

## 22.27 FISHERMANS BEND URBAN RENEWAL AREA

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This policy applies to use and development of all land within Fishermans Bend affected by the Capital City Zone Schedule 4 or Design and Development Overlay Schedule 67.

[To the extent of any inconsistency with another local policy, this local policy prevails.](#)

### 22.27-1 Policy ~~Basis~~**basis**

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This policy implements the vision for ~~the Major Urban Renewal Precinct of~~ Fishermans Bend, as set out in the *Fishermans Bend Framework, XX 2018* as a ‘thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation’ that will accommodate 80,000 residents, 40,000 jobs and be Australia’s largest Green Star – Community.

### 22.27-2 Objectives

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To implement the *Fishermans Bend Vision, September 2016* and *Fishermans Bend Framework, XX 2018*.

To create a prosperous community that will support diverse employment opportunities across all precincts that build on proximity to the Central City and Port of Melbourne.

To promote employment-generating floor space, that supports growth in the knowledge, creative, design, innovation, engineering, and service sectors.

To support the creation of a ~~world leading~~ precinct of design excellence.

To create thriving, lively, ~~mixed-mixed~~-use neighbourhoods that have distinct identity and character, which fosters social cohesion.

To encourage the provision of community infrastructure, ~~and~~ open space ~~and housing diversity to support the to attract families and~~ creation of a diverse and inclusive community.

~~To encourage housing diversity, including the provision of affordable housing to support the creation of a diverse and inclusive community.~~

### 22.27-3 Policy

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#### Providing for employment floor area

It is policy to enable the creation of at least 40,000 jobs in the Fishermans Bend Capital City Zone precincts by:

- Locating the highest densities of employment opportunities close to existing and planned public transport.
- Encouraging all development to set aside non-residential floor area to provide floor area for employment generating uses. To enable this Table 1 [to this policy](#) outlines the preferred minimum floor area ratio which should be set aside for a use other than Dwelling.

**Table 1 Minimum floor area ratio not used for Dwelling**

Precinct	Minimum floor area ratio not used for Dwelling
Lorimer	1.7:1

Where development provides less than the minimum floor area ratio set out in Table 1 to this policy, consideration will be given to:

- Whether the built form envelope available on the site makes it impractical to provide the minimum floor area ratio, ~~and~~

- Whether the application is associated with the continued operation of expansion of an existing employment or residential use on site that is currently less than the minimum floor area ratio.
- Whether the building floor to floor heights, layout and design will facilitate future residential to commercial use or for car parking areas to be converted to alternate uses.
- Whether the development can demonstrate that it is contributing to the employment objectives of this policy while providing less than the minimum floor area ratio.

### Dwelling ~~Density~~density

It is policy to deliver dwelling densities that ~~align~~achieve-with the overall population targets for Fishermans Bend. Higher dwelling densities should be located in areas with a high provision of proposed public transport infrastructure. These densities have been set to deliver a range of housing opportunities ~~within sites and~~ across each precinct to support a diverse range of households and a diverse and vibrant community by:

- Ensuring densities are aligned with the preferred character of each precinct area.
- Ensuring the available yield possible through a Floor Area Ratio is not delivered as large numbers of small dwellings that compromise the preferred dwelling diversity.
- Ensuring that densities ~~are do~~ not ~~too high that they~~ create adverse outcomes ~~such as overcrowding~~ within specific precinct areas.
- Encouraging a diversity of dwellings within each precinct and within development sites.

The dwelling densities outlined at Table ~~21~~ to this policy apply to all development in order to deliver these outcomes.

**Table 2 Dwelling density**

Precinct	Maximum Dwelling: <del>Density</del> density/ha
Lorimer	255

### Community and ~~Diversity~~diversity

It is policy to deliver a range of housing opportunities for a diverse community, including family friendly dwellings, developments that allow people to age in place, key worker housing, and affordable housing by:

- Supporting the provision of ~~6%~~six per cent affordable housing ~~through a range of housing models, typologies and occupancies~~ across Fishermans Bend.
- Encourage any affordable housing provided to ~~comprise~~ be a range of built form typologies, ~~and models~~.
- Encouraging proposals of more than 300 dwellings to provide the following percentage of 3 bedroom dwellings:
  - Lorimer: ~~—20%~~ per cent ~~three bedroom dwellings~~
- Encouraging design that delivers family friendly housing through:
  - ~~The~~the development of mid-rise housing with access to private open space.
  - ~~Locating~~locating family friendly housing on the lower levels of development with direct visual access to communal play spaces.

