

**Presenter:** David Mayes, Manager Strategic Planning.

**Purpose and background**

1. The purpose of this report is to seek the Committee's endorsement of the attached City of Melbourne submission on the Fishermans Bend Urban Renewal Area Draft Vision and Interim Design Guidelines.
2. Fishermans Bend Urban Renewal Area (FBURA) covers 250 hectares of land south west of the Central City of which approximately 20 hectares is in the City of Melbourne and is known as the Lorimer Precinct. The remainder of the area is located in the City of Port Phillip.
3. In July 2012, the Minister for Planning requested Places Victoria prepare a Strategic Framework Plan for the FBURA to guide development, determine infrastructure needs and establish a development contributions framework to fund infrastructure investment. On 16 September 2013 the Minister released the Draft Vision (see Attachment 3) and Interim Design Guidelines (see Attachment 4) for public consultation conducted by Places Victoria. The closing date for submissions is 22 November 2013.
4. The Draft Vision includes Strategic Directions and 10 Key Moves that propose a spatial framework for transforming the existing industrial suburb into a vibrant, liveable place and community. Following public consultation the Minister will consolidate the Draft Vision into a Strategic Framework Plan and translate this and the Interim Design Guidelines into the Melbourne and Port Phillip Planning Schemes.

**Key issues**

5. Management generally supports the Draft Vision and Interim Design Guidelines and notes their acknowledgement of the need for the funding and delivery of community services and facilities and transport infrastructure to precede and shape the growth and support Central City economic growth.
6. Concern has been raised during the consultation by a number of property owners in the Yarra's Edge area that the proposed bridge to extend the Collins Street tram across the Yarra River may prevent the operation of the upstream Marina. The submission proposes that this concern can be mitigated through bridge design.
7. The main changes to the Draft Vision proposed in the City of Melbourne's submission are for:
  - 7.1. more defined aspirations and targets for the environmental sustainability objectives
  - 7.2. greater emphasis on the Yarra River as a defining characteristic of Melbourne's central city
  - 7.3. further investigation of design options for the Yarra River Bridge that cater for the maritime role of the Docklands waterways and the river
  - 7.4. greater clarity on the built form and public realm in the Lorimer precinct
  - 7.5. incorporation of a Howe Parade alignment green link to Westgate Park
  - 7.6. inclusion of the World Health Organisation's 'Healthy Cities' approach.

**Recommendation from management**

8. That the Future Melbourne Committee endorses the City of Melbourne submission (Attachment 2) on the Fishermans Bend Urban Renewal Area Draft Vision and Interim Design Guideline.

**Attachments:**

1. Supporting Attachments
2. City of Melbourne Submission
3. Draft Fishermans Bend Urban Renewal Area Vision
4. Draft Fishermans Bend Interim Design Guidelines

## **Supporting Attachment**

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### **Legal**

1. Following public consultation the Minister will consolidate the Draft Vision into a Strategic Framework Plan and translate this and the Interim Design Guidelines into Melbourne and Port Phillip Planning Schemes controls.

### **Finance**

2. There are no financial implications from the recommendation in this report.

### **Conflict of interest**

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

### **Stakeholder consultation**

4. The City of Melbourne's submission has been compiled from comments from across the various areas of the organisation with a direct interest in the planning for the FBURA.
5. Places Victoria is conducting the public consultation on the Draft Vision and Interim Guidelines from 16 September to 22 November 2013. This has included four Community Information Forums, a drop-in project kiosk and an online survey.

### **Relation to Council policy**

6. The Lorimer Precinct of the Fishermans Bend Urban Renewal Area is designated as a Proposed Urban Renewal Areas in the City of Melbourne's Municipal Strategic Statement.

### **Environmental sustainability**

7. Both the Draft Vision and the Interim Development Guidelines include objectives and measures aimed at ensuring the development of the FBURA grows as an environmentally sustainable urban renewal area. The City of Melbourne submission also suggests that these objectives and measures be further strengthened.

**CITY OF MELBOURNE COMMENTS ON FISHERMANS  
BEND URBAN RENEWAL AREA DRAFT VISION AND  
INTERIM DESIGN GUIDELINES**

November 2013

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## 1. OVERVIEW

Thank you for the opportunity to provide the City of Melbourne's comments on the Fishermans Bend Urban Renewal Area (FBURA) Draft Vision and Interim Design Guidelines. The Draft Vision was prepared by Places Victoria with the advice and guidance of the City of Melbourne, the City of Port Phillip, the Department of Transport, Planning and Local Infrastructure (DTPLI) and the Office of the Victorian Government Architect.

The Draft Vision effectively captures many of the aspirations for the FBURA that the City of Melbourne has considered since July 2012 when the Minister for Planning requested Places Victoria to prepare a Strategic Framework Plan for the FBURA to guide future development patterns, determine infrastructure needs and establish a development contributions framework to fund infrastructure investment.

The City of Melbourne is generally supportive of the Draft Vision and Interim Design Guidelines. In particular of the aspirations for transport and community infrastructure to support the economic growth of Melbourne's Central City, for the necessary funding and delivery of community services and facilities and transport infrastructure to precede and shape the growth of the area.

