



# FISHERMANS BEND PUBLIC SPACE STRATEGY

STAGE 3 FINAL GAP ANALYSIS REPORT  
JUNE 2017

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## ACKNOWLEDGEMENTS

The Study Team recognises that the State of Victoria has an ancient and proud Aboriginal history and complex ownership and land stewardship systems stretching back many thousands of years. We would like to acknowledge the Traditional Owners of this land, and offer our respect to the past and present Elders, and through them to all Aboriginal and Torres Strait Islander People.

## PROJECT CONTROL

NAME	NO.	PM APPROVED	PD APPROVED	DATE
Draft Gap Analysis Report	1	KD	KD	17/12/16
Final Gap Analysis Report	1	DF	LR	28/4/17
Final Gap Analysis Report	1	DF	LR	20/06/17

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INTRODUCTION

# 1. INTRODUCTION

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## 1.1 BACKGROUND

The Fishermans Bend Taskforce has been established to develop a blueprint for Fishermans Bend that will transform Australia's largest urban renewal area into a place for everyone. As part of the work of the Taskforce a Public Space Strategy has been prepared to identify the future open space needs of Fishermans Bend. The Strategy will inform the development of detailed neighbourhood plans for the Lorimer, Montague, Wirraway, Sandridge and Employment precincts. In conjunction with the Public Space Strategy this review of existing technical standards has been undertaken to determine whether existing documents provide adequate detail and consistency in relation to public space requirements for Fishermans Bend.

It is noted that this document has been developed at a time when the Fishermans Bend Taskforce is completing the Fishermans Bend Framework Plan and undertaking the development of detailed Precinct Plans. In addition, this document has been produced while the City of Melbourne is updating their technical standards and the City of Port Phillip is developing a set of design and technical standards.

## 1.2 PURPOSE OF THE REPORT

This report provides a review of existing and proposed technical standards from the City of Melbourne and City of Port Phillip and identifies gaps, conflicts and synergies across the standards. Additionally, an examination of relevant municipal policies providing design guidance has also been conducted to determine the level of policy guidance provided by existing strategies, plans and proposals. The City of Melbourne's *Docklands Design and Construction Standards for Public Infrastructure Works (2013)* has also been reviewed to provide an outline of the application of technical standards and design guidance and the decision making framework and approval process for public realm works within an urban renewal context.

Fishermans Bend renewal area straddles two municipalities in Melbourne's inner south with the Lorimer and Employment Precincts lying within the City of Melbourne and the Wirraway, Sandridge and Montague Precincts lying within the City of Port Phillip. The technical standards and design guidelines of each respective council must work to achieve the vision for Fishermans Bend as "*A thriving place that is a leading example for environmental sustainability, liveability, connectivity, diversity and innovation*" and the objectives of the Public Space Strategy. However there must be recognition that each Council may wish to retain distinctive materials palettes.

Additionally, standards and guidelines must also address practical issues such as ensuring the quality of public infrastructure (particularly streets and laneways) is consistent across precincts and jurisdictional boundaries, and that the same standard of service for public space and public realm is achieved across Fishermans Bend. Standards and guidelines also must ensure that proposed networks of open space, linear parks, bike paths and footpaths are coordinated and do not stop or end at jurisdictional boundaries.

Fishermans Bend is also comprised of a number of distinct neighbourhoods (which will be further defined in the Precinct Plans) providing differing opportunities for the design of public realm to reflect this distinctiveness. There should be allowance for each of the

Councils to determine how the public realm assets can be delivered to a standard that achieves the necessary service and amenity quality, whilst ensuring that the materiality and design is suited to its neighbourhood.

### 1.3 FISHERMANS BEND PUBLIC SPACE STRATEGY

The Fishermans Bend Public Space Strategy (FBPSS) outlines the type and location of public spaces required to service the future resident and worker population of the Fishermans Bend renewal area.

The Strategy sets a vision for Fishermans Bend to demonstrate how to live well in a high-density environment with considered, resilient, robust and delightful spaces within a few minutes' walk of every resident. Notably the strategy envisages every street, footpath and public space as contributing to a network of high quality public spaces. Additionally, a network of linear parks, many within existing road reserves, is proposed.

The strategy identifies the overarching objectives of:

- Attaining quality: crafted, high quality urban public spaces
- Providing quantity: enough public space in a compact city
- Making Places: great public spaces for work, rest and play
- Creating Connections: a connected network that prioritises pedestrians and cyclists over cars
- Enabling Responsiveness: every space utilised in the public space framework
- Achieving Environmental Sustainability: turning grey to green

It provides a framework of principles, strategies and actions to address key issues relating to public space in Fishermans Bend.

Of particular relevance to this report is the special role that linear parks and streets will play in the provision of public space for Fishermans Bend.

#### LINEAR PARKS

Linear Parks are identified as being the organising structure within Fishermans Bend linking public spaces and creating legibility. Linear parks will have a multi-functional role providing places for all types of activities. A network of linear parks will run through Fishermans Bend with the Turner Street green spine providing a major connection to Westgate Park.

#### STREETS

The network of streets will play a vital role in the public life of Fishermans Bend. Streets will be wide enough to accommodate canopy trees and places to sit and rest. The role of streets as public space will be enhanced by efforts to 'green' hard surfaces using green walls, podium gardens, green roofs and multi-level planting.



# 2

## DECISION MAKING PROCESS

## 2. DECISION MAKING PROCESS

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### 2.1 TYPE OF DECISION MAKING PROCESS REQUIRED

#### SUMMARY

The decision making process for public spaces needs to ensure that the cohesive design language is implemented.

Technical standards for Fishermans Bend must ensure that there is clarity about the expectations of the public space from the outset. This will ensure that developers and decision makers have clear benchmarks about the acceptable design standards.

#### OVERVIEW

Technical standards should be intended to be used by any entity (private or public) developing or delivering public realm elements in Fishermans Bend that are or will be owned by the Melbourne City Council or the City of Port Phillip. The standards must aim to deliver the standard of public realm sought by the community and expected by council. Further, the standards should be used by Councils as the basis of approval for all public realm and open space works, and it is understood that Councils will not approve any non-compliant public space, streets or public realm element.

The approval process and documentation requirements should be clearly outlined in the Technical Standards. Developers submitting non-compliant public space, street or public realm elements risk refusal of built works and subsequent handover to Councils. In this instance developers would maintain all insurance and liability risks and maintenance responsibilities until such time as the areas were brought to the standard required.

Technical standards should not be read in isolation, but in conjunction with applicable legislation, related strategic and technical documentation issued by council, and other standard guidelines issued by State Government agencies, service providers and relevant authorities. The standards should also be read in conjunction with the Fishermans Bend Framework and Precinct Plans.

#### PURPOSE

The Technical Standards seek to assist developers of the Fishermans Bend public realm by outlining the approval processes and mandatory technical requirements for all civil, landscape and infrastructure works occurring in the Fishermans Bend public realm. The Technical Standards are important to ensure that public realm works meet the demanding functional and safety standards required for public streets, routes and public spaces, and to ensure these spaces can be well-maintained without unreasonable expense.

This document aims to ensure that the incremental development of projects contributes to the wider vision for Fishermans Bend as part of Melbourne. Additionally this document seeks to ensure that any separate document which may be developed to guide the development of public realm in Fishermans Bend aligns with both the Design and Technical Standards of the City of Melbourne and City of Port Phillip and reflects the unique characteristics of Fishermans Bend.



Technical standards predominately provide guidance for the development of publically owned public space rather than the delivery of privately owned public space. The design and delivery of privately owned open space should be administered through Council's role as a Responsible Authority or Referral Authority for planning permit applications.

## DOCUMENT STRUCTURE

A Fishermans Bend technical standard document should be structured in two parts.

**Part A** should outline the approval process, providing a brief overview of the different stages of project development. The approval process for the first three stages of project development – Development Plan, Planning Permit and Subdivision – is provided by the relevant planning authority and is not detailed in the documentation. Detailed information is outlined for the final five stages of development:

- Municipal Design Approval
- Consent for Works
- Construction
- Practical Completion
- Defects Liability and Final Completion

Approval processes are likely to vary across each municipality will be responsible for the management of assets post construction. However the approval process for each municipality should be detailed and cover off on each of the stages detailed above.

