

Town Planning and Urban Context Report

43 and 63-67 River Street, Richmond

May 2026

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43 and 63-67 River Street Richmond

March 2026

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1 Introduction

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This report has been prepared to accompany a Planning Permit application to the Minister for Planning prepared on behalf of CBUS Property for a residential development located on the following lots which comprise the “Subject Site”:

- 43 River Street, Richmond (Lots 1 & 2 on Lodged Plan 203103, and Lot 1 on Title Plan 888930)
- 63-67 River Street, Richmond (Lot 1 on Title Plan 869976, Title Plan 605741, Title Plan 414367 and Lodged Plan 75414).
- Crown Allotment PP2796/2324

The Subject Site is located on the eastern side of River Street and is bound by the Yarra River to the east, Crown Street to the north and a private road to the south which aligns with Murphy Street.

The application proposes redevelopment of the site for the purpose of an eight (8) to twelve (12) storey residential apartment building consisting of 187 apartment dwellings, and a residential townhouse development consisting of 13 dwellings. A total of 200 dwellings is to be delivered.

The proposed development, designed by SJB Architects and Arcadia Landscape Architects provides a contemporary design response which incorporates elements of the built form character of existing and emerging forms within the area. It has been designed to provide a high quality and sustainable standard of internal spaces within the development. It will also provide a sensitive and considered design having regard to the important environs of the adjoining Yarra River.

This report provides:

- A description of the site and its surrounds;
- The Statutory Planning Framework (Yarra Planning Scheme);
- An Urban Context and Design Response Analysis;
- A summary of the development proposal, as detailed in the application plans prepared by SJB Architects;
- An assessment of the proposal having regard to the applicable criteria set out in the Yarra Planning Scheme; and
- An analysis of the planning controls and policies contained in the Yarra Planning Scheme, including the Design and Development Overlay Schedule 1 as it relates to built form design on this site.

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1 Introduction

The project team comprises:

- Contour Consultants
Town Planners
- SJB Architects
Architecture
- Arcadia Landscape Architecture
Landscape Design
- Greenshoots
Indigenous Design Consultants
- OneMileGrid
Traffic and Waste Consultants
- MGS Architects
Urban Design
- MEL Consultants
Wind Engineers
- Hip v Hype
Sustainability
- Acoustic Logic
Acoustic Consultant
- Joe Kellett Arboriculture
Arborist
- Ecology Australia
Ecologist
- Orbit Solutions
Visualisation

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2 Subject Site and Surrounds

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2.1 Subject Site

The Subject Site is located on the eastern side of River Street and is bound by the Yarra River to the east, Crown Street to the north and a private road to the south which straddles a portion of the Subject Site on its northern side, with the balance of this road located within the title boundary of the lot to the south.

The Subject Site comprises multiple lots formally outlined as below:

43 River Street, Richmond

- Lot 1 & 2 on Lodged Plan 203103.
- Lot 1 on Title Plan 888930.

This lot is an irregular shaped allotment located to the east of River Street containing a site frontage of 65.50 metres. It also contains a 68.87 metre frontage to Crown Street to the north, and a 66.46 metre interface to the Yarra River on the eastern side. It contains an overall site area of 5,091m².

63-67 River Street, Richmond

- Lot 1 on Title Plan 869976.
- Lot 1 on Title Plan 605741.
- Lot 1 on Title Plan 414367.
- Lot 1 on Lodged Plan 75414 (Carriageway)

This lot is an irregular shaped allotment located to the east of River Street containing a site frontage of 40.87 metres. It also contains a 37.54 metre interface to the Yarra River on the eastern side and a distinct notch in its title boundary at the south-east corner. It contains an overall site area of 4,503m².

Both lots are currently amalgamated and contain a two and three-storey commercial premises consisting of office, warehouse and logistics uses associated with an electrical supplies business.

The office building of a two-storey scale is set to the site frontage at River Street with a zero-setback containing the entrances for pedestrians.

The site frontages to the north and south, and the setback of the building to the shared trail and river are occupied by at-grade car parking and vehicle circulation areas finished in a combination of bitumen and gravel.

Primary vehicle access is located via access points from River Street and from the private road to the south.

The two sites (the "Subject Site") combined will accommodate the proposed development. The amalgamated site consists of:

- An overall frontage to River Street (west) of 106.42 metres.
- An overall frontage to the Yarra River (east) of 109.22 metres.
- A combined overall size of 9,594m².