We recommend that the following major changes are incorporated into the Strategic Framework Plan for release in summer, 2014:

- More defined aspirations and targets for the environmental sustainability objectives.
- Reinstatement/realignment/additional bridge and further investigation of the Yarra River bridge design options and delivery that considers the maritime role of the docklands/river.
- Additional detail on the Lorimer precinct to provide greater clarity on the built form and public realm proposal contained in the Draft Vision and Design Guidelines.
- Incorporate Howe Parade alignment green link to Westgate Park.
- Elevate the importance of creating "Healthy Cities" into the overall Strategic Directions.

The Interim Design Guidelines were prepared by the Department of Transport, Planning and Local Infrastructure (DTPLI). We have included a number of detailed recommendations in our comments below. Generally these request more specific guidance on achieving the desired urban design outcomes for Fishermans Bend as outlined in the Draft Vision.

Comments have also been included to ensure that development in Fishermans Bend contributes to achieving the adopted policies of the City of Melbourne.

## 2. COMMENTS ON THE DRAFT VISION

We understand that following public consultation the Minister will request that the Draft Vision is consolidated into a Strategic Framework Plan and that this and the Interim Design Guidelines will be translated into Melbourne and Port Phillip Planning Schemes' controls. The City of Melbourne response is therefore focused on recommendations for changes to the Draft Vision proposal that should be incorporated into the Strategic Framework Plan.

The City of Melbourne is generally supportive of the Draft Vision. Our comments below focus on the key elements that are supported in the Draft Vision, significant changes that need to be considered and other, more minor changes that we feel should be addressed to facilitate a broader understanding and implementation of the Draft Vision.

### a City of Melbourne support for the Draft Vision

The City of Melbourne particularly supports the following elements of the Draft Vision:

1. Acknowledgement of the need for the timely delivery of infrastructure to support economic growth and the health and wellbeing of new communities. This is required to create a successful place.
2. Central city growth centred on the Yarra River – see also part b. below.
3. Support for a tram link across the river connecting the Hoddle grid and the FBURA (down Plummer Street). This will be critical to attract investment in private development that creates jobs in the city. Without high frequency, direct public transport services into the existing CBD, the FBURA could develop as a predominantly residential suburb which will be difficult to convert to commercial uses. This would compromise Melbourne's position as a nationally significant economic hub and reduce our global competitiveness.
4. The proposal for a metro rail line to the FBURA with early identification of the alignment, reserves required to ensure that can be delivered in the medium term.
5. Aspiration for family-friendly living and the creation of new liveable neighbourhoods that are supported by the services and facilities they need, and where residents are connected to each other via a network of great streets and a well-designed park and open space network.

### b Major Recommended Changes

#### ***More defined aspirations and clearer targets for the environmental sustainability objectives.***

The aspiration in Strategic Direction 8 that smart environmental solutions are essential to creating sustainable communities is supported but requires more clarity of the objectives and timeline for delivery of these outcomes. Considering significant governance, financial and regulatory barriers to the implementation of precinct scale solutions, we would recommend that the steps to be taken to progress precinct-scale planning in the FBURA be included in the Strategic Framework Plan.

#### ***More emphasis on the Yarra River as a defining characteristic of the central city***

Further emphasis is needed on the Yarra River as an important defining characteristic of Melbourne's central city that should be celebrated, embraced and confirmed through decisions around the central city expansion.

To emphasise this, we recommend adding an additional paragraph to P30/31 as follows:

'The Yarra River and Victoria Harbour will increasingly play a central role in defining the city centre. This will continue to expand to include recreational and public water transport, along with other activities both on the water and along its edges. This activity should be strengthened and encouraged as Fishermans Bend grows as a place.'

In addition, the potential ferry shuttle shown in Key Move 4 (p41) could be added to Figure 7.

***Further investigation of design options for the Collins Street extension Yarra River Bridge that cater for the maritime role of the Docklands waterways and the river.***

The proposed bridge crossing and alignment connecting Collins Street extension to FBURA and Plummer Street is supported by the City of Melbourne. This will be a critical connection to the existing CBD for public transport, pedestrians and cyclists. Early instalment of a bridge will ensure the growth of jobs and businesses that will only be attracted to the FBURA if good access to existing businesses and services in the Hoddle Grid and Docklands is available. It will also enable the new community to establish with good access to the services and facilities in the Docklands.

There is however significant local concern, mainly coming from Yarra's Edge residents and those with boats at the marina with the alignment and role of the proposed bridge crossing. We understand that there are three key issues with the bridge, which are:

- The bridge will constrain or block passage for the majority of boats at the Marina Yarra's Edge which have air drafts exceeding 4m. Current existing minimum bridge clearances further to the east are 3.18m at the Webb Bridge (pedestrian) and 2.89m Charles Grimes Bridge (road) at high tide.
- the bridge will take precious park space away at Point Park; and
- views and amenity will be compromised by the bridge.