**Part B** of the document should outline design standards, standard materials and elements for development of the public realm in Fishermans Bend – what to use and how in various typical situations – under the following chapter headings:

- Groundwater and geotechnical conditions
- Stormwater management
- Streets and routes (including: paths, streets and intersections)
- Paving and surface materials
- Street, park and waterfront furniture
- Signs
- Lighting
- Landscape elements: plantings and irrigation
- Maritime structures.

References are provided to Council's Design Standards, which detail and illustrate how public realm elements must be constructed.

## RELATIONSHIP TO OTHER DOCUMENTS

The Technical Standards document should be a more detailed extension of higher level strategic planning and design policy of the Fishermans Bend Taskforce, City of Melbourne and City of Port Phillip. More specifically a strong relationship between the Technical Standard and the vision and principles set out in the Fishermans Bend Vision document, Fishermans Framework and Planning Controls, Fishermans Bend Public Space Strategy and respective Fishermans Bend Precinct Plans should exist.

These strategic documents should outline the value of public realm and provide clarity to developers, designers and government regarding long term strategies, principles, and guidelines for the design and programming of public streets and spaces.

Respective Fishermans Bend Precinct Plans should provide strategic guidance for the public realm and set out a detailed framework for the design and programming of public realm changes within each precinct. The Precinct Plans (Strategic Guidance) will act as a companion document to the Technical Standards (Technical Guidance) as indicated in the following diagram from the Docklands Standards in the City of Melbourne.

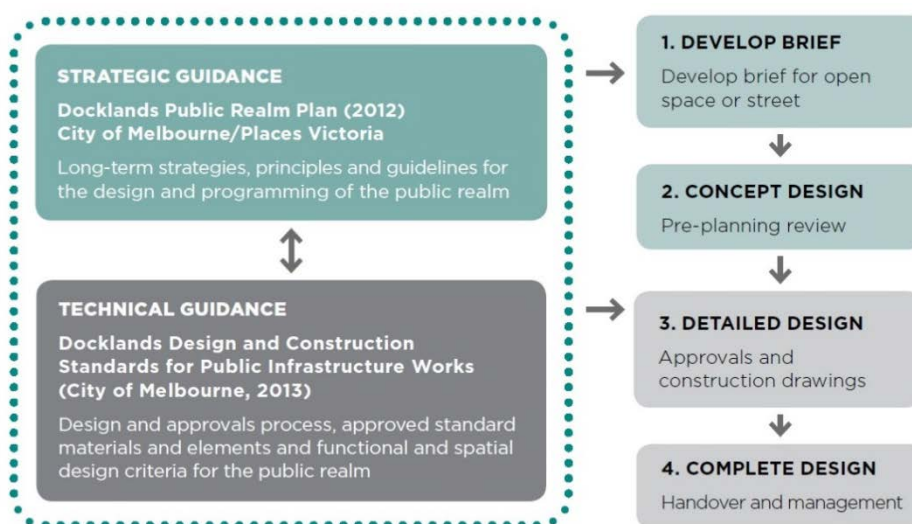


Figure 1 : Relationship between Strategic Guidance and Technical Guidance, Source: P15 CoM Docklands Design and Construction Standards

### ROLE OF COUNCIL

The City of Melbourne and City of Port Phillip remain as the municipal authorities with responsibility for planning for and providing services, facilities and infrastructure for the local community, and strategically planning and regulating land use within the municipality.

Most importantly within the context of Fishermans Bend, the Council is the ultimate custodian of the public realm and its assets whether owned by or vested in Council. The City of Melbourne is the responsible authority for developments in Fishermans Bend with a gross floor area less than 25,000m<sup>2</sup> and a referral authority for developments with a floor area over 25,000m<sup>2</sup>. The City of Port Phillip is the responsible authority for developments with a floor area less than 10,000m<sup>2</sup> however is not an official referral authority for developments over 10,000m<sup>2</sup>.

### ROLE OF DEVELOPERS

Developers will play a significant role in delivering the public realm of Fishermans Bend. With much of the land presently earmarked for public realm and open space comprising of privately owned land, public realm within Fishermans Bend will largely be delivered by the private sector. In addition, the nature of the ownership pattern of Fishermans Bend being fine grain and in multiple ownership adds to the complexity of delivering

consistent public realm, particularly where public realm straddles or abuts two or more properties.

Where open space is located across multiple lots, Councils should have the discretion to direct the development of open space based on the most appropriate outcome based on the need, location and timeframe for open space. Outcomes may include temporary uses, part-development or staged development of open space. Alternatively land may be handed over from developer to Council to be delivered by Council at a later stage. The Technical Standards must ensure public spaces are delivered to an agreed standard.

The Technical Standards should be a key reference document for developers of the Fishermans Bend public realm and should be used from the commencement of a Development Plan for any precinct or parcel of land in Fishermans Bend.

## 2.2 APPROVAL PROCESS

A clear outline of the approval process and the requirements for approval at each stage of the development process should be clearly outlined. A brief general overview of the first three stages of development - Development Plan, Planning Permit and Subdivision stages – should be provided with more detail on the final five stages of development:

- Municipal Design Approval
- Consent for Works
- Construction
- Practical Completion
- Defects Liability and Final Completion

A summary of the intent of these final five stages, the level of design resolution required to support the intent, and the documentation required to explain the proposed designs is required in the Technical Standards. These focus exclusively on Council's requirements with respect to the public realm. It is important to note that each stage has different permit and documentation requirements.

### DOCUMENTATION

More specifically the following should be detailed:

- General documentation and drawing standards, to include:
  - Standard mapping conventions including scale, orientation, title and reference number, reference to Australian Height Datum and Geocentric Datum of Australia.
- Data format requirements, to include:
  - CAD file standards, GIS data standards, PDF files with embedded fonts, electronic copies of reports in preferred document formats and in GIS, CAD and PDF files.
- Principles for documentation, to include:
  - Comprehensive, concise, well-ordered presentation of a fully coordinated design.

- Protocols for funding of planning, design and works:
  - Preparation of designs, consultation, material preparation and construction of works.
  - Additionally exemptions and processes for alternative funding agreements should be detailed.
- Requirements for community engagement
  - Details of which steps require community engagement and what community engagement will be deemed appropriate by council.

## DEVELOPMENT PLAN

Site specific Development Plans prepared through this process are required to be approved by the relevant Responsible Authority under the Melbourne or the Port Phillip Planning Scheme. The Planning Schemes include particular requirements for the preparation and consideration of Development Plans. Once a Development Plan has been approved, a Planning Permit is still required for the development of individual buildings and must be consistent with the relevant approved Development Plan.

## PLANNING PERMIT

Planning Permits are issued by the relevant responsible authority and are required prior to the commencement of any works. The Councils are the Responsible Authority for use and development in their respective municipal areas, other than where the Minister for Planning is nominated as the responsible authority for certain parts of the Fishermans Bend Urban renewal Area and for certain scales and types of development, which vary between municipal areas:

- In the City of Melbourne: development with a gross floor area over 25,000m<sup>2</sup>;
- In the City of Port Phillip:
  - Development with a building height of 4 storeys or greater.
  - Use and/or development for 60 or more dwellings.
  - Use and/or development with a gross floor area exceeding 10,000m<sup>2</sup>.
  - Use and/or development where any part of the land is owned by a public authority and/or municipal council and the estimated cost of development is more than \$10,000,000.

Planning Permit conditions often require the submission of detailed information for further approval, including details of public realm works, access, waste management, drainage and public lighting. The conditions of the Planning Permit will specify which authority is responsible for approving the detailed information submitted.

The City of Melbourne is a Referral Authority for all the above planning applications for the use and development of land in the municipality. The City of Port Phillip is not at present an official Referral Authority for the above planning applications.

In addition it is noted that the Victorian Planning Authority is the responsible authority for matters under Division 2 of Part 9 of the Planning and Environment Act in relation to any agreement that makes provision for development contributions for land in the Fishermans Bend Urban Renewal Area.

## **SUBDIVISION**

The Councils are the Responsible Authority for assessing land subdivision applications. There are three potential types of plan and approval:

- Transfer of land to commence construction
  - start of the process (staged release)
- Subdivision of land for sale by developer
  - enable sale of land
- Re-subdivision at the end of development
  - this may include redefinition of the public realm.

To receive subdivision approval, in general all requirements of referral authorities must be completed to the satisfaction of the Council.

## **MUNICIPAL DESIGN APPROVAL**

The Municipal Design Approval process ensures that the design is fit for purpose, consistent with all relevant standards and appropriate to the location. The Engineering Services Branch also reviews the consistency of the detailed design in relation to the approved Development Plan and Planning Permit.

