Structure and character

Parks

Transport and Access

Environment

Local Area Plans

Fishermans Bend Urban Renewal Area
Fishermans Bend Vision (September 2016-2015)
Fishermans Bend Framework 2017 (#### 2018)
Fishermans Bend Community Infrastructure Plan 2017
Fishermans Bend Urban Design Strategy 2017
Fishermans Bend Public Space Strategy Open Space Plan 2017
Fishermans Bend Integrated Transport Plan 2017
Fishermans Bend Sustainability Strategy 2017