Whilst it is understandable that the proposed new crossing raises these issues in the emerging Yarra's Edge community this needs to be balanced with the broader city-shaping objectives of the Fishermans Bend urban renewal area. These include an extension of the future city centre, new populations of 80,000 residents and 40,000 workers, the need for Lorimer (and other precincts) need to be developed with excellent public transport access and convenient and effective walking and cycling accessibility to both Docklands and the Hoddle Grid. This will benefit the whole central city and the current alignment seems to offer the best opportunity to do so.

However the detailed alignment, design, role and operation of this bridge connection needs to be thoughtfully considered to ensure that a workable solution for a river crossing can be achieved. For example, an operable bridge would allow access to the existing marina to yachts within an agreed timetable. Additional open space could be delivered to compensate the potential losses in Point Park.

The City of Melbourne is committee of management and landlord of Marina Yarra's Edge which has 149 berths/sea bed leases with tenure until 2030. More detailed technical investigation of the design options for this connection is critical to the success of the FBURA and must be a priority in the finalisation of the Strategic Framework Plan. We recommend working closely with all key stakeholders to progress this issue.



***Additional detail on the Lorimer precinct to provide greater clarity on the built form and public realm proposal contained in the Draft Vision and Design Guidelines.***

Further detailed design and planning work on the vision outlined for the Lorimer precinct is required urgently to provide an effective guide for future development. In particular further development of the design for the public realm initiatives (including the open space, parks, urban squares and improved streetscapes) and the built form proposals included in the Draft Vision.

We recommend that some of the design and planning thinking that has informed the proposals included in the Draft Vision be incorporated into the Strategic Framework Plan. This will enable the strategic directions for the Lorimer Precinct to be tested, refined and clarified and made more explicit.

***Incorporate Howe Parade alignment green link to Westgate Park.***

This link will provide pedestrian and cycle connectivity to the Yarra River west of FBURA and the Port of Melbourne site.

***Elevate the importance of creating “Healthy Cities” into the overall Strategic Directions.***

The health (physical, mental and emotional) of future communities will determine whether the FBURA can be considered a success. This should be further emphasised in the Draft Vision and, subsequently, in the Strategic Framework Plan, to ensure that this directly informs decision making on future development, infrastructure investment and policy development. “Healthy Cities” is an evidence-based, conceptual framework promoted by the World Health Organisation to support planning and design decision making. A good example of planning for healthy communities can be seen in the Centre for Active Design in New York (<http://centerforactivedesign.org/about/>). We would recommend the inclusion of Healthy City principles and measurables into the Strategic Directions.

***Other Recommended Changes***

The following comments generally focus on providing greater clarity on some of the supported aspirations in the Draft Vision. Further explanation of these important concepts will be useful to inform the discussion and decision making for the FBURA.

**On page 19.** Add additional clarity on what constitutes ‘Smart Environmental Solutions’ as follows:

- Include: Maximum use of solar resource, particularly in medium rise areas.
- Include: precinct-wide resource recovery infrastructure enabling sorting and extraction.
- Include: Plan for future impacts of sea level rise

**On page 30.** The aspiration for expanding the opportunity for ‘family-friendly’ living is welcome and supported. The City of Melbourne is committed to providing a vibrant and inclusive city for everyone to enjoy, including children. As part of this commitment, Council is seeking to become accredited as a UNICEF (United Nations Children’s Fund) Child-Friendly City. Around the world UNICEF’s network of 850 Child-Friendly Cities listen to the voices, needs, priorities and rights of children to inform how the city is run.

Adding an explanation of what is meant by family-friendly living would clarify the objective. We suggest adding a definition on page 21 along the lines of:



'Family friendly living refers to a pleasant urban setting which is, inclusive and safe, built on a human scale with places where people gather, connect and contribute to neighbourhood life.

These places build a sense of belonging for residents and help make the neighbourhood safer. Parks, childcare centres, schools, grocery stores, libraries, and cultural, sports and community centres in the neighbourhood need to be easy to access and enjoy.

A suggested measure of success is the 8/80 rule, where family friendly places are assessed according to whether they are comfortable and accessible places for those who are 8 years old, or 80 years old. If so, they will likely be successful places for the full age spectrum that represents our family-friendly aspirations'

**On Page 34.** Improvements to the public realm are supported but more explicit statements are needed on what is meant by 'streetscape enhancements' and 'high quality public realm'. For example:

"Streetscape enhancements: A streetscape refers to the overall character of a street or route. While they are public spaces, they usually form part of the movement network and may need to address multiple movement networks while fulfilling places roles such as providing places for seating, places to meet friends and allow a range of open space roles. Enhancements to the streetscape refer to improving the overall character of a street, focusing on its role to contribute to the pedestrian experience, while also considering and balancing the need to fulfil other roles, such as the needs of public transport.

High quality public realm: Public realm, which refers to any publicly or perceived public streets, pathways, right of ways, parks and open spaces, defines our urban experience. It connects buildings to streets to neighbourhoods and creates the everyday social and civic spaces of a city. High quality public realm refers to vibrant, accessible, diverse and connected places. High quality suggests that the physical environment is designed to enhance the overall pedestrian experience, and it supports the overall social, economic and environmental aspects of place."