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2 Subject Site and Surrounds

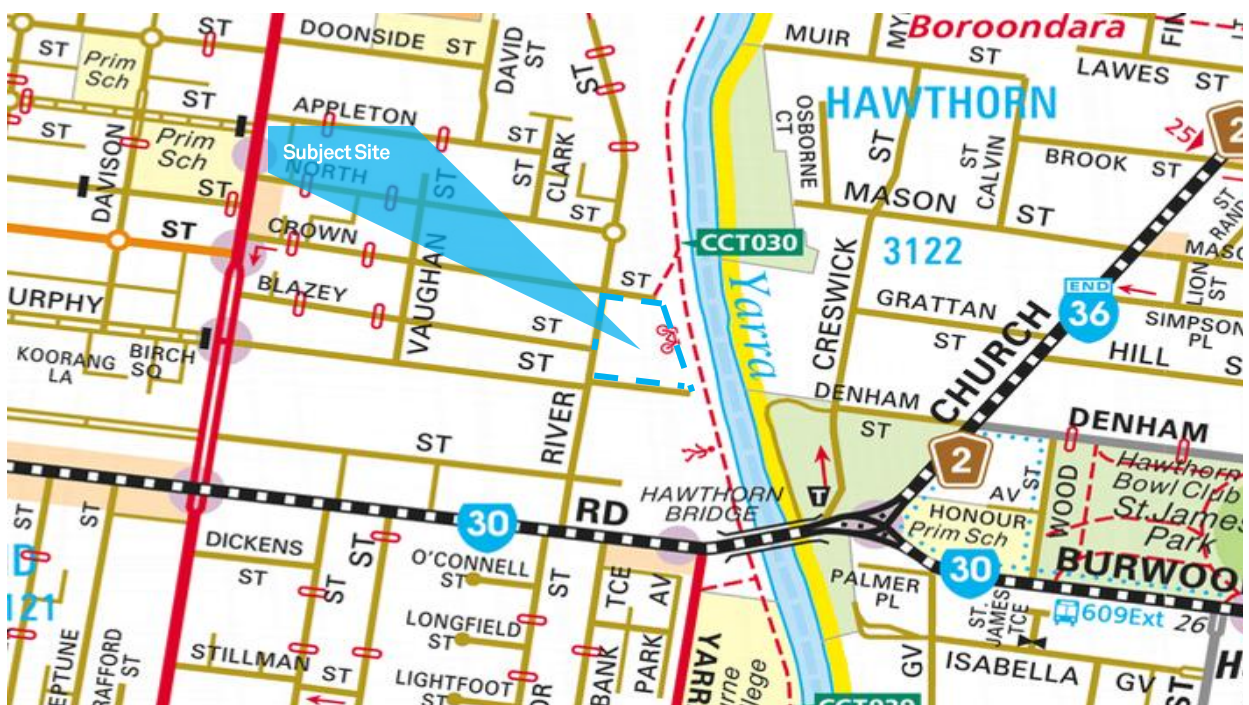
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Crown Allotment PP2796/2324

This lot is an irregular shaped allotment which directly adjoins the Yarra River corridor to the east. It does not contain any street frontage and comprises a total area of 256m². It is Crown Land administrated by Parks Victoria as outlined within the Crown Folio Statement for the land. The Main Yarra Trail runs through the parcel with battered retaining fill and a wall along the western side.

