

22. XX FISHERMANS BEND URBAN RENEWAL AREA

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This policy applies to the use and development of all land within Fishermans Bend

22.XX-1 Policy basis

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This policy is based on a vision for Fishermans Bend, 8 as a *'thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation'*

22.XX-2 Objectives

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To encourage development that optimises the strategic location of Fishermans Bend as an urban renewal precinct of State significance. 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. [LPP-2 p2]

To encourage employment generating floor space in all precincts that supports growth in the knowledge, creative, design, innovation, engineering, and service sectors. [LPP-2 p3]

To support the creation of a precinct of high quality design. [LPP-2 p4]

To create mixed-use neighbourhoods that have distinct identity and character To support the creation of a diverse and inclusive community. [LPP-2 p6]

To ensure development is carried out in accordance with ecologically sustainable development principles.

To support the growth of Fishermans Bend and protect existing and future land uses from adverse amenity impacts.

22.XX-4 Definitions [LPP 4 p0]

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The following definitions apply for the purposes of interpreting this policy: [LPP 4 p1]

Core Area means an area identified as a Core Area in the relevant Map in schedule # to the CCZ.

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Providing for employment floor area

It is policy to facilitate the creation of employment in the Fishermans Bend Capital City Zone precincts by: [LPP-3 p1]

- Locating the highest densities of employment opportunities close to existing and planned public transport. [LPP-3 p2]

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Encouraging all development [in the core areas[PPPS]] to provide floor area for employment generating uses. T

Community and diversity

- It is policy to deliver a range of housing opportunities for a diverse community,
- Encourage the provision of affordable housing.
- Encouraging a diversity of dwelling typologies and sizes within each precinct and within individual development sites.
- Encouraging any affordable housing provided to comprise a range of built form typologies. [LPP-3 p17]
- Encouraging proposals of more than 100 dwellings to provide the following
- Encouraging a range of housing types suitable for different households: [LPP-3 p23] including housing that provides for access to outdoor communal green space including children's play spaces on ground level, podium levels or roof tops and locating some dwellings to achieve direct visual access to those play spaces. [LPP-3 p25] [LPP-3 p27]
- Encouraging the delivery of adaptable floor plates including the opportunity to combine 1 and 2 bedroom units to form larger apartments.
- Encouraging communal open spaces within residential development to create opportunities for social interaction and a sense of community.

High Quality Design

It is policy to create a place of high quality design [by: [LPP-3 p32]

- Encouraging a variety of built form typologies [LPP-3 p33]
- Encouraging variation in the design of buildings and spaces, to create a unique city image and assist in way-finding. [LPP-3 p34]
- Encouraging large sites to incorporate a range of built form typologies. [LPP-3 p35]
- Encouraging large sites to create a fine grain, pedestrian scale environment. [LPP-3 p36]
- Ensuring the design of buildings to contribute to a high quality public realm. [LPP-3 p37]
- Encouraging developments to deliver spaces, including open spaces for people to meet, gather, socialise, exercise and relax. [LPP-3 p38]
- Delivering variation in massing, building height, and roof forms and staggering or offsetting of tower footprints where there are multiple towers. [LPP-3 p39]

Encouraging design to respond to architectural and cultural heritage

Achieving a climate adept, water sensitive, low carbon, low waste community [LPP-3 p44]

It is policy to support the creation of a climate adept, water sensitive, low carbon, low waste community. This will be achieved through the application of clause 22.13 and the following measures: [LPP-3 p45]

Energy
Creating a low carbon community that provides energy efficient design by encouraging: [LPP-3 p46]

- 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. [LPP-3 p47]

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- Residential developments to achieve an average 7 star NatHERS rating for each building. [LPP-3 p48]
- 3 p49]

Urban heat island

Creating a climate adept community that is resilient to extreme weather events by encouraging: [LPP-3 p50]

- Non-glazed facades materials exposed to summer sun to have a low solar absorptance. [LPP-3 p51]
- building or landscape elements that reduce the impact of the urban heat island effect including: [LPP-3 p52]
 - Vegetation, green roofs and water bodies. [LPP-3 p53]
 - Roof materials, shade structures or hard scaping materials with high solar reflectivity index, including solar panels. [LPP-3 p54]
- Building design to include green roofs, green walls and deep planters for canopy trees to maximise shading. [LPP-3 p55]

Sea level rise, flooding and water recycling and management

Creating resilience to the impacts of sea level rise and flooding from storm events through a combination of physical and management measures without compromising the urban form at the ground level by:

- Addressing the potential flood impacts in the first instance with measures which maintain activity at ground level. This includes:
 - The construction of a levy adequate to ensure that the expected rise in sea levels does not impact on the new urban areas;
 - Giving primary consideration to mitigating the risk to human life and property damage;
 - Encouraging design elements and materials resilient in flood events including water proof doors and windows, elevated power outlets and the like;
 - Facilitating land uses at ground floor that are able to easily recover from the impacts of temporary flooding.
- The raising of internal ground floor level above street level should only be considered as a last resort where the implementation of other measures coupled with an evidence based approach to risk management reasonably necessitates raising internal floor levels above street level.
- Where level changes are required between street level and internal ground floor, the level changes should be integrated into the design of the building to maintain good physical and visual connection between the street and internal ground floor. This may include:
 - The use of footpath level building entries with internal level changes
 - Ramp structures located internal to buildings where external ramps are necessary, they should be well integrated with the building and contribute to the quality and character of the public realm. [LPP-3 p61]
- The location of essential services, such as power connections, switchboards and other critical services should address and be responsive to potential flooding events. [LPP-3 p62]
- Development and public realm layout and design should integrate best practice Water Sensitive Urban Design. [LPP-3 p69]

Waste management

Create a low waste community that is designed to provide best practice waste and resource recovery management, by ensuring: [LPP-3 p70]

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- Development responds to any precinct waste management plan, if one exists. [LPP-3 p71]
- Where practicable, developments create opportunities to:
 - Optimise waste storage and efficient collection methods. [LPP-3 p72]
 - Combine commercial and residential waste storage. [LPP-3 p74]
 - Share storage or collections with adjacent developments. [LPP-3 p75]
 - Provide for the separate collection for recycling, hard waste, and food and green waste. [LPP-3 p76]

Public and communal open spaces

It is policy to:

- Create private and communal open spaces within developments. [LPP-3 p77]
- Encourage development with an interface to public open space to: [LPP-3 p81]
- Avoid unreasonable amenity or microclimate impacts to the open space. [LPP-3 p82]
- Ensure pedestrian and vehicle movement to or from the development does not unreasonably impact on the function, useability or amenity of the open space. [LPP-3 p83]
- Where possible, integrate any publicly accessible open space within the development with adjoining areas of open space. [LPP-3 p84]

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: [LPP-3 p90]

- Encouraging new streets, laneways and pedestrian connections to be: [LPP-3 p91]
 - Are not more than generally 50-70 metres apart in core areas as shown on the relevant Maps in the schedule ## to the Capital City Zone, or within 200 metres of public transport routes.
 - Not more than 100 metres apart in non-core areas. [LPP-3 p92]
 - Aligned with and connected to existing and proposed streets as shown in the relevant Maps in the schedule ## to the Capital City Zone and other laneways and paths. [LPP-3 p93]
 - Able to provide access to existing or proposed public transport stations and routes and existing or proposed public open space. [LPP-3 p94]
- Ensuring any new shared streets or shared laneways are designed to prioritise pedestrian movement and safety and designed to: [LPP-3 p95]
 - A maximum design speed of 10km/hr in accordance with the 9 metre road cross section. [LPP-3 p96]
 - A maximum design speed of 5km/hr in accordance with the 6 metre road cross section. [LPP-3 p97]
- Encouraging on sites more than 3000 square metres, new streets, laneways or paths to create mid-block through links and define and separate buildings. [LPP-3 p98]
- Locating new streets, laneways or paths along a side boundary on sites with a street frontage of less than 100 metres. [LPP-3 p99]
- Encouraging new streets and laneways to be designed to: [LPP-3 p100]
 - Enable views through the street block. [LPP-3 p101]
 - Have active frontages in a core area [PPPS]. [LPP-3 p102]
 - Be open to the sky.
 - Allow for the canopy tree planting. [LPP-3 p103]

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Sustainable transport

It is policy to encourage developments to be designed to support 80 per cent of movements being made via active and public transport, by: [LPP-3 p111]

- Providing bicycle parking facilities, including end of trip change rooms, showers and lockers. [LPP-3 p112]
- Designing internal connections to give priority to bicycle and pedestrian movements. [LPP-3 p114]
- Allowing for the delivery of new streets and laneways to provide walking and cycling permeability. [LPP-3 p115]
- Encouraging development to provide for future conversion of car parking to alternative uses. [LPP-3 p116]
- Reducing impacts of new vehicle access points on pedestrian, public transport and bicycle priority routes. [LPP-3 p117]

Land use transition

It is policy to ensure where a new use or development is sought the amenity impact from pre-existing uses is considered by:

- Preparing an Amenity Impact Plan that identifies existing industrial activities and contains measures to mitigate adverse amenity impacts from those activities.
- Encouraging new uses and developments to implement measures to mitigate against adverse amenity impacts from existing industrial uses.

22.XX -5 Reference documents

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Fishermans Bend Vision, September 2016 [LPP 5 p1]

Fishermans Bend Framework, XX 2018 [LPP 5 p2]

Fishermans Bend Community Infrastructure Plan 2017 [LPP 5 p3]

Fishermans Bend Urban Design Strategy 2017 [LPP 5 p4]

Fishermans Bend Waste and Resource Recovery Strategy 2017 [LPP 5 p5]

How to calculate floor area uplift and public benefits in Fishermans Bend [LPP 5 p6]