

## 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 affected by the ~~Capital City Zone Schedule 1 [PPPS] 4 [MPS] or Design and Development Overlay Schedule 30 [PPPS] 67 [MPS]. [LPP-1]~~  
~~To the extent of any inconsistency with another local policy, this local policy prevails. [LPP-2]~~

### 22.XX-1 Policy basis

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This policy ~~implements~~ is based on a the vision for 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. [LPP-1 p1]~~

### 22.XX-2 Objectives

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To implement the Fishermans Bend Vision, September 2016 and Fishermans Bend Framework, XX 2018. [LPP-2 p1] 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 ~~promote~~ 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 ~~design excellence~~ high quality design. [LPP-2 p4]  
To create ~~thriving, lively~~ mixed-use neighbourhoods that have distinct identity and character ~~consistent with the Vision for each precinct. [LPP-2 p5]~~  
To ~~encourage the provision of community infrastructure, open space and housing diversity~~  
~~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.  
~~To encourage the transition of industrial land use into a series of thriving mixed use neighbourhoods in a manner which supports growth of Fishermans Bend and protects existing and future land uses from adverse 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.  
**Dwelling densities** per hectare (dw/ha) means the number of dwellings on the site divided by the gross developable area (hectares) of the site. [LPP 4 p2]  
**Floor area ratio** means the gross floor area divided by the gross developable area. [LPP 4 p4]

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**Gross developable area** means the total site area, including any proposed road, laneway, public open space or land to be set aside for a Public Benefit. [LPP 4 p5]

**Gross floor 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 metres if there is no adjacent floor. [LPP 4 p6]

**Public Benefit** means the provision of the following for the benefit of the community to the satisfaction of the Responsible Authority:

Social Housing;

Social Housing has the same meaning as in the *Housing Act 1983*.

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**Policy**  
**Providing for employment floor area**

It is policy to facilitate the creation of at least 40,000 jobs 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]
- Encouraging all development [in the core areas [PPPS]] 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. [LPP-3 p3]

Table 1: Minimum floor area ratio not used for Dwelling [MPS]

precinct	minimum floor area ratio not used for Dwelling
corimer [MPS]	.7:1 [MPS]

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Table 1: Minimum floor area ratio not used for Dwelling [PPPS]

precinct	minimum floor area ratio not used for Dwelling (Core Areas)
irraway [PPPS]	.9:1 [PPPS]
andridge [PPPS]	.7:1 [PPPS]
montague [PPPS]	.6:1 [PPPS]

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where development [in the core areas [PPPS]] provides less than the minimum floor area ratio set out in Table 1 to this policy, consideration will be given to: [LPP-3 p4]

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- ~~Whether the built form envelope available on the site makes it impractical to provide the minimum floor area ratios.~~ [LPP-3 p5]
- ~~Whether the application is associated with the continued operation or expansion of an existing employment or residential use on site that is currently less than the minimum floor area ratio.~~ [LPP-3 p6]
- ~~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.~~ [LPP-3 p7]
- ~~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.~~ [LPP-3 p8]

### Community and diversity

It is policy to deliver a range of housing opportunities for a diverse community, including for households with children, older people and households with low to moderate incomes and key workers in Fishermans Bend by .: [LPP-3 p15]

Supporting the provision of twenty per cent affordable housing across Fishermans Bend of which 6% is provided as Social Housing. [LPP-3 p16]

- 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 percentage of 3 bedroom dwellings:~~ [LPP-3 p18]
    - ~~[Lorimer:~~  
20 per cent [MPS] [LPP-3 p19]
    - ~~[Wirraway:~~  
30 per cent [LPP-3 p20]
    - ~~[Sandridge:~~  
20 per cent [LPP-3 p21]
    - ~~Montague:~~  
25 per cent [PPPS] [LPP-3 p22]
  - Encouraging ~~design that delivers~~ a range of housing types suitable for different households ~~through:~~ [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]
    - ~~The development of mid rise housing with access to private open space.~~ [LPP-3 p24]
    - ~~Living room sizes that exceed minimum requirements to enable multiple uses and/or areas.~~ [LPP-3 p26]

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- ~~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]~~
- ~~Providing children's communal active indoor play or recreation space as part of indoor communal spaces. [LPP-3 p28]~~
- ~~Locating sufficient storage areas in areas with easy access to dwellings. [LPP-3 p29]~~
- 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. ~~This includes facilities, garden and recreation areas, with consideration given to opportunities for a range of users. [LPP-3 p30]~~