Figure 2.1
Location Map

Source: Melway

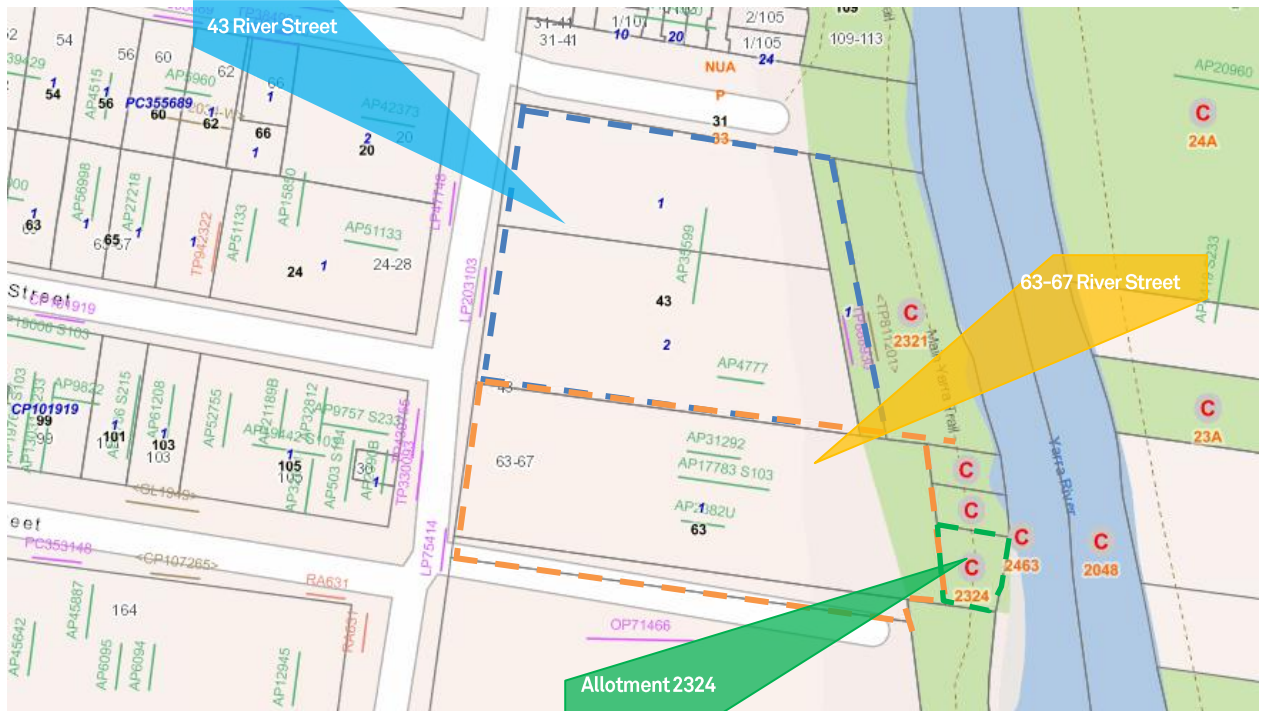


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2 Subject Site and Surrounds

Figure 2.2
Cadastral Map

Source: LASSI



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2 Subject Site and Surrounds

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Figure 2.3
Aerial Image

Source: Nearmap (August 2025)



Figure 2.4
View of the Subject Site from River Street

Source: Site Inspection (October 2025)



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2 Subject Site and Surrounds

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Figure 2.5
View of the Subject Site from the south.

Source: Site Inspection (October 2025)



Figure 2.6
View of the Subject Site from Crown Street

Source: Site Inspection (October 2025)



2 Subject Site and Surrounds

2.2 Surrounds

The immediate and broader surrounding context supports a range of commercial and industrial uses, with an evident transition and renewal to residential uses forming part of the emerging character in the area. This includes as follows in the immediate surrounds:

North

- To the north of the site is 101 Crown Street, Richmond. This consists of a range of three (3) storey residential townhouse dwellings which are set to the street alignment and layered in rows from the street frontage across the site to the river frontage at the eastern side.
- Vehicle access is provided between each of the rows from the south via Crown Street to undercroft garages servicing each of the dwellings.

East

- To the east of the site is the Yarra River. The boundary of the Subject Site is positioned back from the edge of the riverbank. The area in between accommodates the Main Yarra Trail which is a public thoroughfare for both pedestrians and cyclists following the alignment of the river from the CBD to its outer reaches.

South

- To the south of the site is 69-77 River Street, Richmond which is separated from the Subject Site via a private road, part of which is contained within the Subject Site boundary, and part which is contained within this adjoining site, providing its vehicle access for residents.
- The site consists of a residential apartment complex ranging from two-storey form to the River Street interface to six-storeys in the centre of the site, with four and three storey forms toward the river interface at the eastern end.

West

- To the west of the Subject Site is a range of office, commercial and industrial uses oriented along Crown, Blazey and Murphy Streets. These include trade supplies and hire premises, food production, self-storage and office premises.
- This area is bounded by residential dwellings along each of these streets to the further west within the block toward Burnley Street.

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2 Subject Site and Surrounds

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Figure 2.7
Surrounding Area

Site Inspection – October 2025

Left: Riviera Apartments (South of the Subject Site)

Right: 101 Crown Street residential dwellings (North of the Subject Site)

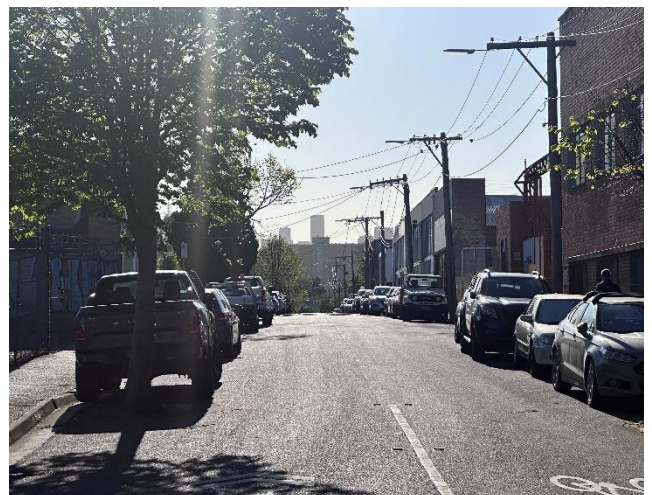


Figure 2.8
Surrounding Area

Site Inspection – October 2025.

Left: Frontage of the Subject Site to the Main Yarra Trail

Right: Commercial and light industrial uses to the west along Crown Street.