The Municipal Design Approval process does not re-examine the design approved by the Planning Permit (typically resolved to schematic design level) but focuses on its detailed resolution, unless functional or public safety problems are identified that result from the schematic design. As part of the Municipal Design Approval, correspondence from the Manager Engineering Services will specify any items included in the works that will be supplied and/or installed by Council at its own cost. All other works are to be funded in their entirety by the developer. The developer must submit fully detailed design documentation to support construction.

The document should set out submission requirements for the Municipal Design Approval including a list of documentation requirements and the contents of each document. Including:

- Property titles and ownership plan
- Public Realm Plan
- Traffic Management Plan
- Waste Management Plan
- Stormwater Drainage Plan
- Public Lighting Plan
- Non-standard materials and elements documentation
- Landscape Construction Plan
- Public art drawings and documentation
- Certifications and third-party audits
- Fees

## CONSENT FOR WORKS

Consent is not required when works occur solely on private land. Consent to undertake works on existing public assets, such as roads, drains and lighting, must be obtained before construction can commence, regardless of any prior approval of the design.

The purpose of the Consent process is to ensure that works are carried out in a safe and logical manner, with minimal disruption to other activities in the public realm and without damage to other assets. The Consent process ensures the reinstatement of Council assets that may be affected by works.

An application for Consent to undertake works will only be considered after the design has been approved by the Manager Engineering Services.

The Consent to undertake works focuses on construction methodology and management and does not re-examine the design, unless insoluble problems with the construction process are identified that arise because of the design.

The document should set out submission requirements for the Consent for Works Approval including a list of documentation requirements and the contents of each document. Including:

- Construction Management Plan
- Tree Protection Plan
- Other Authority Approvals
- Certification and third-party audits

## CONSTRUCTION

This section of the document should detail hold points for inspection of works by Council and meeting and inspection record keeping and documentation.

The document should set out inspection requirements for the construction of public realm including a list of hold points and the works that will be inspected at each hold point. Including:

- Hold points, progress inspections and approvals.
- Hold points for civil works
- Hold points for lighting works
- Hold points for landscape works
- Site minutes and records

## PRACTICAL COMPLETION

Practical Completion indicates that the site is safe and usable for its intended purpose. Roads, walkways and parks can only be opened to the public once a Certificate of Practical Completion is issued, either for the whole site or a particular construction stage. In the interest of opening a site for use, minor finishing works and rectification of defects or omissions may occur after Practical Completion is issued. After Practical Completion, Council accepts responsibility for day-to-day maintenance including waste collection, street sweeping and other designated asset maintenance.

The document should set out inspection requirements for the issuing of a Certificate of Practical Completion. Including:

- Pre-handover cleaning
- Practical completion inspection
- Defect rectification and bonding of works

Additionally the submission requirements of relevant documentation at this stage of the process should also be detailed. Including:

- As built drawings
- Asset Inventories
- Design reports
- Construction reports
- Operation and maintenance manuals
- Lighting requirements
- Other agency inspections and approvals
- Certification and third party audits

## **DEFECTS LIABILITY AND FINAL COMPLETION**

Defects Liability Periods commence at Practical Completion. These vary in length depending on the type of work, and different periods may apply to different elements of the same project. Although a site (e.g. a street) as a whole may be handed over for management by Council at the time of Practical completion, the developer must continue to undertake maintenance of elements throughout the applicable Defects Liability Period(s).

Final inspection of work involves other stakeholders and authorities who will take over responsibility for the assets.

At the end of each applicable Defects Liability Period, Council's Engineering Services Branch will undertake an inspection of relevant aspects of the work and, if it is satisfactory, will issue a record of approval for those elements. At the end of each Defects Liability Period, a final inspection will be undertaken and if all work is satisfactory a Certificate of Final Completion for each relevant element of the project will be issued.

The document should set out defects liability periods for different types of public works and the implications of the issuing of a Certificate of Final Completion for works. Including:

- Typical defects liability period
- Artworks defects liability period
- Landscape defects liability period
- Maritime defects liability period
- Final completion

## 2.3 PART B

Part B of the document should stipulate the design standards, standard materials and elements to be applied to the development of the Fishermans Bend public realm. These standards should be categorised into similar to the following categories:

- Groundwater and geotechnical conditions
- Stormwater management
- Streets and routes
- Paving and surface materials
- Street, park and waterfront furniture
- Signs
- Lighting
- Landscape elements – plantings and irrigation
- Maritime works.

Within each category, the document should set out the key issues in relation to these categories within the public realm, detail the preferred approach to managing these issues and specify the technical standards for key public realm elements within these categories. Chapter references and other document references should also be included. The existing and proposed technical standards for Fishermans Bend is outlined at Section 3.

### NON-STANDARD MATERIALS

Standard materials and elements are to be used in all standard situations. If a relevant standard material or item is outlined in this document, it should be used. Some standard materials and elements will not be appropriate in all situations. Departure from standard materials and elements requires approval from council, and may be supported if:

- The site will never be managed and maintained by Council
- Functional requirements are not met by existing standard materials or elements
- The conservation of significant heritage features requires special treatments
- Unusually durable materials and protection from risks of damage ensures maintenance requirements will be minimal.
- In rare cases it is important that a particular space has a distinct identity.





# 3

## TECHNICAL STANDARDS REVIEW

## 3. TECHNICAL STANDARDS REVIEW

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### 3.1 TECHNICAL STANDARDS COMPARISON

A comparison of the existing technical standards of the City of Melbourne and the Interim City of Port Phillip Design and Technical Standards (August 2016) has been conducted to identify synergies, conflicts and gaps between the two sets of standards. On the whole the technical standards are similar, with the majority of the City of Port Phillip draft standards being adopted from the City of Melbourne standards. In some instances the City of Port Phillip has not proposed to adopt the City of Melbourne standard. When this has occurred the City of Port Phillip has generally not adopted a standard at all rather than adopting their own standard at present.

Existing and proposed technical standards are detailed below in a series of comparison tables broken down across the themes set out in the Docklands Public Realm Design and Technical Standards. The comparison table compares the relevant City of Melbourne standards against the relevant City of Port Phillip standard and makes a recommendation on what (if any) standard should be adopted.

Instances where there is a gap or discrepancy between the adopted and proposed technical standards for Fishermans Bend have been highlighted within the table. At the present stage the vision is for the City of Melbourne to continue implementing its existing technical standards and for City of Port Phillip to adopt specific standards from the City of Melbourne for high density Capital City type environments to ensure quality and consistency across municipal boundaries. The City of Port Phillip's existing standards would be used elsewhere to ensure alignment with the rest of the municipality.

The City of Melbourne has an ongoing process of refining and adapting standard city elements to cater for different site construction and public amenity improvements. It is envisaged this will continue in Fisherman's Bend. Both Councils will look at further improvements to address relevant gaps.

### 3.2 COMPARISON TABLE

#### LIGHTING

Lighting standards relate provide guidance for the choice of outdoor public lighting fixtures. The city of Melbourne has adopted a number of standards relating to lighting fixtures with a number of municipality wide standards and a number of precinct specific standards. The City of Port Phillip has not proposed the lighting standards in Fishermans Bend. It is recommended that the City of Port Phillip adopt the City of Melbourne Standard where applicable.

Road and other lightening will also be determined in consultation with power and traffic authorities in relation to the road network. The application of lighting will be informed by the finalised street hierarchy and other public transport and strategic decisions in the Fishermans Bend Framework and Precinct Plans. Consideration of a Fishermans Bend specific lighting standard may be appropriate.