- Living room sizes that exceed minimum requirements to enable multiple uses and/or areas.
- Access to outdoor communal green space on ground level, podium levels or roof tops.
- Providing children’s communal active indoor play or recreation space as part of indoor communal spaces.
- Locating sufficient storage areas in areas with easy access to dwellings.
- Encouraging communal open spaces within residential development to create opportunities for social interaction and a sense of community. This includes facilities, garden and recreation areas, with consideration given to opportunities for a range of users:
  - ~~Community community gardening/sheds~~
  - ~~Use use by the elderly~~
  - ~~Use use by pets~~
  - ~~Family family friendly development~~
  - ~~Use use for active and free play by children~~
- Encouraging the early delivery of community infrastructure hubs.

### **Design ~~Excellence~~ excellence**

It is policy to create a place of design architectural excellence, and an engaging and varied built form that creates distinct places in response to place and character by:

- Encouraging built form typologies that align with the precinct character area as detailed in the Municipal Strategic Statement.
- Encouraging variation in the design of buildings and spaces, to create a unique city image and assist in way-finding.
- Encouraging large sites with multiple buildings, to incorporate a range of built form typologies.
- Encouraging large sites to create a fine grain, pedestrian scale environment.
- Ensuring the design of buildings contributes to a high quality public realm.
- Encouraging developments to deliver spaces, including open spaces for people to meet, gather, socialise, exercise and relax.
- Delivering variation in massing, building height, and roof forms and staggering or offsetting of tower footprints where there are multiple towers.
- Integrating integrating Encouraging a strong architectural narrative in the design to respond to of buildings including interpretive design of non-aboriginal and aboriginal heritage and culture through interpretice design.
- Encouraging the design of buildings to respond fleet to the existing industrial built form, ~~and subdivision and development patterns~~.
- Encouraging the retention or re-use of existing industrial building elements.
- Ensuring a materials palette and building finishes that respond fleets to the industrial context and social history of the area.

### **~~Active Street street~~ Frontages frontages**

~~It is policy to create vibrant, safe and welcoming streets that are pleasurable places for people to walk and linger. This will be achieved by:~~

- ~~Providing providing footpath canopies where retail uses are proposed to provide weather protection and define the streetscape.~~
- ~~Ensuring ensuring that developments on all streets:~~

- ~~— Addresses address and define, existing or proposed streets or open space, and provide direct pedestrian access from the street to ground floor uses. On a corner, buildings should address both street frontages.~~
- ~~— Creates create activated building facades with windows, and doors.~~
- ~~— Includes include openable windows and balconies on the first six levels along streets and laneways.~~
- ~~— Consolidates consolidate services within sites and within buildings, and ensure any externally accessible services or substations are integrated into the façade design.~~
- ~~— Provides provide entrances that are no deeper than one third of the width of the entrance.~~
- ~~Ensuring ensuring buildings that propose residential development at ground level:~~
  - ~~— Create create a sense of address by providing direct individual street entries to dwellings and/or home offices.~~
  - ~~— Achieve achieve a balance between privacy and activation using a mix of low height, solid and transparent balustrade, terrace or fence elements, and incorporateing vegetation where possible.~~
  - ~~— Avoid avoid locating garage doors along street frontages.~~

### **Achieving a climate adept, water sensitive, low carbon, low waste community**

It is policy to create a benchmark for sustainable and resilient urban transformation that supports the creation of a climate adept, water sensitive, low carbon, low waste community. This will be achieved through the following areas of sustainability.

#### **Energy**

Creating a low carbon community that provides energy efficient design will be achieved by encouraging:

- Developments to achieve a 20% ~~per cent~~ improvement on current National Construction Code energy efficiency standards. This includes energy efficiency standards for building envelopes and for lighting and building services.
- Residential developments to achieve an average 7 star NatHERS rating for each building.
- Development to incorporate renewable energy generation, on-site energy storage, and opportunities to connect to a future precinct-wide or locally distributed low-carbon energy supply.

#### **Urban heat island**

Creating a climate adept community that is resilient to extreme weather events will be achieved by encouraging:

- Non-glazed ~~façades~~ materials exposed to summer sun to have a low solar absorptance.
- At least 70% ~~per cent~~ of the total site area ~~should in plan view to~~ comprise building or landscape elements that reduce the impact of the urban heat island effect including:
  - Vegetation, green roofs and water bodies.
  - Roof materials, shade structures or hard scaping materials with high solar reflectivity index, including solar panels.