**On Page 48.** Add a statement to clarify what a cycle-friendly street is such as the following at the end of second paragraph:

'This includes designing each street to provide for safe and convenient cycle access to every front door.'

**One page 52.** Include a range of typologies to be located within each FBURA neighbourhood. This will help define what a 'diversity of built form outcomes' is intending to achieve and how to achieve it. This should be related to, and tested against, the proposed height controls.

The following comments include recommendations for additional priority projects to be considered as follows to ensure that the key moves can be progressed.

**On page 44.** Add a potential project to

"Work with VicTrack/VicRoads on exploring opportunities to create linear parks or green ecological functional space along the train line / major roads using now often vacant / underutilised land, without compromising safety issues."

**On Page 44.** Add a potential project

“Where possible, explore the opportunity of creating ecologically more sophisticated green boulevards and potential high amenity routes, by incorporating a whole range of green elements in the same space: eg. grass, bush, trees.”

**On Page 46.** Add a potential project

“The green network should demonstrate a wide range of uses, from active recreation to ecologically functional urban parks and spaces. Secure key sites early to demonstrate new types of open space, such as urban wetlands, to showcase the potential of open space, and as demonstration projects, to influence the potential of private green space design”.

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## 3. THE INTERIM DESIGN GUIDELINES

The following comments outline detailed recommendations to ensure that the application of the Interim Design Guidelines is considered and that they are effectively translated into meaningful planning controls.

Many of the recommended changes below are necessary to deliver on a number of City of Melbourne policy objectives.

Location	Comment
p.4	<p>Recommend outlining exactly what urban context is significant and should be considered (e.g. views, solar access to existing parks, any historic buildings or established landscapes...). Analysis drawings would be useful to set the site context at the start of the document.</p> <p>Development applications would then be required to respond to urban design context objectives with a concept statement, their own analysis and drawing.</p>
P4 1.2	<p>Add focus on a public-realm and contextual approach to develop larger sites.</p> <p>Add at the end of 1.2 text: "The master plan should promote a strong public-realm approach to create a series of routes and spaces that contribute in a meaningful way to the larger pedestrian and movement networks. Resulting development blocks and sites should activate these proposed routes and spaces."</p>
P4, 1.2 Note 3	<p>The site master plan must integrate within its surrounding context.</p> <p>Add the following at the end of Note 3: "and must enhance and contribute to existing and proposed open spaces, open space network links and movement networks."</p>
P 4 1.1 Note 2	<p>Natural features located on the existing site and adjoining public land should be detailed in the context plan and help inform design of the site. E.g. swales, existing vegetation, topography.</p> <p>Add sentence to Note 2: "This should include how the site and existing site features (such as swales, soil type, existing vegetation, topography, etc) positively inform any design proposition."</p>
p.5, Note 4	<p>Further guidance is needed on the design of laneways and any 'Little Streets' to ensure that car park access on new laneways does not undermine the potential of lanes as people-oriented spaces, and it is the lanes that can offer so much due to their scale.</p> <p>Consider adding at the end of the point: "Within Lorimer, car access points should be located along proposed little streets."</p>

Location	Comment
p.5, 1.3 Note 5	<p>“Active uses” aren’t necessarily an indicator of quality, but rather a fine scale and high quality of design. This principle needs to be explored further and perhaps illustrated.</p> <p>Consider adding at end of note: “A fine scale, high quality and considered design to enhance the pedestrian experience will be important to demonstrate in the design of all public links. Where possible, trees and vertical landscaping should be considered to add to the pedestrian experience.”</p>
P6, 1.5	<p>Mixed uses should be fine grained, not coarse.</p> <p>Add text at end of 1.5 text: “The mix of uses should be fine grained, to create synergies between uses, and encourage urban intensity for the proposed medium to high densities of Fishermans Bend.</p>
P6, 1.5 Note 2	<p>A more robust and flexible toolkit of building typologies (such as perimeter blocks, linear blocks, L-shaped, C-shaped, etc, courtyard housing, whatever is appropriate to the geometry of the site, offering narrow floorplates for natural cross ventilation, high floor to ceilings for ample natural daylighting, a mix of private and communal gardens, courtyards and open spaces.</p> <p>Recommend that as part of Note 2, a range of typologies is shown that could form the basis for a range of development forms.</p>
p.7, Figure 1.6	<p>Where tower and podium is stated as such, it is suggested that the words are re-stated to suggest frontage buildings (which would be finer grain) and tower.</p> <p>Delete the following text: “(by pursuing a podium and tower format)”</p> <p>Replace text with: “Low rise street frontages should develop as clusters of singular buildings, with distinct frontages.”</p>
p. 8, 2.1 Note 3	<p>For the first point, add at the end of the note: “Car parking will not be allowed on the ground floor of any new building. Car parking on levels above ground level need to be designed to allow for future conversion, considering future use heights, daylighting, cross ventilation, and ownership/management plan to facilitation easy conversion.”</p>
P8, 2.1 Note 7	<p>Narrower frontages provide a finer grain approach to high density urbanism that creates more desirable, people-focused outcomes. Narrower frontages help promote and realise the aspirations, as set out in the Strategic Directions.</p> <p>Final dot point - Delete text: “30” and “(20m in Montague)” and replace with “10”.</p> <p>Add sentence: “This fine grain approach to ground level frontages applies to all ground floor uses. Often, larger desired frontages can be accommodated through a narrow frontage with atrium or corridor forms that link to a larger central space (for example for supermarkets and other large floorplate uses).”</p>
P8, 2.1	<p>Recommend adding Note 8:</p> <p>Multiple front doors to fine grained ground floor frontages produces a structure that has resilience and promotes active streets.</p>