COM TECHNICAL STANDARDS	CoPP DRAFT FB STANDARDS	RECOMMENDATIONS
Elliptical pillar (710.07)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
King street light - tall poll (601.01)	<b>Gap In Standard</b>	CoPP to consider the adopting standard in FB
King street light - short poll (601.02)	<b>Gap In Standard</b>	CoPP to consider the adopting standard in FB
Docklands light (601.03)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Laneway wall-mounted light (601.05)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Neighbourhood light (601.06)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
St Kilda Road Light (601.07)	<b>Gap In Standard</b>	CoPP to consider the adopting standard in FB
Park light (601.09)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard

## LANDSCAPE ELEMENTS – PLANTINGS AND IRRIGATION

Landscape element standards relate provide guidance for the choice of lawn, trees, planting beds and associated infrastructure such as tree pits. The City of Melbourne has adopted a number of standards relating trees. The City of Port Phillip has adopted many of the City of Melbourne’s Standards for Fishermans Bend and proposed a number of additional landscape element standards. It is recommended that the City of Melbourne adopts the City of Port Phillip’s standard where applicable. Given the depth of established guidance for landscape elements by both Councils and as the technical requirements of each site differ, a continuation of municipal guidance is preferred and consideration of a Fishermans Bend specific standard for these elements is not believed to be appropriate

COM TECHNICAL STANDARDS	CoPP DRAFT FB STANDARDS	RECOMMENDATIONS
<b>Gap In Standard</b>	Lawn and turf	CoM to consider adopting CoPP (or similar) Standard
<b>Gap In Standard</b>	Mass planting bed	CoM to consider adopting CoPP (or similar) Standard

COM TECHNICAL STANDARDS	CoPP DRAFT FB STANDARDS	RECOMMENDATIONS
<b>Gap In Standard</b>	Shrub planting	CoM to consider adopting CoPP (or similar) Standard
Tree island in centre of road parking area (501.07)	Tree island in centre of road parking area	Maintain Standard
Tree pit bio-retention type in bluestone paving (501.08)	Tree pit bio-retention type in bluestone paving	Maintain Standard
Tree pit in asphalt paved area (501.02)	Tree pit in asphalt paved area	Maintain Standard
Tree pit in combination with structural soil (501.11)	Tree pit in combination with structural soil	Maintain Standard
Tree pit in lawn or mulched planter bed (501.01)	Tree pit in lawn or mulched planter bed	Maintain Standard
Tree pit standard size in bluestone paved area (501.04)	Tree pit standard size in bluestone paved area	Maintain Standard
<b>Gap In Standard</b>	Trench reinstatement (for other utilities services)	CoM to consider adopting CoPP (or similar) Standard
<b>Gap In Standard</b>	Tubestock planting	CoM to consider adopting CoPP (or similar) Standard

## MARITIME WORKS

Maritime works standards relate provide guidance for the choice of life buoy and marine ladders. The City of Melbourne has adopted standards relating this matters. As the City of Port Phillip precincts are landlocked the adoption of these standards is not required for the City of Port Phillip. Parts of the Employment Precinct within the City of Melbourne have an interface with waterways and therefore should maintain this standard. Consideration of a Fishermans Bend specific standard for these elements is not believed to be required.

COM TECHNICAL STANDARDS	CoPP DRAFT FB STANDARDS	RECOMMENDATIONS
Life buoy holder (708.01)	<b>Gap In Standard</b>	No applicable to CoPP precincts.
Marine ladder (708.02)	<b>Gap In Standard</b>	No applicable to CoPP precincts.

## PAVING AND SURFACE MATERIALS

Paving and surface materials standards provide guidance for the choice of paving and surfaces for streets, laneways and parks. The City of Melbourne and City of Port Phillip have adopted a number of standards relating to paving and surfaces. In some instances there are gaps between standards; it is generally recommended that in these instances that these standards are harmonized. In some circumstances further investigation is required to determine the appropriateness of adopting what could be considered a lesser or lower order standard. Consideration of a Fishermans Bend specific standard for these elements could be appropriate however this could represent a significant divergence from the existing public realm elements of the central city.

CoM TECHNICAL STANDARDS	CoPP DRAFT FB STANDARDS	RECOMMENDATIONS
Asphalt footpath paving (201.03)	Asphalt footpath	Maintain Standard
Asphalt road pavement (201.08)	Asphalt road pavement	Maintain Standard
<b>Gap In Standard</b>	Concrete footpath	CoM and CoPP to consider where concrete footpaths may be more appropriate than bluestone
<b>Gap In Standard</b>	Concrete kerb and channel	CoM and CoPP to consider where concrete kerb and channel footpaths may be more appropriate than bluestone
Precast concrete kerb exposed aggregate (302.01)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Cast in situ concrete kerb exposed aggregate (302.03)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Granitic gravel paving (201.04)	Granitic gravel paving	Maintain Standard
Permeable pebble mix paving (201.06)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Sawn bluestone channel (303.01)	Sawn bluestone channel	Maintain Standard
Bluestone kerb and gutterstone (301.01)	Sawn bluestone kerb and channel	Maintain Standard
Sawn bluestone pavement – small size (201.02)	Sawn bluestone pavement – small size	Maintain Standard

Sawn bluestone pavement –standard size (201.01)	Sawn bluestone pavement –standard size	Maintain Standard
<b>Gap In Standard</b>	Spade cut edge	CoM to consider the appropriateness of adopting this standard
Steel edge (305.02)	Steel edge	Maintain Standard
Timber edge (305.01)	Timber edge	Maintain Standard
Cast in situ concrete edge (305.03)	<b>Gap In Standard</b>	CoM and CoPP to consider where concrete edge may be more appropriate than bluestone
<b>Gap In Standard</b>	Bluestone pitcher kerb and channel	CoPP to consider adopting CoM (or similar) Standard
<b>Gap In Standard</b>	Bluestone pitcher laneway with centre channel	CoPP to consider adopting CoM (or similar) Standard
<b>Gap In Standard</b>	Bluestone pitcher laneway	CoPP to consider adopting CoM (or similar) Standard

## SIGNS

Signs standards provide guidance for the choice of flagpoles. New tourism signage has been developed as a pilot for inner-city municipalities and is presently being trialled in North Melbourne, West Melbourne and around Southern Cross Station, further work should be completed to consider how wayfinding signage should be undertaken in Fishermans Bend. The City of Melbourne has adopted a standard and it is recommended that the City of Port Phillip adopts the City of Melbourne’s standard.

CoM TECHNICAL STANDARDS	CoPP DRAFT FB STANDARDS	RECOMMENDATIONS
Banner pole (710.10)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard

## STORMWATER MANAGEMENT

Stormwater management standards provide guidance for the choice of guttering and drainage infrastructure. The City of Melbourne has adopted a standards and it is recommended that the City of Port Phillip adopts the City of Melbourne’s standard. Consideration of a Fishermans Bend specific standard for these elements is not believed to be appropriate.

COM TECHNICAL STANDARDS	CoPP DRAFT FB STANDARDS	RECOMMENDATIONS
Bluestone overflow kerb (301.03)	Bluestone kerb and channel	Maintain Standard
Bluestone kerb and gutterhouse (301.01)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Drainage pit side entry with standard steel grate (304.01)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard

## STREET, PARK AND WATERFRONT FURNITURE

Street, park and waterfront furniture standards provide guidance for the choice of furniture for streets and parks. These standards will be central components of the public realm and public space network of Fishermans Bend. The City of Melbourne has adopted a number of standards relating to street and park furniture. In some instances there are gaps between standards, it is generally recommended that in these instances that the City of Port Phillip adopts the City of Melbourne Standard. It is acknowledged that standard municipal street and park furniture details are specific to each municipality in how they are designed, procured and maintained, and that it is important that Councils maintain the legibility of their street furniture. However cross adoption of detailing is preferred and particularly where a Council does not have an existing adopted standard it is strongly recommended that the Council consider adopting the applicable standard from the other municipality.

Consideration of a Fishermans Bend specific standard for these elements is could be appropriate however this could represent a significant divergence from the existing public realm elements of the central city.