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2 Subject Site and Surrounds

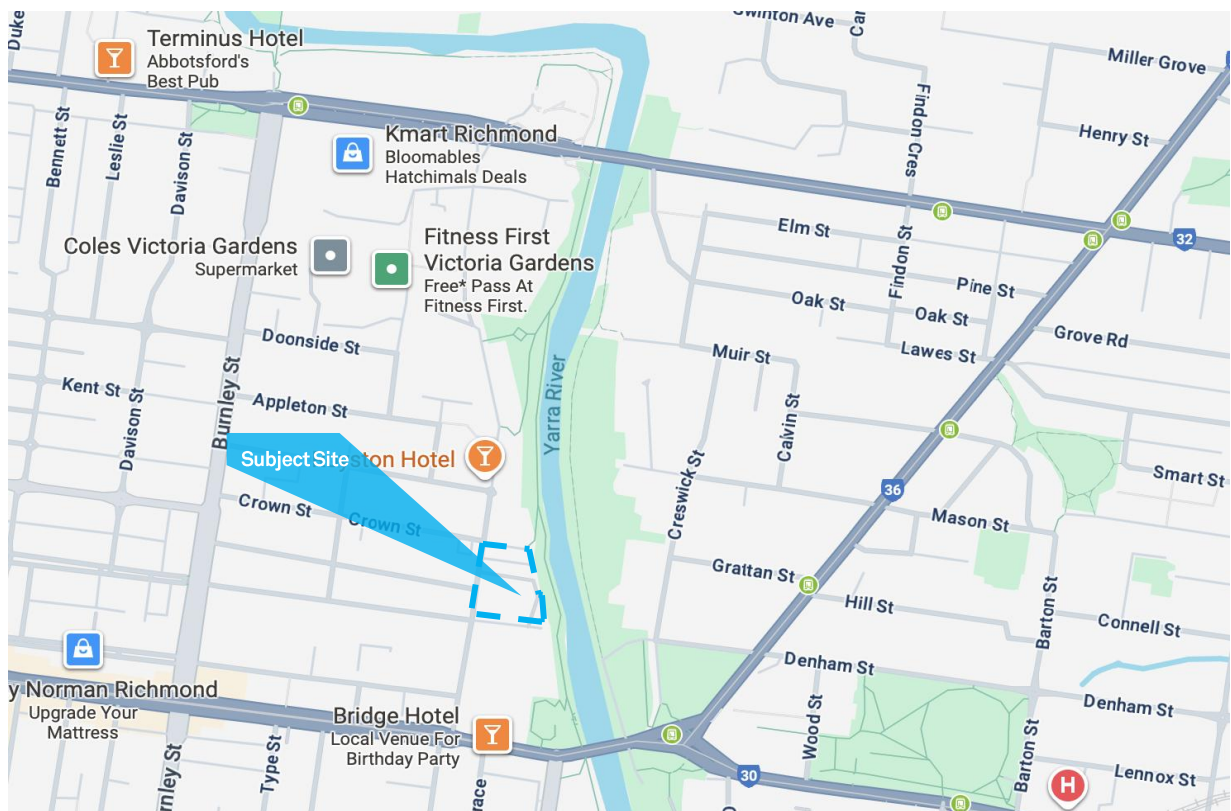
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In terms of locational attributes, the Subject Site is proximate to the following infrastructure and public transport options:

- Yarra Boulevard and Bridge Road tram stop (200 metres south) which is serviced by Route 48 and 75 trams.
- River Boulevard and Victoria Street tram stop (600 metres north) which is serviced by Route 109 trams.
- Victoria Gardens Shopping Centre (approximately 370 metres north-west).
- O'Connell Reserve and Richmond Park (approximately 180 metres south).

Figure 2.9
Surrounding Infrastructure and Public Transport

Source: Google Maps



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3 Statutory Planning Framework (Yarra Planning Scheme)

3.1 Planning Policy Framework

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The Subject Site is subject to the provisions of the Yarra Planning Scheme. Each of the below ordinance as relevant to the proposed development can be accessed via the links provided.

The Municipal Planning Strategy sets out the context, vision and strategic directions for the municipality. The following is relevant:

- [Clause 02.01](#) Context
- [Clause 02.03](#) Strategic Directions
- [Clause 02.04](#) Strategic Framework Plan

The following Clauses within the Planning Policy Framework of the Yarra Planning Scheme are relevant to the assessment of the application:

Clause 11 Settlement

- [Clause 11.03-1S](#) Activity Centres and Precincts
- [Clause 11.03-1L](#) Activity Centres

Clause 12 Environmental and Landscape Values

- [Clause 12.03-1R](#) Birrarung (Yarra River)
- [Clause 12.03-1S](#) Yarra River, Darebin and Merri Creek corridors.

