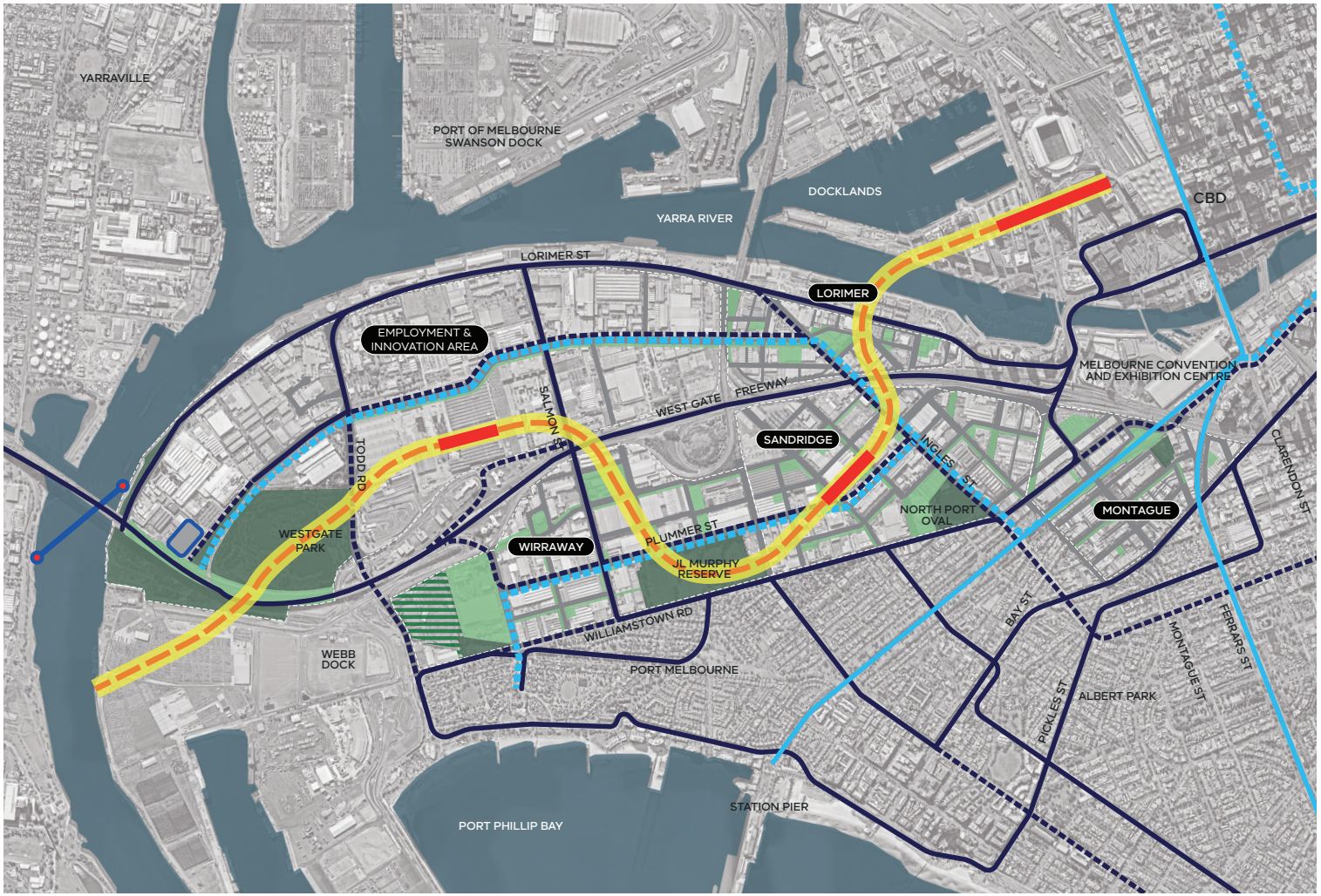


Public transport

Figure 4

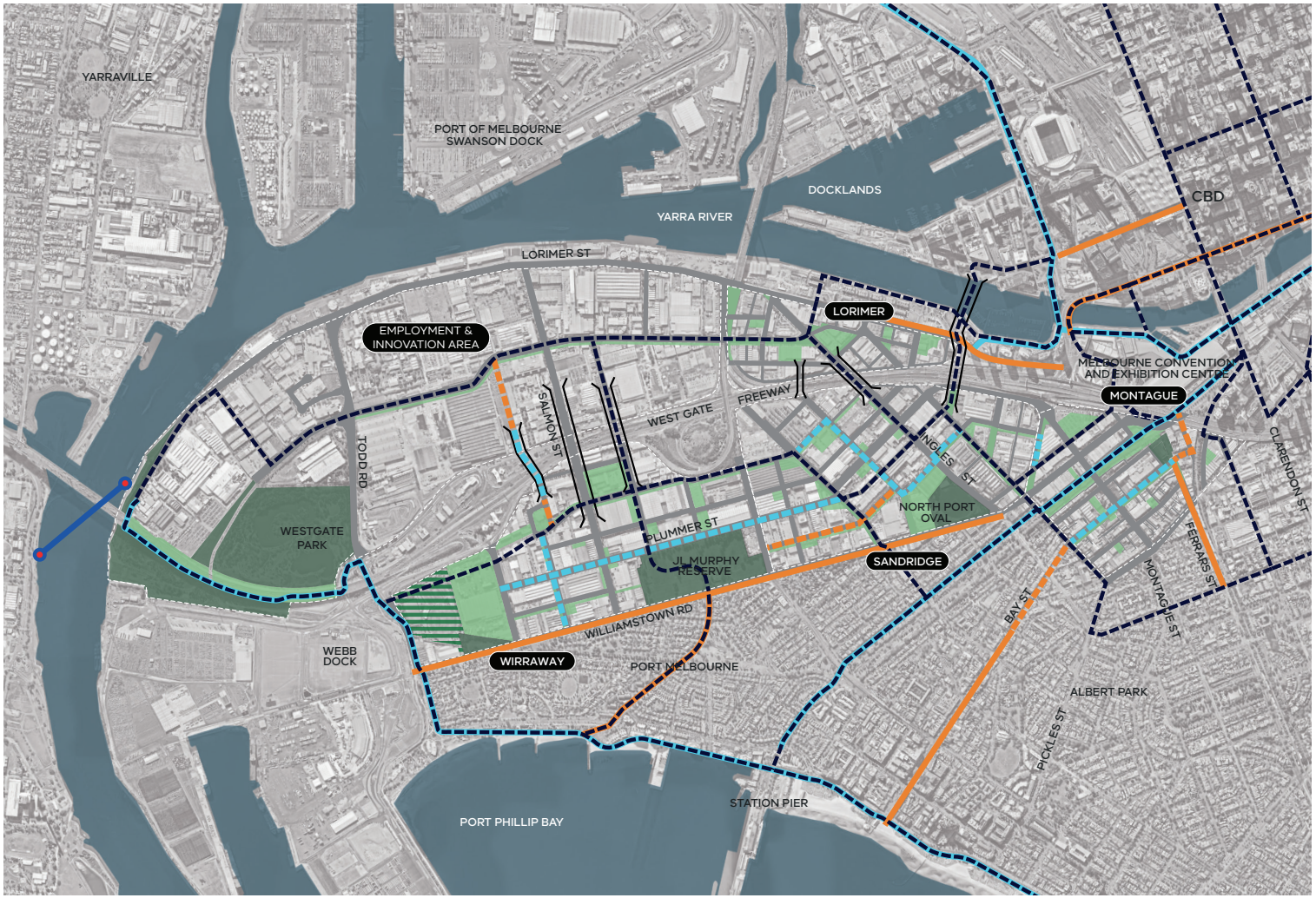
Legend

- Potential metro station
- Potential metro alignment
- Infrastructure protection area
- Existing tram route
- Proposed tram route
- Existing bus route
- Proposed bus route
- Existing punt connection
- Potential tram depot
- Existing open space
- Proposed open / urban space
- Melbourne Grammar Sports Field

Note. Funding of public transport infrastructure will align with government budgetary processes.