COM TECHNICAL STANDARDS	CoPP DRAFT FB STANDARDS	RECOMMENDATIONS
Bicycle hoop (706.08)	Bicycle hoop	Maintain Standard
Spiral bicycle hoop (706.09)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
City litter bin (702.01)	City litter bin	Maintain Standard
City recycling bin (702.02)	City recycling bin	Maintain Standard

Park bin (702.03)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Park recycling bin (702.04)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Waterways dog waste bin (702.07)	<b>Gap In Standard</b>	Not applicable to CoPP precincts
Drinking fountain (703.01)	Drinking fountain	Maintain Standard
Drinking fountain with dog bowl (703.02)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Fin bollard – fixed (704.03)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Fin bollard – removable (704.04)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Cattle rail bollard (704.05)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Timber bollard – fixed (704.06)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Timber bollard – removable (704.07)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Post and rail fence (706.01)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Steel hoop fence (706.02)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Tree guard and grate for bioretention tree pit (706.03)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Steel safety rail fence (706.07)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Gib key and socket (705.05)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard



Outdoor café screen (710.05)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Outdoor waiter station (710.06)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Park toilet (710.08)	<b>Gap In Standard</b>	CoPP to consider most appropriate toilet standard
Self-cleaning toilet (710.09)	<b>Gap In Standard</b>	CoPP to consider most appropriate toilet standard
News pillar (710.11)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
News kiosk (710.12)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Picnic table set (707.01)	Picnic table	Maintain Standard
Barbecue – single (707.02)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Barbecue – double (707.03)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Skate deterrent long fin (705.01)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Skate deterrent short fin (705.02)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Skate deterrent stainless steel button (705.03)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Skate deterrent bronze button (705.04)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Stainless steel slatted seat (701.01)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Stainless steel slatted bench (701.02)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard

Park swivel seat (701.05)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Park seat (701.03)	Timber slatted bench on concrete pad	Maintain Standard
<b>Gap In Standard</b>	Timber slatted bench in paving	CoM to consider adopting CoPP (or similar) Standard
<b>Gap In Standard</b>	Tree guard – high intervention	CoM to consider adopting CoPP (or similar) Standard
Tourist bus shelter (710.03)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard
Tram shelter (710.04)	<b>Gap In Standard</b>	CoPP to consider adopting CoM (or similar) Standard

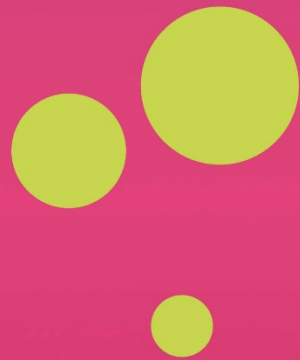
## STREETS AND ROUTES

Streets and routes standards provide guidance for the choice paths, streets and intersections. These standards will be central components of the public realm and public space network of Fishermans Bend. The City of Melbourne and City of Port Phillip have adopted a number of standards relating to streets and routes. In some instances there are gaps between standards, and it is generally recommended that in these instances that the standards are harmonised.

Consideration of a Fishermans Bend specific standard for these elements is could be appropriate however this could represent a significant divergence from the existing public realm elements of the central city.

CoM TECHNICAL STANDARDS	CoPP DRAFT FB STANDARDS	RECOMMENDATIONS
<b>Gap In Standard</b>	Access ramp – corner footpath with nature strip	CoM to consider adopting CoPP (or similar) Standard
Access ramp at typical corner bluestone footpath (401.01)	Access ramp at typical corner bluestone footpath	Maintain Standard
Access ramp in median / island (401.04)	Access ramp in median / island	Maintain Standard
Access ramp in typical asphalt footpath (401.03)	Access ramp in typical asphalt footpath	Maintain Standard
Access ramp joined in narrow bluestone footpath (401.01)	Access ramp joined in narrow bluestone footpath	Maintain Standard

<b>Gap In Standard</b>	Crossing – bluestone (heritage area)	CoM to consider adopting CoPP (or similar) Standard
<b>Gap In Standard</b>	Crossing – concrete	CoM to consider adopting CoPP (or similar) Standard
<b>Gap In Standard</b>	Crossing – bluestone (non-heritage area)	CoM to consider adopting CoPP (or similar) Standard
<b>Gap In Standard</b>	Crossing – concrete	CoM and CoPP to consider where crossing - concrete may be more appropriate than bluestone
Crossing asphalt paving at laneway with side pits (402.02)	Crossing asphalt paving at laneway with side pits	Maintain Standard
Crossing asphalt with no edging (402.05)	Crossing asphalt with no edging	Maintain Standard
Crossing asphalt with bluestone edge (402.01)	Crossing asphalt with bluestone edge	Maintain Standard



4

POLICY GAP  
ANALYSIS



## 4. POLICY GAP ANALYSIS

An examination of relevant municipal policies providing guidance for the public realm of Fishermans Bend has also been undertaken to determine the level of policy guidance provided by existing strategies, plans and proposals. It is understood that the City of Port Phillip has endeavoured to align plans in the City of Port Phillip Design and Technical Standards (August 2016) with other strategic documents such as the Fishermans Bend Framework Plan, Fishermans Bend Public Space Strategy, Port Phillip Integrated Transport Strategy and the City of Port Phillip Council Plan (2017).

	COM POLICY	CoPP POLICY	MUNICIPAL GAP
Policy	<b>City of Melbourne Walking Plan (2014-17)</b>	<b>City of Port Phillip Walk Plan (2011-2020)</b>	<b>Both the City of Melbourne and City of Port Phillip have walking strategies.</b>
Policy Description	<p>Outlines council's approach to increasing the number of walking trips in the City of Melbourne by 2030.</p> <p>The strategy has a particular focus on providing a safe and robust pedestrian realm within the context of high-density environment and provides less guidance for lower density residential and industrial areas of the City of Melbourne.</p> <p>Establishes principles for planning for walking in the city including; priority access; safety; access for all abilities; planning for future growth; creating attractive walking environments; permeability (ability to cross streets); and reducing delay to pedestrians.</p> <p>Key actions of the strategy will be implemented via amendments to the planning scheme, street management and capital works projects.</p> <p>The policy does not provide design guidelines for street design, nor does the policy does not provide specific design guidance for Fishermans Bend.</p>	<p>Details Council's approach to making the City of Port Phillip a better place for walking. The plan sets up a road user hierarchy that places pedestrians as the height priority.</p> <p>The plan has a focus on improving walking infrastructure in the city and sets out four key goals with a series of strategies and actions to achieve them. Actions include: create a destinations-based walking network that connects destinations and neighbourhoods; provide a high quality local walking environment; integrate the walking and public transport networks; and build a culture of walking.</p> <p>Seeks to set up a hierarchy of primary and secondary Principal Pedestrian network (PPN) walking routes based on linking key destinations and considering changes to future land use and growth.</p> <p>The plan prioritises the crossing of roads and local streets as a key action to improve the pedestrian realm. Specifically priority treatments and additional crossing points across roads</p>	<p>Both strategies provide insufficient detail on the concept of streets as temporal or shared spaces or as places. Some guidance for delivering streets as shared spaces has been provided in Parts A and B of CoPP's Draft Design and Technical Standards (August 2016).</p> <p>The hierarchy of pedestrian streets within Fishermans Bend should be harmonised with hierarchies based on the Fishermans Bend Framework and Precinct Plans.</p> <p>Additionally, Part B of CoPP's Draft Design and Technical Standards (August 2016) provides pedestrian and cycle maps, street sections and indicative intersection design. Key measures to improve pedestrian infrastructure within or around Fishermans Bend need to be identified as actions (preferably also identified within capital works programs) these include Melbourne Road, City Road, Todd Road, M1 Freeway Undercroft, Collins Street Bridge Crossing, and Bolte Bridge Pedestrian Crossing.</p> <p>The management of conflicts between freight movements and pedestrian circulation as a</p>

	COM POLICY	CoPP POLICY	MUNICIPAL GAP
		<p>are strongly supported by the plan.</p> <p>The policy does not provide design guidelines for street design, nor does the policy does not provide specific design guidance for Fishermans Bend.</p>	<p>result of proximity and ongoing operations of the Port of Melbourne, the employment precinct and proximity to the Westgate Freeway need to be addressed.</p> <p>Opportunities for pedestrian prioritisation, additional street crossings and priority treatments should be identified.</p>
<b>Policy Gaps</b>	<p>Fishermans Bend is identified as a renewal area in the document however the policy predominantly provides guidance for the existing Central Business District and does not include detailed guidance or strategy for the Lorimer or Employment precinct of Fishermans Bend.</p> <p>The strategy recommends a review of City of Melbourne technical notes relating to pedestrian movement to ensure they are consistent with the objectives of the walking plan.</p> <p>The policy sets up pedestrian street hierarchy for the operation of streets. The concept of streets as places is also introduced in this document. These concepts and need to be harmonised with the proposed Fishermans Bend street network – particularly the notion that Fishermans Bend’s streets will be robust, multi-function places often encompassing linear parks. Key pieces of pedestrian infrastructure such as the Collins Street Bridge, or Bolte Pedestrian Bridge are not identified as capital works or advocacy priorities.</p> <p>The strategy does not identify Fishermans Bend as a location for pedestrian capital works projects. Capital works projects in adjoining areas such as City Road and the M1 Freeway</p>	<p>The policy identifies a number of destinations in the City of Port Phillip, Fishermans Bend is not identified as a destination. Nor does the plan does not specifically identify Fishermans Bend as an urban renewal area.</p> <p>The strategy seeks to support multi-functional street spaces including temporary, shared and people places. These concepts should be harmonised with the objectives of the Fishermans Bend Public Space Strategy.</p> <p>The plan does not have an attached capital works program of improvements. Key challenges in relation to improving the pedestrian connectivity of Fishermans Bend are not identified by the strategy.</p> <p>Key pedestrian barriers within the City of Port Phillip such as Todd Road, Melbourne Road and City Road are not specifically identified by the strategy as key barriers to overcome.</p> <p>The need enhance pedestrian connections from Fishermans Bend and areas of open space such as the beach and Albert Park are not identified as key trip generators.</p>	