- Building design to include provision for green roofs and green walls and deep planters for canopy trees to maximise shading.

### Sea level rise and water recycling and management

Creating a water sensitive community where the design of developments accommodates sea level rise and storm events by ensuring:

- Any level changes required between street level and elevated ground floor levels are integrated into the design of buildings to maintain good physical and visual connection between the street and internal ground floor spaces. This may include use of footpath-level building entries with internal level changes. Where development requires raised floor levels:
  - Development uses stepped internal levels to maximise street engagement at ground floor.
  - Finished floor levels, balconies or terraces are raised up to 1.2 metres allow street surveillance whilst maintaining privacy.
  - Ramp structures are well designed, high quality and are located internal to buildings where possible.
  - Exterior ramps are well integrated with the building and contribute to the quality and character of the public realm.
  - The location of essential services, such as power connections, switchboards and other critical services anticipates and addresses potential flooding events.
- Buildings include installation of a third pipe for recycled water:
  - To supply non-potable uses including toilet flushing to all properties and commercial spaces, irrigation and laundry, unless otherwise agreed by the relevant water authority.
  - With an agreed building connection point designed in conjunction with [the relevant water authority](#) ~~South East Water~~ to ensure readiness to connect to future precinct-scale recycled water supply.
- Rainwater is captured from 100% ~~per cent~~ of suitable roof harvesting areas and retained in a rainwater tank with a capacity of 0.5 cubic metres for every 10 square metres of catchment area.
- Rainwater tanks are fitted with a ~~South East Water approved~~ first flush device, meter, tank discharge control and water treatment with associated power and telecommunications equipment: [approved by the relevant water authority](#).
- Rainwater captured from suitable harvesting areas is re-used for toilet flushing, laundry and irrigation or, as a last option, controlled release.
- Development and public realm layout and design integrate ~~at least~~ best practice Water Sensitive Urban Design.

### Waste management

Create a low waste community that is designed to provide ~~best leading~~ practice waste and resource recovery management, by ensuring:

- Development ~~includes best practice waste management that~~ responds to any precinct waste management plan, if one exists.
- Where practicable, developments create opportunities to:
  - Optimise waste storage and efficient collection methods.
  - Combine commercial and residential waste storage.
  - Share storage or collections with adjacent developments.
  - Separate collection for recycling, hard waste, and food and green waste.

~~Accommodate accommodate future opportunities for waste management innovation.~~

### Public and ~~Communal~~ communal ~~Open-open~~ Spaces ~~spaces~~

It is policy to create publicly accessible, private and communal open spaces within developments, by:

- Ensuring where public open space is provided on site:
  - Open space is encouraged to be at least 500 square metres with a minimum dimension of 20 metres.
  - Open space is designed to the satisfaction of the responsible ~~local~~ government authority.
- Encouraging development with an interface to existing or proposed open space to:
  - Ensure no unreasonable amenity or microclimate impacts on the open space.
  - Ensure pedestrian and vehicle movement to or from the development does not unreasonably impact on the function, useability or amenity of the open space.
  - Integrate any publicly accessible open space within the development with adjoining areas of open space.
- Ensuring any communal open space, including rooftop and podium spaces are designed to meet the needs of a range of users.
- Encouraging internal communal open spaces to connect to external communal open spaces and be designed as multifunctional, adaptable spaces.
- Encouraging the provision of additional Public ~~public~~ Open-open Space-space at ground level, and ensure the location, design and layout of proposed Public ~~public~~ Open-open Space-space which contributes to the creation of a network of passive, informal and informal recreational spaces:
  - ~~Has~~ has direct street access and where possible is co-located with other existing or proposed open spaces.
- ~~Discourage~~ discourage the use of encumbered land as ‘Additional ~~additional~~ Public ~~public~~ Open-open Space’ ~~space~~’.- This space has an ancillary public open space function for active uses and biodiversity opportunities.

### New streets, laneways and pedestrian connections

It is policy to create a connected, permeable and accessible community that prioritises walking, cycling, and public transport use, by:

- Ensuring new streets, laneways and pedestrian connections are:
  - No more than 100 metres apart, and no more than 50 metres apart in core areas as shown on Map 1 to the Capital City Zone Schedule 4, or within 200 metres of public transport routes.
  - Align with and connected to existing and proposed streets, laneways and paths.
  - Provide direct access to existing or proposed public transport stations and routes.
- Ensuring any new shared streets or shared laneways are designed to prioritise pedestrian movement and safety and designed to:
  - A maximum design speed of 10km/hr in accordance with the 9 metre road cross section.