100m 200m 500m 1000m

*Updated in response to *"Connecting Fishermans Bend: Integrated Transport Plan" (September 2025)*



Cycling infrastructure

Figure 5

Legend

- Strategic cycling corridor
- Existing on-road cycling path
- Existing off-road cycling path
- Proposed on-road cycling path
- Proposed off-road cycling path
- New and upgraded bridges
- Existing punt connection

** All other roads designed to also facilitate cycling*

- Existing open space
- Proposed open / urban space
- Melbourne Grammar Sports Field

100m 200m 500m 1000m

*Updated in response to *"Connecting Fishermans Bend: Integrated Transport Plan" (September 2025)*

Sustainability goal 1 – a connected and liveable community

Objective 1.6

Support long-term sustainable transport patterns

Strategies

1.6.1 Promote the use of alternative transport options by limiting private car parking in new developments to 0.5 cars per one and two bedroom dwelling, 1 car per three bedroom dwelling and 1 car per 100m2 for employment uses

1.6.2 Design car parks to allow for future conversion to alternative uses and subdivided as common property (not individually titled) to be managed by the owners corporation and leased to property owners

1.6.3 Support the off-site delivery of precinct car parking stations to provide dedicated car parking in the short term

1.6.4 Encourage new development to incorporate green travel plans to support resident and worker use of alternative transport modes

1.6.5 Locate car share spaces within new developments

Objective 1.7

Support low-impact methods of delivering last-kilometre-freight and waste removal

Strategies

1.7.1 Require buildings to be designed to ensure their deliveries, servicing and waste management are managed on-site

1.7.2 Prioritise freight delivery and supply chain solutions to reduce the number of trucks accessing the area

Objective 1.8

Plan and design new development to respond to existing and future infrastructure and land uses

Strategies

1.8.1 Require sensitive uses to include appropriate mitigation measures to protect against off-site amenity impacts (see Figure 7)

1.8.2 Require development to mitigate negative amenity impacts such as noise, vibration, odours and light pollution associated with adjoining and nearby infrastructure and land uses

1.8.3 Investigate opportunities to underground overhead transmission lines in the long term

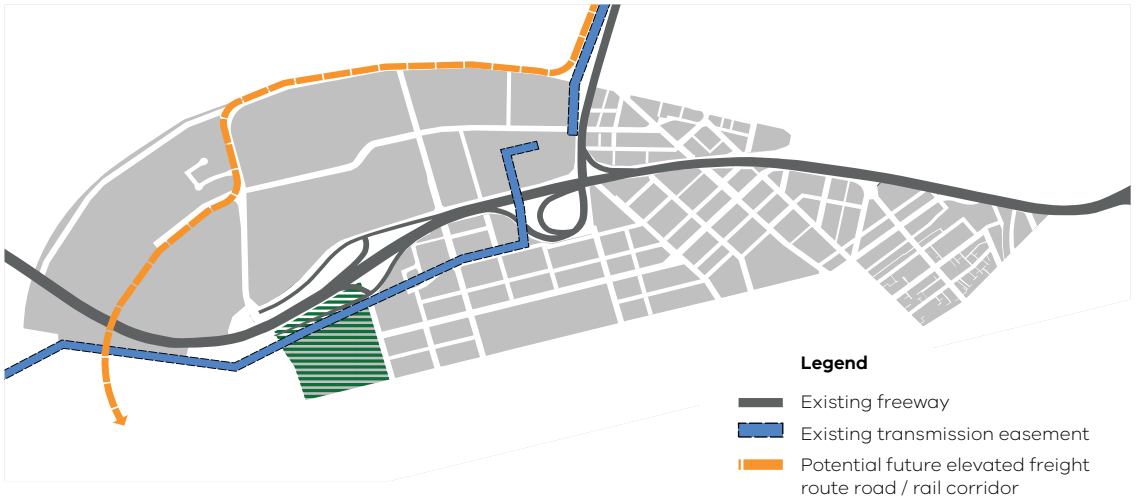


Figure 7 *Buffer and amenity consideration*

*Updated in response to *"Connecting Fishermans Bend: Integrated Transport Plan" (September 2025)*

Sustainability goal 2 – a prosperous community

Objective 2.4

Provide smart city technology to support economic activity in Fishermans Bend

Strategies

2.4.1 Plan for the delivery of high-bandwidth fibre and wireless networks across Fishermans Bend

2.4.2 Encourage next generation technologies, such as smart devices, smart networks and big data, to maximise the efficiency of new and existing infrastructure while minimising the environmental impacts of growth

2.4.3 Integrate smart sensors to monitor environmental conditions, such as air quality, thermal comfort, wind and flood levels

Objective 2.5

Protect Port of Melbourne activities to expand and enhance the long-term economic viability of Melbourne and access to global markets