Clause 13 Environmental Risks and Amenity

- [Clause 13.05-1S](#) Noise Management

Clause 15 Built Environment and Heritage

- [Clause 15.01-1S](#) Urban Design
- [Clause 15.01-1L](#) Urban Design
- [Clause 15.01-2S](#) Building Design
- [Clause 15.01-2L](#) Building Design
- [Clause 15.01-2L-01](#) Environmentally Sustainable Development
- [Clause 15.01-2L-02](#) Landmarks
- [Clause 15.03-2S](#) Aboriginal Cultural Heritage



3 Statutory Planning Framework (Yarra Planning Scheme)

Clause 16 Housing

- [Clause 16.01-1S](#) Housing Supply
- [Clause 16.01-1L](#) Location of Residential Development
- [Clause 16.01-1L-01](#) Housing Diversity

Clause 17 Economic Development

- [Clause 17.02-1S](#) Business
- [Clause 17.02-1L](#) Retail

Clause 18 Transport

- [Clause 18.01-3L](#) Sustainable Transport

Clause 19 Infrastructure

- [Clause 19.03-3L](#) Water Sensitive Urban Design
- [Clause 19.03-5L](#) Waste

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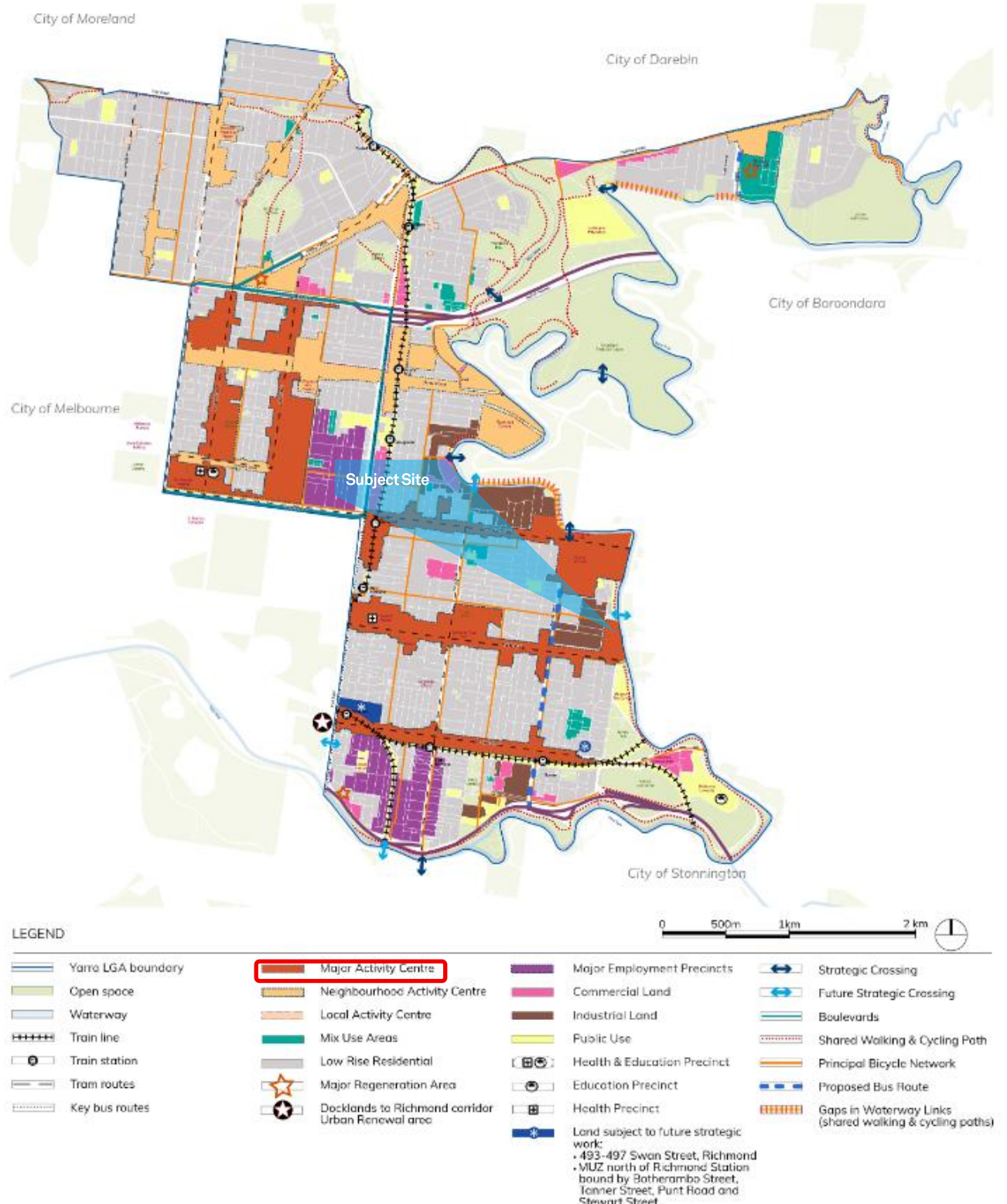
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3 Statutory Planning Framework (Yarra Planning Scheme)