	COM POLICY	CoPP POLICY	MUNICIPAL GAP
	undercroft should be extended into the Fishermans Bend area.		
<b>Policy</b>	<b>City of Melbourne Public Lighting Strategy (2013)</b>		<b>CoPP Does not have a Lighting Strategy</b>
<b>Policy Description</b>	<p>Outlines council's approach to public lighting across the city of Melbourne.</p> <p>The policy provides a particular focus on enhancing people's experience of the city after dark and recognises that 'brighter is not always better'.</p> <p>The policy approaches the issue of public lighting from the following themes; safety and amenity, the night-time economy; sustainability; maintenance; and character and identity.</p> <p>The strategy identifies Sets up a policy framework of objectives, priorities and design preferences for lighting design in the city.</p>		Guidance for street lighting and lighting of parks and open spaces in Fishermans Bend is required.
<b>Policy Gaps</b>	The policy does not provide design guidelines for public lighting provision, nor does the policy provide specific design guidance for Fishermans Bend.		
<b>Policy</b>	<b>Road Safety Plan (2013-2017)</b>	<b>Safer Streets (2013-2020) The Road User Safety Strategy</b>	<b>The CoM strategy provides detailed guidance on specific measures to enhance road safety. The CoPP document provides a strong set of principles to approach road safety management.</b>
<b>Policy Description</b>	The City of Melbourne Road Safety Plan seeks to create a safe, comfortable urban environment where pedestrians, cyclists and motorcyclists are welcomed and supported through	The City of Port Phillip Road User Safety Strategy seeks to improve the safety of all road users on the transport network. The strategy sets four goals;	The guidance proposed in these documents is generally consistent with similar aims to improve road safety for all road users.

	COM POLICY	CoPP POLICY	MUNICIPAL GAP
	<p>world leading road safety practices.</p> <p>The policy recognises the changing function of city streets, reallocation of road priority from private motor vehicles to pedestrians, cyclist and public transport.</p> <p>Key recommendations of relevance:</p> <ul style="list-style-type: none"> <li>– Provide more mid-block pedestrian crossings</li> <li>– Integrate tram stops with streets</li> <li>– Remove footpath interruptions</li> <li>– Provide wayfinding</li> <li>– Increase footpath capacity</li> <li>– Provided separated cycle paths</li> </ul>	<ul style="list-style-type: none"> <li>– Improve the safety of our road network;</li> <li>– Improve the safety of vulnerable road users;</li> <li>– Improve the safety perceptions of sustainable transport;</li> <li>– Engage key partners and stakeholders through effective collaboration and communication.</li> </ul> <p>The strategy places and emphasis on improving the safety of pedestrians and cyclist through infrastructure improvements.</p> <p>Safe Streets is the principal policy tool Council utilises to exercise their responsibility for the planning and development of Safe Streets.</p>	<p>Neither document identifies specific locations for improvements, these documents should be read in conjunction with the applicable walking, cycling and transport strategies.</p> <p>Potential road safety blackspots in Fishermans Bend should be reviewed and appropriate design treatments should be incorporated into street design in response.</p> <p>Specific guidance for improving road user safety on high volume arterial roads and freight movements within and around Fishermans Bend is required.</p>
<b>Policy Gaps</b>	The strategy does not identify specific locations within Fishermans Bend for road safety improvements.	The strategy does not identify specific locations within Fishermans Bend for road safety improvements.	
<b>Policy</b>	<b>Bicycle Plan (2016-2020)</b>	<b>City of Port Phillip Bike Plan</b>	<b>CoM and CoPP both have Cycling Strategies.</b>
<b>Policy Description</b>	<p>The City of Melbourne Bicycle Plan sets out Council's approach to planning and delivering cycling infrastructure.</p> <p>Planning and designing for cycling, conditions and improvements, service standards, strategic corridors</p> <p>The strategy identifies Fishermans Bend as a growth area in the City of Melbourne. Specifically the strategy identifies a priority cycling corridor along Lorimer Street and the Yarra Riverfront.</p> <p>The strategy also identified:</p> <ul style="list-style-type: none"> <li>– The construction of a bridge between Collins Street and Yarra's Edge; and connecting off-road</li> </ul>	<p>The City of Port Phillip Cycling Strategy sets out council's approach to planning and delivering cycling infrastructure.</p> <p>The strategy establishes a road user hierarchy, prioritising pedestrians and cyclists over private motor vehicles.</p> <p>The strategy sets a goal of improving bike riding infrastructure in Port Phillip based on a network that connects and links local and regional destinations. The strategy seeks to connect destinations with dedicated cycling infrastructure.</p> <p>The strategy proposes new bike routes through Fishermans Bend, however these routes are not</p>	<p>The guidance proposed in these documents is generally consistent with similar aims to improve cycling connectivity, cycle infrastructure and cyclist safety.</p> <p>Key cycling links within and to Fishermans Bend will be identified in the Fishermans Bend Framework.</p> <p>Additionally, Part B of CoPP's Draft Design and Technical Standards (August 2016) provides pedestrian and cycle maps, street sections and indicative intersection design.</p> <p>Projected mode share for cycling in Fishermans Bend exceeds the existing rates of cycling in both municipalities and exceeds the preferred targets set in each strategy.</p>



	COM POLICY	CoPP POLICY	MUNICIPAL GAP
	<p>paths in and around Westgate Park as advocacy projects for council.</p> <ul style="list-style-type: none"> <li>– Ensure that new development provides bicycle access and high quality, safe and secure end of trip cycle facilities.</li> <li>– Encourage improved connectivity of the city's bicycle network and support the extension of the existing system of dedicated cycle routes (including shared paths) to link all major parks and gardens in Melbourne.</li> </ul>	<p>consistent with the proposed Fishermans Bend walking and cycling and open space network.</p>	<p>The expected service standards for different hierarchy of cycle links should be consistent across CoM and CoPP and should be harmonised with Fishermans Bend guidance.</p>
<b>Policy Gaps</b>	<p>The network of strategic cycling corridors in Fisherman's Bend is not identified.</p>	<p>The network of strategic cycling corridors in Fisherman's Bend is not identified.</p>	
<b>Policy</b>	<b>Transport Strategy (2012)</b>	<b>Sustainable Transport Strategy</b>	
<b>Policy Description</b>	<p>The City of Melbourne Transport Strategy mobility in the City of Melbourne. Establishes a principle that Council will give preference to, and right of way to sustainable transport modes.</p> <p>The strategy identifies, Collins Street, Plummer Street and Fennell Street as High Mobility Streets providing primarily for walking, cycling and trams.</p> <p>The strategy identifies priority and economy cycling routes in Fishermans Bend and makes recommendations for minor bus network changes in Fishermans Bend</p>	<p>The City of Port Phillip Transport Strategy sets out council's approach to planning Port Phillip's transport network into the future.</p> <p>Establishes a principle that Council will give preference to, and right of way to sustainable transport modes in terms of allocating time, space and facilities guided by Council's road user hierarchy.</p> <p>The strategy sets a target to reduce private vehicle travel by residents from 78% to 53% of total distance travelled. It seeks to increase the rates of people walking and bike riding from 9% to 20% of total distance travelled and increase the rates of people using public transport from 13% to 28% of total distance travelled.</p>	<p>The guidance proposed in these documents is generally consistent with similar aims to develop efficient, safe and sustainable transport networks for all modes with an emphasis on sustainable transport modes.</p> <p>Transport initiatives identified from Fishermans Bend analysis may be more appropriate and rigorous than strategic directions identified in the CoM and CoPP strategies. The proposed Fishermans Bend transport network is not inconsistent with existing strategy, however existing strategy should be reviewed to incorporate Fishermans Bend transport networks.</p> <p>The proposed rates of walking, cycling and public transport usage within the CoM and CoPP strategies are lower than</p>