Location	Comment
p. 8, 2.1 Note 5	This note needs to provide guidance on what should be done. E.g. no more than a percentage of glazing per frontage with a focus on the use of windows (not glazing) and articulation to the ground level design to provide transparency and interest.
P8 2.1 Note 6	<p>Allow façade greening but it must be majority evergreen species and maintained in good condition at all times.</p> <p>Add to note after the work artwork “or façade greening”, and add second sentence: “For façade greening, they must be located in suitable growing locations, be of a majority evergreen species and maintained in good condition at all times.”</p>
p.9, Note 2.3 Note 1	<p>Encourage greater variation in the parapet line, as is the case in the central city.</p> <p>Add after text: “Variation in parapet height should reflect variation in small scale frontages and creation of narrow front buildings throughout the precinct to reinforce pedestrian scale. Exceptions to this principle may be reflected in specific street sections for the various precincts.”</p>
P 9, 2.3 Note 3	<p>Laneway height, based on successful City of Melbourne examples, should not be three times taller than the laneway width. Therefore the minimum 20m height that is over the maximum height of a 6m wide laneway. The guidance needs to change to reflect this.</p> <p>Recommend deleting text and add: “As a general rule, the building frontages along a laneway should not exceed three times the width of the laneway, at which point, a meaningful setback is required.”</p>
P10 2.6 Note 3	<p>Towers should be 20m apart, especially for habitable-facing rooms.</p> <p>Add: “Such justification includes where visual privacy is maintained, such as where habitable rooms do not face habitable rooms and sufficient daylight reaches habitable rooms.”</p>
P11 2.5	<p>De-emphasize tower and podium typology as this does not encourage more thoughtful approaches to site specific design and alternative building typologies.</p> <p>Remove words “or podium” in text under 2.5 as sentence still is clear in meaning and intent without these words.</p>
P11 2.5 Note 3	<p>States that all occupied roof space must be clear of any required setbacks. The image depicting required setbacks shows an occupied space within the setback which is not necessarily a concern (as long as there is no adverse impact to other adjoining or abutting properties).</p> <p>If note 3 remains it is recommended that it be amended to advise that non-publically accessible green vegetated roofs are exempt from this requirement.</p> <p>Please clarify intent of the rule which is understood that spaces above the 20m threshold (or otherwise stated) should not interrupt the set-back space ABOVE this level. Please clarify or rephrase Note 3 further to more clearly state this.</p>

Location	Comment
P11, 2.7, and add Note 3	<p>The role of towers is larger than promoting visual variety – they ought to help create visual markers, aid legibility and promote sense of place.</p> <p>At the end of the sentence, add: “and aid overall neighbourhood and precinct legibility while promoting a unique sense of place.”</p> <p>Add Note 3: “Consider the view corridors to proposed towers and overall townscape to orient towers that contribute to the larger legibility, townscape and sense of place, considering the street, neighbourhood and precinct scales.”</p>
P11, 2.8 Note 1	<p>Green roofs are generally better suited to flat surfaces. This note currently encourages sculpted roof forms. This could exclude consideration of a green roof. Recommend amending note to say slender or fragmented tower forms are generally more visually appealing, as are sculptured roof forms or vegetated roofs.</p> <p>Add to end of sentence: “and vegetated roofs.”</p>
P11, 2.8 Add Note 5	<p>Add additional Note 5</p> <p>High buildings work on a large range of scales, including citywide, precinct, neighbourhood, street, block, plot and human interaction scales. Due to their greater visual dominance, it is even more important that designs successfully address integration, massing, layout, expression and honesty, proportion, order, materials, detail and style, considering the full range of scales.</p>
p.11, 2.9	<p>Consider adding a note/principle about creating contemporary heritage – i.e. some architectural and landscape gems that immediately become treasured.</p>
P.11, add 2.10	<p>The podium part of the typology prevents no natural cross ventilation and makes the block impermeable to sunlight, resulting in no courtyards, laneways or the like. The tower also offers little to no natural ventilation as opening a window (if even possible) at 50-100m in the sky can have dire consequences.</p> <p>Add 2.10: “Building design should provide long term adaptability and consider long-term costs and uses to create healthy and sustainable uses, especially for residential design.”</p> <p>Add Note 1: “Buildings should provide cross ventilation and daylight to all habitable rooms”</p> <p>Add Note 2: “Buildings should consider how ‘lifetime home’ principles can ensure the long term suitability of a dwelling can be facilitated over time with minimal changes.”</p> <p>Add Note 3: “A range of building typologies can introduce a range of desired housing types to provide diversity in each precinct, and create more family-friendly housing.”</p>
P12, 3.1 Note 3	<p>Make guidance stronger, remove the word “generally.”</p>