**Design excellence - High Quality Design**

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

- Encouraging a variety of built form typologies ~~that align with the precinct character area as detailed in the Municipal Strategic Statement. [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 ~~contributes~~ 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 including aboriginal cultural heritage through interpretive design. [LPP-3 p40]~~
- ~~Encouraging the building design to respond to the existing industrial built form. [LPP-3 p41]~~
- ~~Encouraging the retention or re-use of existing industrial building elements. [LPP-3 p42]~~
- ~~Ensuring materials palettes and building finishes respond to the industrial context and social history of the area. [LPP-3 p43]~~

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

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

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- ~~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. [LPP-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]
- ~~At least 70 per cent of the total site area comprises~~ 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 p73]
  - 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 ~~publicly accessible~~, private and communal open spaces within developments ~~to supplement the public open space network~~. [LPP-3 p77]
- Encourage development with an interface to ~~existing or proposed~~ 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]

~~Ensure any communal open space, including rooftop and podium spaces are designed to meet the needs of a range of potential users. [LPP-3 p85]~~

- ~~Encourage internal and external communal open spaces within the same development to connect to one another and be designed as multifunctional, adaptable spaces. [LPP-3 p86]~~
- ~~Encourage the provision of additional publicly accessible areas at ground level and ensure the location, design and layout of these areas contribute to the creation of a network of passive, informal and informal recreational spaces. [LPP-3 p87]~~
- ~~Encourage new publicly accessible open spaces to have direct street access and where possible to be co-located with other existing or proposed open spaces. [LPP-3 p88]~~

### 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]

- ~~Ensuring~~ 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.
  - ~~Are~~ Not more than 100 metres apart in non-core areas. [LPP-3 p92]
  - ~~Are~~ 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 ~~direct~~ 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]

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- 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]

### Smart cities

It is policy to encourage developments to include smart city technology, by: [LPP-3 p104]

- ~~Embedding smart technology and installing digital sensors and actuators into built form to collect digital data. [LPP-3 p105]~~
- ~~Embedding opportunities for 'smart' and responsive urban management and practices into the design and operation of infrastructure and buildings and services. [LPP-3 p106]~~
- ~~Encouraging smart infrastructure to be installed on existing infrastructure. [LPP-3 p107]~~
- ~~Integrating 'smart' management and design of energy, water, and waste infrastructure that supports efficient use of resources. [LPP-3 p108]~~
- ~~Ensuring developments make provision for the delivery of high speed data networks. [LPP-3 p109]~~
- ~~Ensuring that all technology and data systems meet best practices. [LPP-3 p110]~~

### 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 ~~high levels of and easy access to~~ bicycle parking facilities, including end of trip change rooms, showers and lockers. [LPP-3 p112]
- ~~Facilitating the delivery of future public transport including new trams, train and bus routes. [LPP-3 p113]~~
- Designing internal connections to give priority to bicycle and pedestrian movements. [LPP-3 p114]
- ~~Delivering a~~ Allowing for the delivery of new streets and laneways to provide walking and cycling permeability. [LPP-3 p115]
- ~~Discouraging development from providing more than the preferred maximum number of car spaces.~~
- 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]
- ~~Providing information to residents and employees about local walking, cycling and public transport routes. [LPP-3 p118]~~

### **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: [LPP 3 p119]~~

- ~~• Whether the public benefit(s) is consistent with state and local policy, strategic initiatives. [LPP 3 p120]~~
- ~~• Whether the grant of the uplift will result in the early delivery of community infrastructure hubs. [LPP 3 p31]~~
- ~~• Whether the quantity and value of the floor area uplift has been appropriately calculated. [LPP 3 p121]~~
- ~~• Whether the proposed public benefit(s) can be realistically delivered and secured by a suitable legal agreement, and [LPP 3 p122]~~
- ~~• Whether the proposed public benefit is supported by the proposed receiving agency and can be maintained. [LPP 3 p123]~~
- ~~• Whether the uplift will have acceptable consequences, having regard to the level of public transport and other infrastructure available in the area.~~

### **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 that identifies existing industrial activities and contains measures to mitigate adverse amenity impacts from those activities.
- Encouraging new uses and developments to implements 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]