Strategies

2.5.1 Safeguard 24/7 access to the port by preserving a direct rail and road freight corridor between Webb Dock and Swanson/Appleton Docks and the freight terminal at Dynon

2.5.2 Introduce planning controls required to protect the rail and road corridor, including land use, air quality and noise attenuation controls

2.5.3 Maintain land use buffers around the Port of Melbourne

2.5.4 Maintain Todd Road/Lorimer Street/ Wurundjeri Way as a freight route in the short to medium term for vehicles that cannot use the West Gate or Bolte Bridges and require access to Swanson/Appleton Docks and Dynon Precinct

2.5.5 Maintain the current over-dimensional routes along Lorimer Street and Williamstown/Normanby Roads

2.5.6 Promote the use of preferred freight corridors to minimise the impacts on residential and commercial activities in Fishermans Bend

2.5.7 Explore the upgrade of the West Gate and Bolte Bridges to accommodate larger freight vehicles

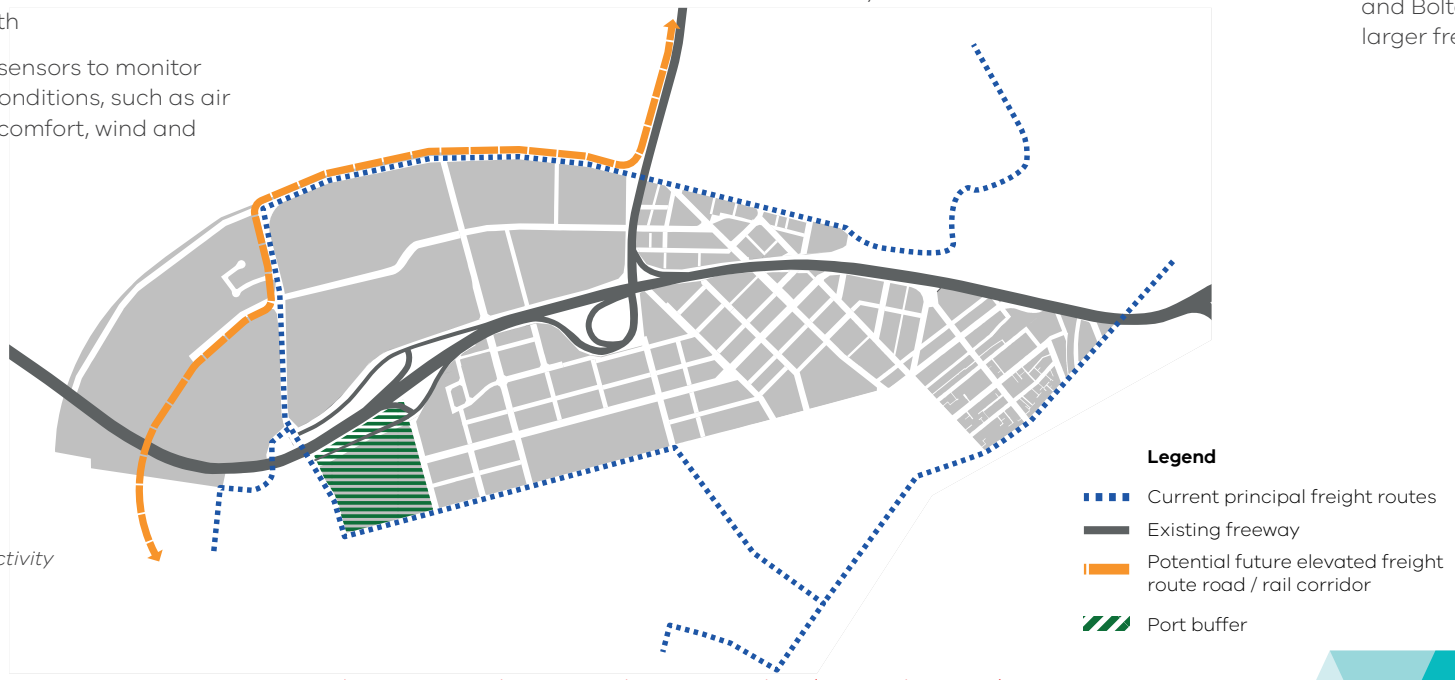


Figure 12 *Freight activity*

*Updated in response to *"Connecting Fishermans Bend: Integrated Transport Plan" (September 2025)*