Location	Comment
P 14, 3.3	<p data-bbox="376 517 887 544">Add Note 6</p> <p data-bbox="376 517 887 544">Canopies can be utilised spaces for plants.</p> <p data-bbox="376 577 1353 667">Add Note 4: “Canopies may be used to shade and provide shelter for users below, but through a considered design, they could also act as a planting area above to create visual interest from upper levels.</p>
P 14 4.1	<p data-bbox="376 703 507 730">Add note 5</p> <p data-bbox="376 763 1394 880">Maximising permeability, infiltration and passive irrigation of all public and private landscapes should be encouraged. Sustainable, simple and robust irrigation systems should be installed in all public and private landscaping to maximise vegetation health.</p> <p data-bbox="376 913 1378 1070">Add Note 5 under 4.1: “Permeability of surfaces, water infiltration and passive irrigation is important for public landscapes. Sustainable, simple and robust irrigation systems should be installed in all public landscaping to maximise vegetation health. Vegetation health should enhance the local urban ecosystem and adaptation to climate change.”</p>
P14, 4.1 add Note 6	<p data-bbox="376 1128 1342 1191">Proposed open space, whether developer proposed or that is detailed in the draft vision document should state that development is not overshadowed.</p> <p data-bbox="376 1225 1385 1312">Add Note 6: “Solar access to existing and proposed open spaces as well as existing low rise residential areas should not be overshadowed by any new building – see 2.2 Note 1.”</p>
P14, 4.1 add Note 7	<p data-bbox="376 1348 1315 1435">Most of the existing open spaces in the precinct currently have an active sports focus. Creating larger open spaces that have a passive recreation focus will be important also.</p> <p data-bbox="376 1469 1394 1585">Add Note 7: “Proposed open spaces should consider a wide range of uses, including but not limited to active uses, passive uses, biodiversity and ecological uses, etc, and promote social inclusion of the anticipated culturally and age diverse future population.”</p>
p.14, Note 4.2	<p data-bbox="376 1621 1353 1709">Introduce a stronger principle around requiring developers to incorporate onsite communal outdoor space, and to have it low down where the environment is more conducive to spending time.</p> <p data-bbox="376 1742 1018 1769">Change the word “podiums” to “lower storey rooftops.”</p> <p data-bbox="376 1803 1353 1895">Consider expanding 4.2 Note 1 by adding the following: “Such communal spaces should be provided for easy and convenience access for residents, and in suitable microclimate locations. Often this occurs on ground level or near ground level.”</p>



Location	Comment
P14, 4.2	<p>Very encouraging seeing the inclusion of rooftop greening in the design guidelines. Also recommend including green façades/walls to provide more choice to developers. Vegetation should be publically visible where possible to add vibrancy to the public realm.</p> <p>Add the following after “Private landscaping”: “(which can also include green walls and facades)”</p>
P14, 4.2 Note 2	<p>Biodiversity spaces that are green but not habitable should be encouraged.</p> <p>Delete “and” and replace with a comma.</p> <p>At the end of the sentence, add: “or biodiversity/ecological landscapes.”</p>
P15, 4.2, Note 5	<p>Add green facades along with walls as these are often cheaper and easier to implement and maintain.</p> <p>Add after “Any green walls”: “, facades,”</p>
P15, 4.2 Add Note 6	<p>Communal and green spaces that are about ground level should provide deep soil conditions to allow for plants and trees to grow and mature in time.</p> <p>Add Note 6: “Communal and green spaces that are about ground level should provide sufficient deep soil conditions to allow for plants and trees to grow and mature in time.”</p>
P15 4.2, Add Note 7	<p>Maximising permeability, infiltration and passive irrigation of all public and private landscapes should be encouraged. Sustainable, simple and robust irrigation systems should be installed in all public and private landscaping to maximise vegetation health.</p> <p>Add Note 5 under 4.1: “Permeability of surfaces, water infiltration and passive irrigation is important for private landscapes. Sustainable, simple and robust irrigation systems should be installed in all private landscaping to maximise vegetation health. Vegetation health should enhance the local urban ecosystem and adaptation to climate change.”</p>
P15 4.2, Add Note 8	<p>Outdoor area for a break out space for non-res uses if more than 100 people with easy access from facilities such as kitchen and toilet (consider impact on residential use).</p> <p>Add Note 8: “Provide outdoor areas for non-residential uses if such uses encompass 100 people or more, such as an office. The outdoor space should be in easy access from facilities such as a kitchen and toilets.”</p>