Figure 3.1 Strategic Framework Plan

Source: Clause 02.04 of the Yarra Planning Scheme



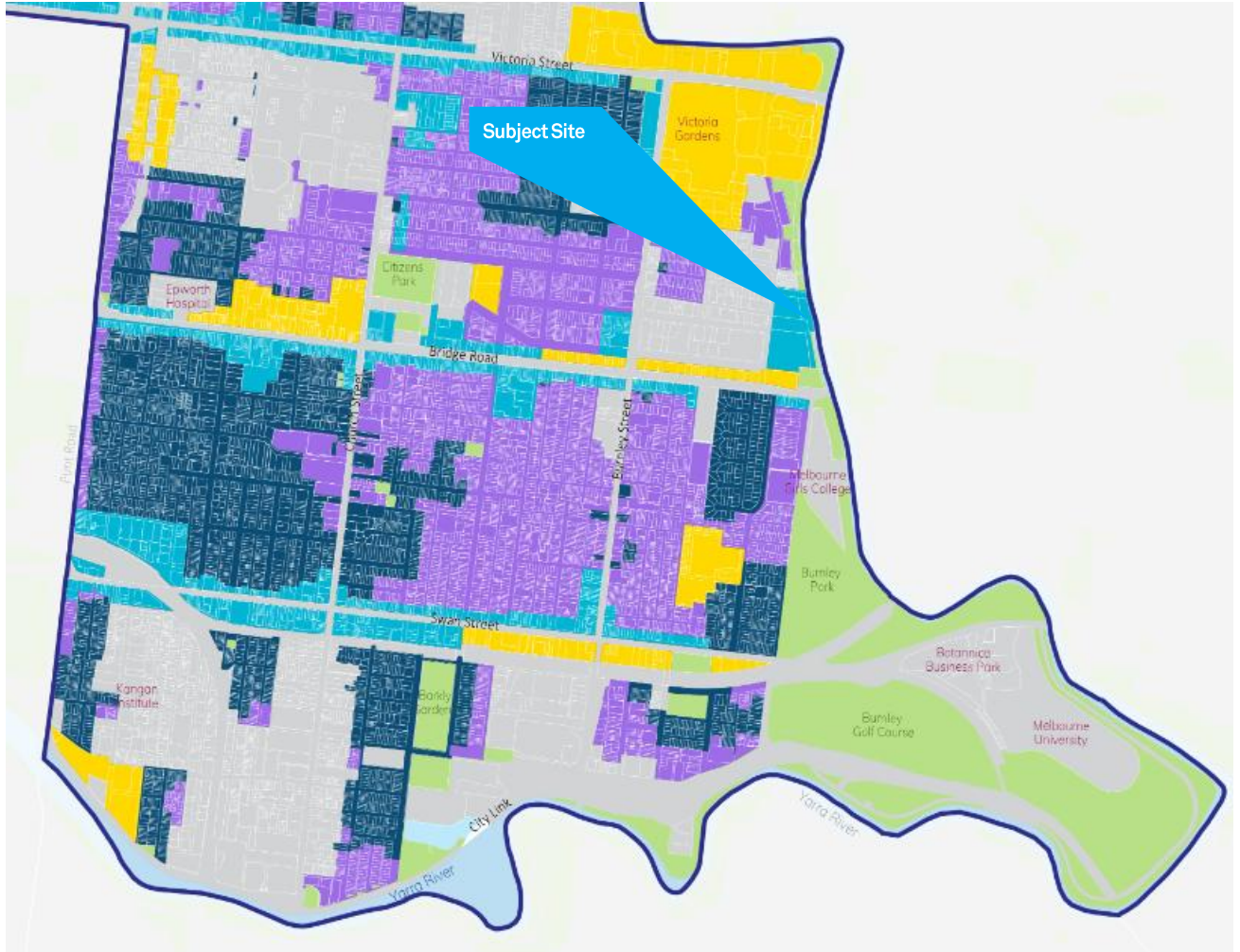
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3 Statutory Planning Framework (Yarra Planning Scheme)

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Figure 3.2
Strategic Housing Framework Plan

Source: Yarra Housing Strategy (2018) – Clause 16.01-1L



LEGEND

- Yarra LGA boundary
- Open space
- Waterway
- Minimal change areas
- Incremental change areas
- Moderate change areas
- High change areas
- Non-residential/uncategorised