- A maximum design speed of 5km/hr in accordance with the 6 [metre](#) road cross section.
- Encouraging on sites more than 3000 square metres, new streets, laneways or paths to be used to create mid-block through links and define and separate buildings.
- Encouraging on sites with a street frontage of less than 100 metres, new streets, laneways or paths to be located along a side boundary.
- Encouraging new streets and laneways to be designed to:
  - Enable views straight through the street block.
  - Have active frontages.
  - Be open to the sky and allow for the planting of canopy trees ~~where shown in the relevant Precinct Plan cross sections.~~

### Smart ~~Cities~~[cities](#)

It is policy to encourage developments to include smart city technology, by:

- Embedding smart technology and installing digital sensors and actuators into built form to collect digital data.
- Embedding opportunities for 'smart' and responsive urban management and practices into the design and operation of infrastructure and buildings and services.
- Encouraging smart infrastructure to be installed on existing infrastructure.
- Integrating 'smart' management and design of energy, water, and waste infrastructure that supports efficient use of resources.
- Ensuring developments provide provision for the delivery of high speed data networks.
- Ensuring that all technology and data systems comply with best practices.

### Sustainable transport

It is policy to ~~encourage~~[direct the design of](#) developments to [be designed to support](#) ~~encourage~~ 80 per cent of movements [being](#) made via active and public transport, by:

- Providing high levels of and easy access to bicycle parking facilities, including end of trip change rooms, showers and lockers.
- Facilitating the delivery of future public transport including new trams, train and bus routes.
- Designing internal connections to give priority to bicycle and pedestrian movements.
- Delivering new streets and laneways to provide easy walking and cycling permeability.
- Discouraging development from providing more than the maximum number of car spaces ~~provided~~[allowed](#) and include provision for future conversion of car parking to alternative uses over time.
- Reducing impacts of new vehicle access points on pedestrian, public transport and bicycle priority routes.
- Providing information to residents and employees about local walking, cycling and public transport routes.

## Floor area uplift

It is policy to ensure where a floor area uplift is sought that the responsible authority, in consultation with the receiving agency of the proposed public benefit(s), considers the following:

- Whether the public benefit(s) is consistent with state and local policy, strategic initiatives, ~~and relevant guidelines.~~
- Whether the quantity and value of the ~~Floor-floor Area-area Uplift-uplift~~ has been appropriately calculated.
- Whether the proposed public benefit(s) can be realistically delivered and secured by a suitable legal agreement, ~~;~~ and
- Whether the proposed public benefit is supported by the proposed receiving agency and can be maintained.

### 22.27-4 Definitions

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The following definitions apply for the purposes of interpreting this policy:

**Dwelling ~~Densities-densities~~** per hectare (dw/ha) means the number of dwellings on the site divided by the gross developable area (hectares) of the site.

**Family-friendly housing ~~means~~** housing that supports the living arrangements of families, particularly with children. A visual relationship between the internal apartment areas and communal spaces provided for recreation and play are critical.

**Floor ~~Area-area Ratio-ratio~~** means the gross floor area divided by the gross developable area.

**Gross ~~Developable-developable Area-area~~** means the area of the proposal land, including any proposed roads or laneways, ~~New-new~~ public open space and land for ~~Community community~~ infrastructure (public benefit).

**Gross ~~Floor-floor Area-area~~** means the area above ground of all buildings on a site, including all enclosed areas, services, lifts, car stackers and covered balconies. ~~Dedicated communal residential facilities and recreation spaces are excluded from the calculations of gross floor area. Voids associated with lifts, car stackers and similar service elements should be considered as multiple floors of the same height as adjacent floors or 3.0 metres if there is no adjacent floor.~~

### 22.27-5 Reference ~~Documents~~documents

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*Fishermans Bend Vision, September 2016*

*Fishermans Bend Framework, XX 2018*

*Fishermans Bend Community Infrastructure Plan 2017*

*Fishermans Bend Urban Design Strategy 2017*

*Fishermans Bend Waste and Resource Recovery Strategy 2017*

*How to calculate floor area uplift and public benefits in Fishermans Bend ~~(as amended from time to time)~~*