Location	Comment
p.15, Note 4.3	<p>The scale of details in the building elevation in laneways is also important, particularly as pedestrians will experience the built form in a more intimate space and at a slower pace.</p> <p>Change 4.3 text from “separated 100 metres or more” to “separated 60 – 100 metres” to reflect public links should occur typically every 30 – 50 metres.</p> <p>Under Note 1, remove the word “generally”</p> <p>.</p>
P15, 4.3 add Note 5	<p>Recommend augmenting note to include that laneway facades should be greened where possible and/or street trees provided where space and ground conditions allow.</p> <p>Add Note 5: “For pedestrian sense of place and relating to human scale, links should be designed with greened facades and occasional street trees provided where space, light and ground conditions allow.”</p>
p.16, first paragraph	<p>Recommend further de-emphasising private cars in favour of other travel options. .</p> <p>In paragraph, change the word “limit” to “minimise.”</p>
p.17, Note 5.4.2	<p>Could visitor parking just be on-street?</p> <p>Under 5.6 add Note 3: “The exception to this principle is visitor and accessible parking, which can (and in some precincts and areas) should be provided as on-street car parking.”</p>
P17, 5.5 Note 2	<p>A specific ratio to replace private car parking with on-site car share spaces should be defined.</p> <p>Note 2 add: “Each on-site and easily accessible car share space can be provided to replace 6 private car parking spaces.”</p>
p.17, note 5.6 Note 1	<p>This is a larger issue of car parking, where it is located, how much is provided and future adaptability.</p> <p>For the first point, add at the end of the note: “Car parking will not be allowed on the ground floor of any new building. Car parking on levels above ground level will need to be designed to allow for future conversion, considering future use heights, daylighting, cross ventilation, and ownership/management plan to facilitation easy conversion.”</p> <p>For the second point, add: “Appropriately designed screening can include façade vegetative greening, where properly maintained.”</p>
P 19 6.4 add Note 2	<p>Add Note 2: “Appropriately treated grey water can be utilised for sub-surface landscape irrigation as a back-up for harvested stormwater.”</p>

Location	Comment
P20 6.5 add Note 3	Add Note 3: "Flats should be designed to allow cross ventilation through design, including allowing for dual aspect and allowing for all habitable rooms to have open able windows."
P20 6.4 add Note 4	Add Note 4: "Promote day lighting through the development of shallow office floor plates. Day lighting encourages increased productivity, healthy visual connections to the outdoors, reduced energy costs and facilitates long-term adaptability and conversion to other uses."
P20. 6.6 Add Note 4	<p>Healthy and well irrigated vegetation close to ventilation inlets and walls aid in cooling and should be included.</p> <p>Add Note 4: "Healthy and well irrigated vegetation close to ventilation inlets and walls aid in cooling, and should be encouraged in appropriate locations."</p>
P21 6.9, add Note 3	Add Note 3: "Promote Green Factor approach, or similar, to deliver appropriate landscape outcomes for each development site. Each development application must demonstrate that their design proposition meets the Green Factor by using the Green Factor Score Sheet. The scoring system is designed to encourage larger plants, permeable paving, green roofs, vegetated walls, preservation of existing trees, and layering of vegetation along streets and other areas visible to the public. Bonuses are provided for food cultivation, native and drought-tolerant plants, and rainwater harvesting."

It is encouraging to see a section dedicated to sustainability and energy efficiency and includes a statement about Clause 22.19 (Energy, Water and Waste) of the Melbourne Planning Scheme.

However, the design guidelines needs to be significantly enhanced if the precinct and individual buildings are to achieve the requirements of Clause 22.19 and the overall sustainability related objectives and vision for the area.

The design guidelines in this section need to provide clarity and certainty to the development industry on the sustainability design expectations. Many of the current design guidelines, in this regard, are vague and are limited to encouragement only. It is suggested further clarity and certainty is provided as suggested below:

Section	Comment
<b>1 Site layout and development typology</b>	Add (potentially) Co –location of underground infrastructure (augment and lay new) such as NBN, water reticulation, stormwater, sewerage, gas infrastructure and heating/cooling loops through shared services trenches.
<b>2 Height</b>	<p><b>Section 2.2:</b></p> <p>It's encouraging to see that <b>Section 2.2 provides guidance on amenity and Note 4 of Section 1.2</b> states that <i>layouts should maximise northerly orientation for buildings and open spaces</i>. This needs to be articulated more in the building design and height section (2) and expanded further in section 6.</p> <p>It is suggested that more guidance is provided for the high rise developments along the northern section of the site to ensure these developments are set back and designed in a way that allows solar access to low-rise buildings in the southern section of the site.</p> <p><b>Section 2.6</b></p> <p>It is suggested that the following is added as a new note or statement to ensure that setbacks assist with achieving sustainability objectives:</p> <p><i>High or tower buildings are also encouraged to be set back from the site boundaries to minimise impact on the environmental performance and renewable energy generation potential of the proposed building and adjoining properties.</i></p> <p>This addresses the policy statement outlined in Clause 22.25 – last sentence. This includes solar access for passive heating and solar panels.</p>

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## 6 Sustainability and energy efficiency

6.1 Suggest Notes 1 and 2 (3) are moved to **1 Site layout and development typology**.

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6.3 Add Note Precinct scale/streetscape WSUD measures to be mandatory to assist stormwater management. The public realm can play a strong role to improving drainage of Fishermen's Bend – ie through pervious pavements and rain gardens, storage, permeable tramways etc

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6.5 The daylight and ventilation requirements need to be linked to other design features such as building setback/separation, site design, building depth and site design. The requirements in 2.6 and 3.2 need to be significantly enhanced in order to achieve good daylight, ventilation, energy efficiency and overall sustainability vision and objectives for the site. It's possible that a natural ventilation requirement only applies to buildings of certain height (e.g.10 storey or less).