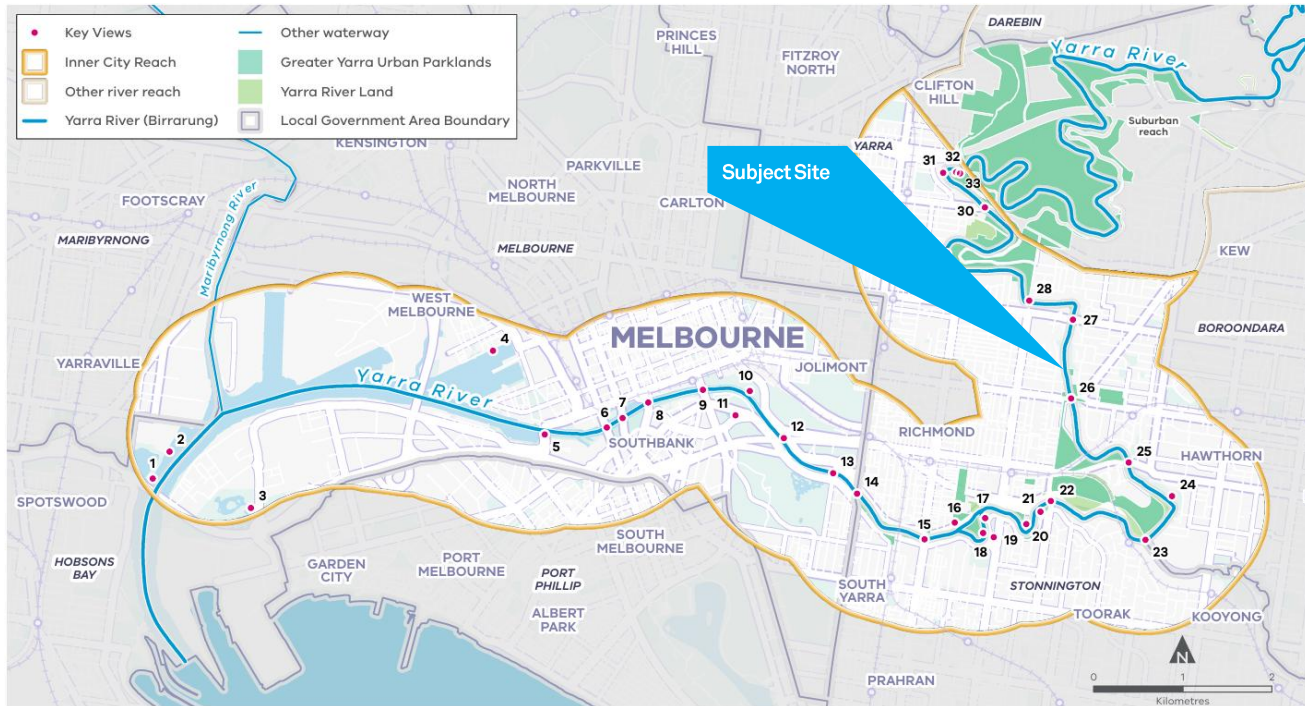


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3 Statutory Planning Framework (Yarra Planning Scheme)

Figure 3.3
Map 1 Birrarung (Yarra River) – Inner City Reach

Source: Clause 12.03-1L of the Yarra Planning Scheme



3.2
Zone

The site is in the Commercial 1 Zone (“C1Z”) pursuant to the provisions of the Yarra Planning Scheme.

The purpose of the Commercial 1 Zone is:

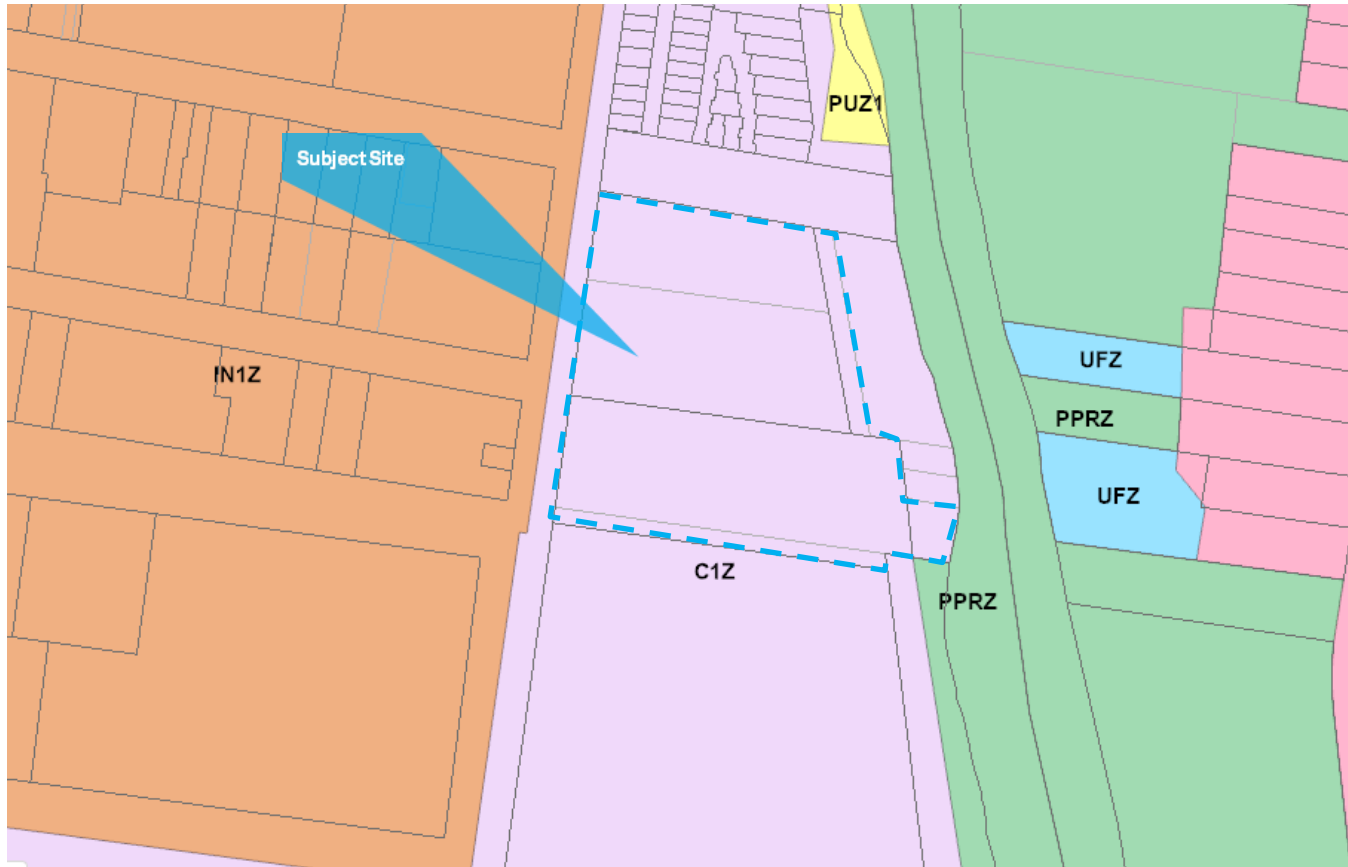
- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

