A hierarchy of streets will form the basis of the urban framework, dividing the existing industrial landscape into new city blocks like those in the CBD, suitable for the wide range of new land uses envisaged.

The street network will define the local character of each urban neighbourhood, and promote the street as a vital component of public life.

Over 260,000 daily trips are expected in Fishermans Bend, and a strong transformational mode shift towards active and public transport is required.

The transport network will be scalable and adaptable which will catalyse, support and respond to land use transition over time.
2.4 FISHERMAN’S BEND STRATEGIC FRAMEWORK CONT’D

OPEN SPACE

The open space network will provide opportunity to enjoy and share connected, safe, inviting and multifunctional active and passive recreational opportunities.
A SERIES OF PLACES:
MONTAGUE URBAN VILLAGE

Montague will have a strong employment focus, with a high density commercial activity centre focused around the new Montague Station. To the south of the precinct is a more traditional urban village, with Buckhurst Street as its high-density core complemented by finer grain development. Ground floor land use along Buckhurst Street is akin to that of Clarendon Street, South Melbourne, a relationship bolstered by its extension into Bay Street, Port Melbourne. Buckhurst Street supports strong pedestrian and cycling links, encouraging community engagement and healthy activity.
2.5 WALKABLE AMENITY

- Docklands
- Yarra River
- Entertainment Precinct
- Subject Site
- Future Fishermans Bend Park
- New School (as identified in Fishermans Bend Strategic Framework)
- Light Rail Station
- Montague Continuing Education Centre
- South Melbourne Market

[10 Min] [5 Min] [10 Min]
2.6 STREET + TRANSPORT NETWORK