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6.6 – **Enhance section** to include more guidelines that relate to thermal comfort of the buildings and public spaces and design features that can be adapted to changing climate (e.g. appropriate solar access; enhance external shading section, landscaping requirements, insulation, draft proofing lighter external facades, reduced glazing areas in west).

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6.7 Solar access to be considered within the development area and surrounding areas (for example towers on the north of City Road will impact adjacent buildings).

**Enhance** design guidelines related to solar panels that allow buildings and precincts to produce renewable energy on site (e.g. solar access for solar energy systems).

- Incorporate roof forms with suitable structure, orientation, inclination and solar access.
- Consider integrating solar panels into the building structure such as facades, roof and shading structures.

Daylight and solar access, natural ventilation, building separation and building depth requirements in the following design guides/code provide a good reference for enhancing the design guidelines for Fisherman's Bend.

- Moreland Higher Density Design Code
- NSW Flat Design Code  
(<http://www.planning.nsw.gov.au/?tabid=158>)

Note 1 Change to: Buildings approvals to consider solar access of existing buildings

Add Note 2 Other micro renewable energy solutions should be considered (refer Port Phillip's wind energy study)

*Add Note 3: Provide a statement and/or plan illustrating the sustainable design opportunities and constraints (sustainability potential) of the site.*

This would allow for early and cost effective consideration of sustainable design features and infrastructure.

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6.8 Add Note 2 Consider integrating a sewer heat recovery system with cogeneration district heating system to heat high rise residential dwellings.

Add Note 3 Smart grids have the potential to significantly reduce energy demand, through improved efficiency, balancing loads, and providing demand management/ demand response solutions at peak times. These initiatives could reduce peak demand and may result in infrastructure upgrade savings.

Add note: Renewable fuel sources should be prioritised over fossil fuels.

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6.9 Add to Note: Precinct sustainable development frameworks including Green Star and One Planet Living are encouraged

Requirements of Clause 22.19 of the Melbourne Planning Scheme (updated every three years).

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Add 6.10 Precinct infrastructure and building scale infrastructure to recover resources is required. For example, waste shoots that allow for resource separation.

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## General

- The following areas also need to be enhanced:
  - Water efficiency, biodiversity and urban ecology, sustainable materials
  - Flexible and adaptable building design – including climate change adaptation
  - Designing to promote waste avoidance, reuse and recycling

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## 3 Wind and weather protection

Add 3.4 Climate change impacts (or flood, inundation and heat) managed within the precinct

Note: Building footprints to consider flood modelling (1d-2d modelling already undertaken by City of Port Phillip.

Note: Tidal water ingress will impact precinct scale water retention and reticulation.

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## 5 Parking and Access

Can this heading be change to 'mobility and access'

Add 5.2 Precinct waste recovery systems to be installed and utilised to maximise extraction and minimise vehicle use

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## 4. FURTHER WORK SUPPLEMENTARY TO THE STRATEGIC FRAMEWORK PLAN

### a A Lorimer Structure Plan

A Lorimer Structure Plan should be prepared to provide more detail for this local precinct. The Structure Plan should be developed with comprehensive community engagement that enables the draft Vision to be shared, debated and realised through future planning and design control and investment decisions.

### b A Design Review Panel

Considering the scale of change required to transform existing industrial areas into vibrant, liveable communities, we recommend that a Design Review Panel be established to advise on planning applications of a significance.

### c Achieving Affordable Housing

It will be important to align the provision of affordable housing with the new principles of governance and partnership set out in Plan Melbourne. Affordable housing can be achieved through innovative approaches across community housing, social housing and public housing sectors. Engagement with this sector is vital to achieve affordable housing opportunities in the FBURA. This will be critical to achieving the outcomes of Strategic Directions 5 – Diverse Distinctive and Diverse Neighbourhoods and 6 – A Great Place for Families.

### d Continuing Community Engagement

The Community Engagement process that has been initiated by Places Victoria should continue through the evolution of planning strategies, policy-making and development decisions for the FBURA.

Aboriginal stakeholder groups need to be consulted and engaged during the entire life-cycle of the FBURA implementation. The City of Melbourne can assist in this engagement process and would recommend that this is done in a timely way to enable these stakeholders to inform the Strategic Framework Plan. This will facilitate the identification of opportunities for advice and partnerships in relation to community infrastructure, sustainable design and landscapes, as well as representations of past and contemporary indigenous culture through the FBURA to be considered in a meaningful way.

### e Determining Appropriate Governance Models

We understand that the Strategic Framework Plan will suggest a preferred model of governance. The City of Melbourne is keen to have discussions on the preferred governance model for the delivery of the FBURA.

This will need to consider development outcomes through the facilitation of changes to planning policy and its implementation, investment decisions in new infrastructure and upgrades to existing infrastructure, development contributions plan implementation and the relationship to existing capital works maintenance and upgrade done to existing assets owned and managed by the City of Melbourne and the City of Port Phillip.