	COM POLICY	CoPP POLICY	MUNICIPAL GAP
		The strategy also seeks to reducing demand for parking.	the mode share projected for Fishermans Bend.
<b>Policy Gaps</b>	The proposed transport network in Fishermans Bend is not identified.	The proposed transport network in Fishermans Bend is not identified.	
<b>Policy</b>	<b>N/A</b>	<b>Play Space Strategy (2011)</b>	<b>CoM Does not have a play space strategy.</b>
<b>Policy Description</b>		<p>The Play Space Strategy sets out the vision, policy context and framework for the future development of play spaces in Port Phillip.</p> <p>The strategy establishes a Play Provision Model with a hierarchy of play space classifications from local, neighbourhood and regional. This model details the appropriate distribution, type and level of infrastructure and faculties to be provided for each category.</p> <p>There presently is just one play space with playground equipment (neighbourhood level) and two further open spaces with potential for play within the FBURA. There are a number of other play spaces within surrounding areas of Port Philip.</p> <p>The strategy identifies opportunities for Nature Based Play spaces; gaps in play spaces in Port Melbourne; existing play spaces are broadly high or medium quality; need to priorities spaces for all abilities. Adequate provision of play spaces catering for 0-7 and 1-12 years, however there is a gap in the provision of play spaces for older people (13+) with Port Melbourne being noted as having a gap in this kind of facility.</p>	

	COM POLICY	CoPP POLICY	MUNICIPAL GAP
<b>Policy Gaps</b>		The strategy precedes Fishermans Bend becoming an urban renewal area and does not provide guidance for providing play spaces within a higher density environment.	
<b>Policy</b>	<b>Fishermans Bend Urban Forest Precinct Plan (2015-2025)</b>	<b>Greening Port Phillip – An Urban Forest Approach (2010)</b>	<b>CoM has both a municipal wide urban forest strategy as well as a precinct plan for the CoM precincts of Fishermans Bend.</b>
<b>Policy Description</b>	<p>Sets recommendations for minimum canopy cover on different street in Lorimer and Employment Precinct. The plan identifies that there is approximately 4% canopy cover in the precinct presently and sets a target of 12% canopy cover for the precinct by 2040.</p> <p>The study identifies that all of the precincts public realm planting is currently within roads or streets and there is no public realm planting within parks (Westgate Park is not included in the assessment as it is Parks Victoria managed).</p> <p>Minimum canopy cover guidelines of 20%, 20 to 40%, 40% and biodiversity objective to maximise canopy are provided for the Employment Precinct.</p> <p>Identifies existing planting species, constrains to planting, Identifies some location on Turner Street for new planting</p> <p>Includes a species palette of preferred trees for Fishermans Bend.</p> <p>Potential future biodiversity corridor through the Employment Precinct along the Turner Street Spine.</p>	<p>The urban forest strategy sets out council's vision and approach to developing and maintaining urban canopy cover in the municipality.</p> <p>The strategy sets out Council's policy relating to the protection, design, planting and management of trees in Port Phillip. Of central relevance are strategies to:</p> <ul style="list-style-type: none"> <li>– Encourage tree planting in appropriate locations across the municipality, including undertaking strategic planting of trees in parks and streetscape planting.</li> <li>– Select tree species for planting based on their suitability for site conditions and resilience.</li> <li>– Where not feasible to plant trees seek opportunities to green the street through other plantings.</li> </ul> <p>Fishermans Bend is not identified specifically in the strategy, however of the 3,069 vacant sites suitable for tree planting in the municipality approximately 20% are located in Port Melbourne. Does not specifically mention specific locations for tree planting.</p>	<p>The guidance proposed in these documents is generally consistent with similar aims to improve canopy cover in urban areas.</p> <p>No municipal guidelines for canopy cover are provided for CoPP areas.</p> <p>The FBPSS sets a 50% canopy cover target for open space areas and a minimum 25% canopy cover target for streets this exceeds targets set out in</p> <p>The tree species selection should consider the entire precinct particularly where boulevard planting along streets that connect roads across municipalities is proposed.</p>

	COM POLICY	CoPP POLICY	MUNICIPAL GAP
		The Strategy also sets out Tree Management Guidelines outlining Council's approach to tree planting, removal, replacement and maintenance.	
<b>Policy Gaps</b>	Fishermans Bend is not identified in the CoM urban forest strategy, No specific guidance for the minimum canopy cover is provided for the Lorimer Precinct. Places an emphasis on street trees rather than trees within parks or reserves.	No specific guidance for the minimum canopy cover for Fishermans Bend is provided.	
<b>Policy</b>		<b>City of Port Phillip Road Management Plan (2013)</b>	<b>CoM does not have a road management plan</b>
<b>Policy Description</b>		The Road Management Plan outline's Council's approach to managing and maintaining roads in CoPP. Establishes a hierarchy and functional description of state and municipal roads and a hierarchy and functional description of footpaths High activity (primary pedestrian routes), medium activity (secondary pedestrian routes) and low activity (all others). A suite of corresponding service and maintenance standards. A number of routes are identified as primary pedestrian routes along with a number of secondary pedestrian routes in Fishermans bend, these designations will need to be harmonized with the final street network hierarchy in Fishermans Bend.	
<b>Policy Gaps</b>		The strategy does not specifically recognise the concept of streets as places and the management	

	COM POLICY	CoPP POLICY	MUNICIPAL GAP
		<p>challenges associated with this.</p> <p>Higher rates of walking and cycling in Fishermans Bend may have implications for the management of the road network.</p>	



# 5

## CONCLUSIONS



## 5. CONCLUSIONS

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### 5.1 SUMMARY OF GAPS AND FURTHER WORK REQUIRED

There is a clear opportunity at this early stage in Fishermans Bend's renewal to invest in considering what the overall design language of Fishermans Bend will be. The design language is the amalgam of those built and public space features that will unify Fishermans Bend as a place and give it coherence as a precinct.

#### FISHERMANS BEND DESIGN VISION

There are a number of key questions that need to be answered before determining what design details are needed (and from what municipality):

- What type of place are we trying to create?
- What is distinctive about this place?
- What connects it to the city and what differentiates for other parts of the city?

The Fishermans Bend recast vision goes some of the way to establishing the character of features of this renewal area. The following identifies some of the elements that have emerged from this analysis that will define the future 'design language' and provides the foundation for how the technical standards should be applied. A standard pallet of public realm elements used uniformly across municipalities is not a prerequisite to deliver a consistent design vision for Fishermans Bend. Both the City of Melbourne and City of Port Phillip have a variety of standards and strategies in place that will serve the delivery of public space across the area. It is concluded that the adoption of some shared technical standards and some varied standards between the two municipalities strikes the right balance between ensuring key elements achieve the necessary service and amenity quality, while simultaneously allowing for the development of vibrant and unique neighbourhoods.

#### FISHERMANS BEND AS AN EXTENSION OF THE CENTRAL CITY

The proposed Fishermans Bend technical standards adopt many of the existing City of Melbourne technical standards, with the City of Port Phillip adopting these standards in areas with a high density Capital City type environment to ensure consistency across municipal boundaries. The application of these standards in the CBD, Docklands and Southbank is indicative of the way these standards may end up being expressed in the Fishermans Bend context.

Whilst the application of these standards across Fishermans Bend would enable a consistency across both Fishermans Bend and the broader central city, it should be noted that adopting these standards wholesale may have the implication of accepting this established character of these standards as the preferred character of Fishermans Bend. Other factors such as built form, street layout, vegetation and topography influence the character and sense of place of urban environments, however the technical standards for streetscape and park infrastructure are determining features of public realm character.

## **RESPONDING TO FISHERMANS BEND'S UNIQUE CONTEXT**

Fishermans Bend is not a blank slate. As a renewal area the features of the new place should build on the context of the site and its former uses. It has a complex industrial and social history that has created particular building forms. Its proximity to the port and the Yarra River as well as the close proximity of the beach creates a distinctive microclimate and amenity. The layout of roads, parks, landholdings provide spatial logic that may well evolve but should be the foundation of the future character.

The aboriginal and social history of the area is important knowledge that should inform where development goes. Knowing about this history is the important first step in including it in interpretive signage, names of places and perhaps also as design cues. What is clear is that the design standards for Fishermans Bend must embrace and reflect the site context and its history.

Importantly Fishermans Bend is comprised of a number of neighbourhoods, the distinctiveness of which should be reflected in the public and private realms. The character and identity of each neighbourhood will be further defined in the Precinct Plans presenting a variety of opportunities for the design of open space and public realm.

## **PUBLIC ART**

Public Art will have an amplified importance in enriching public spaces in Fishermans Bend. Increasingly Melbourne is recognised as a 'design city' and Fishermans Bend presents an opportunity to design a precinct in a way that incorporates high quality public art. The City of Melbourne's Arts Melbourne team and the City of Port Phillip's Vibrant and Creative City team will play a key role in the process of development and delivery of an arts strategy and the identification and procurement of artwork.

Public Art has an important role in signalling the early activation and behavioural change of areas. The technical guidance for Fishermans Bend should be focussed on how a program of public art can be rolled out to contribute to high quality spaces and places.

## **LINEAR PARKS**

Linear Parks will be the primary connecting spaces and new structures in Fishermans Bend. In addition to being green corridors, these spaces will need to support more walking and cycling than streets have traditionally. Currently the technical standards do not specifically include the design of linear parks. It is envisaged that similar design principles would be applied to linear parks as to other city streets and parks. Where appropriate, new details and elements should be developed for these spaces in recognition of their evolved role and function. For instance custom items may need to be designed to create place specific active recreation opportunities. Standards will be required ensuring the linear parks are of an appropriate width and designed and constructed to provide safe paths of travel for recreation or community for people of all abilities and support sustainable transport options.

## **ROBUST MULTI-FUNCTIONAL PUBLIC SPACES**

Public Space in Fishermans Bend will be contested, and must be designed to be multifaceted. The existing technical notes have been drafted to achieve high quality design, but the public space needs of Fishermans Bend may not be equipped to be



tailored to multifunctional uses. Areas where the design and technical considerations may need to be adapted include:

- Street furniture that is adaptable and multipurpose
- Street tree planning to adapt to climate change and productive gardens
- The design of streets will need to be adapted as multimodal corridors/public spaces and be designed for the 24 hour city.

Further work will especially be required to guide the management of spaces which are expected to cater for differing programming functions, and where current utility, recreation and asset management structures do not support shared use.

### **MISSING TECHNICAL STANDARDS**

A comparison of the existing technical standards of the City of Melbourne and the Interim City of Port Phillip Design and Technical Standards (August 2016) is located at Section 3 of this report. The synergies, conflicts and gaps between the two sets of standards have been identified.

Reflecting on the context of Fishermans bend and the strategic directions set out in the Fishermans Bend Public Space Strategy revised design guidance is required for the following public realm elements:

- Linear Park requirements (particularly the interaction of parks and streetscapes)
- Pocket park elements (such as seating and pavements)
- Pedestrian plazas and non-vehicular streets
- Water Sensitive Urban Design initiatives within streets and parks
- Public transport infrastructure (particularly level access tram and bus stops)

It is important to note that standards should apply where there are standard conditions and the parameters of these present a degree of consistency.

### **APPROVAL OF NON-STANDARD ELEMENTS**

There is a need to set out the process for approving nonstandard elements to enable the development of Fishermans Bend's public realm to be responsive to its unique context while maintaining consistency between precincts and the broader central city.

- Which elements can be nonstandard and which cannot?
- Under what conditions are nonstandard elements allowable?
- What quality do custom designed furniture and elements need to be constructed to? How will this be measured?

Typically all streetscape elements are standard. Where non-standard elements are incorporated these are typically in parks associated with play or other types of amenity that warrant a different response. In the context of the City of Melbourne this is determined as part of the briefing and design review process by Local Authority Design teams, in conjunction with the asset managers. This process should be codified and harmonized across both municipalities.

## SPORTS AND RECREATION FACILITIES

The design and delivery of sports and recreation facilities in Fishermans Bend should be guided by the strategies, guidelines and technical specifications relevant to sports and recreation facilities and participations, including but not limited to;

- Design for Everyone Guide, Victorian Government (2015)
- Female Friendly Infrastructure, Victorian Government (2017)
- Inclusive Sport and Recreation, Victorian Government (2017)
- Other relevant guidance from Sports and Recreation Victoria.
- These documents provide guidance for facilities ranging from skate parks, play spaces, sport and recreation reserves, lighting, toilets, supporting infrastructure, gender provision, courts and playing surfaces and general amenities.

## 5.2 RECOMMENDED NEXT STEPS

The review into existing and proposed technical standards and design guidelines for the Fishermans Bend renewal area has identified a number of synergies, gaps and conflicts between existing technical and design guidance for the area. While this review has been able to provide some preliminary advice on coordinating technical standards and adopting new standards, a number of key gaps and conflicts remain which require additional work to determine the most appropriate approach. Further, additional work is required to ensure proposed technical standards and design guidance have appropriate 'buy in' across relevant departments within each municipality.

Recommended next steps are as follows:

1. Determine the governance model for Fisherman's Bend – a Fishermans Bend Delivery Authority is recommended to ensure a coordinated and consistent delivery of open space and public realm in Fishermans Bend.
2. Set out a public realm, public space design and place-making vision for Fishermans Bend to:
  - a. Address the limited direction relating to the detailed design and quality of streets, laneways and other public realm in Fishermans Bend
  - b. Establish a design vision and design language
  - c. Define what a 'great street', in the context of Fishermans Bend, looks like
  - d. Build on the guidance contained within the Fishermans Bend Public Space Strategy
3. Develop a Fishermans Bend Design and Construction Standards Document that is:
  - a. Modelled on the Docklands Design and Construction Standards the document should provide an overview rather than duplicate existing City of Melbourne and City of Port Phillip documents and standards. It should set the context for how detail is delivered within the context of any specific considerations for Fishermans Bend which are different to other parts of the municipalities.

The document would be structured in three parts. The document could be published as one standalone document or have each of its component parts included in separate documents with clear cross-references between each document. While all three parts are essential to achieving the best public space and public realm outcomes for Fishermans Bend each component part is a discrete piece of work.

- i. **Part A** Describing Application and Approval Process
  - ii. **Part B** Outlining Standards – this would reference the existing (or proposed) suite of CoPP/CoM design and technical standards with a coversheet describing any variations within the Fishermans Bend Context.
  - iii. **Part C** Precinct Guidelines outlining the following: Street profiles; intersection treatments; urban forest; street lighting. These precinct guidelines are likely to be developed as separate CoPP and CoM manuals or as precinct by precinct guidelines. This part of the document should provide a clear overview of the content and aim to ensure harmonisation between the guidelines.
4. Collaborate with key stakeholders from CoM, CoPP, Development Victoria, DELWP and VPA to ensure 'buy in' on technical standards (particularly the practical elements of standards)
  5. Ensure that Universal Design Principles are incorporated into the development of any Design and Technical Standards for Fishermans Bend. This is a mandatory requirement of Infrastructure Victoria's 30-year Infrastructure Strategy.
  6. Create new technical standards and design guidelines where appropriate to fill gaps in technical standards particularly where new public realm concepts have been introduced or are presently ill-defined such as:
    - a. Linear Parks
    - b. Streets as open space
    - c. Water Sensitive Urban Design/ Water Sensitive Cities
  7. Maintain scope for Council to enable distinctiveness in the public realm, outlining a process for approving locations for non-standard and non-conforming elements.
  8. Provide detailed performance requirements for non-standard elements, such as public art, bespoke street furniture, character features and flagship parks.
    - a. Set out performance requirements for serviceability, maintenance, accessibility and safety of non-standard elements. These performance requirements may be set out elsewhere (such as performance specifications relevant to the type of asset they are) rather than being specified in technical standards documentation.
  9. Other design guidance to be provided within neighbourhood and precinct guidelines
    - a. This should address gaps in municipal policy including but not limited to: walking, cycling, transport, lighting and urban forest.

10. Work with Sports and Recreation Victoria, State Sport and Recreation Authorities and peak bodies to inform the development of sports and recreation infrastructure appropriate to the activity, location and needs of the community.
11. Work with VicRoads, Public Transport Victoria and other authorities to determine design guidance for transport infrastructure such as:
  - a. Tram Stops and Tram Lines
  - b. Road carriageways, arterial roads and intersections
12. Work with service and infrastructure authorities to understand minimum requirements and establish design guidance to encourage effective use of encumbered spaces.