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3 Statutory Planning Framework (Yarra Planning Scheme)**Figure 3.3**
Zone

Source: VicPlan (Yarra Planning Scheme)



Pursuant to Clause 34.01 of the Yarra Planning Scheme, the following applies as relevant to the proposed land use:

- 'Accommodation (including a Dwelling)' is a Section 1 – Permit Not Required Land Use. This is subject to a land use condition requiring any frontage at ground floor level to not exceed 2 metres (other than a bed and breakfast and caretakers house).
- Retail premises is a Section 1 – Permit Not Required Land Use.

Pursuant to Clause 34.01-4, a planning permit is required to construct a building or construct or carry out works.

An apartment development must also meet the requirements of Clause 58.

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3 Statutory Planning Framework (Yarra Planning Scheme)

3.3 Overlays

The Subject Site is affected by the following Overlays pursuant to the provisions of the Yarra Planning Scheme:

- Design and Development Overlay – Schedule 1
- Development Contributions Plan Overlay – Schedule 1
- Environmental Audit Overlay
- Significant Landscape Overlay – Schedule 1
- Land Subject to Inundation Overlay

Design and Development Overlay

The objectives of the Design and Development Overlay (“DDO”) are:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works. This does not apply if a schedule to this overlay specifically states that a permit is not required.

Design and Development Overlay – Schedule 1

Yarra (Birrarung) River Corridor

Schedule 1 of the Design and Development Overlay applies to the Subject Site. The design objectives for DDO1 are:

- *To ensure new buildings, tennis courts, swimming pools and other structures are appropriately set back from the banks of the Yarra River and adjacent public open space.*
- *To ensure buildings are presented at a variety of heights, avoid visual bulk, are stepped back from the frontage of the Yarra River and adjacent public open space and use colours and finishes which do not contrast with the natural landscape setting.*
- *To avoid additional light spill and overshadowing from buildings on the banks and water of the Yarra River, its adjacent public open space, pedestrian and bicycle paths.*
- *To ensure sufficient space is provided between buildings to maintain views to the Yarra River and allow for the planting and growth of vegetation, including large canopy trees.*
- *To minimise impervious surfaces to allow for the filtration of water and retention and establishment of vegetation and canopy trees.*

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3 Statutory Planning Framework (Yarra Planning Scheme)

Pursuant to Clause 2.0 of Schedule 1 of the Design and Development Overlay, the following requirements must be met and cannot be varied by a planning permit:

- *Buildings and works must not cast any additional shadow across the Setback Reference Line (the closest parallel property boundary aligned to the banks of the waterway) between 11:00am and 2:00pm on 22 June.*
- *New buildings must not exceed the maximum building height specified in the applicable table to this schedule. A building may exceed the maximum building height by up to 1 metre if the slope of the ground level, measured at any cross section of the site of the building wider than 8 metres, is greater than 2.5 degrees.*
- *New buildings (including basements and projections) must be set back from the Setback Reference Line (the closest parallel property boundary aligned to the banks of the waterway) the minimum distance specified in the applicable table to this schedule.*
- *The complete or partial replacement of an existing building within the minimum setback distance specified in the applicable table to this schedule (as measured from the Setback Reference Line, being the closest parallel property boundary aligned to the banks of the waterway) must not:*
 - *Exceed the maximum building height specified in the applicable table to this schedule.*
 - *Reduce the existing setback of the building from the Yarra River and public open space.*
 - *Increase the existing gross floor area of the existing building.*

Pursuant to Clause 2.0 of Schedule 1 of the Design and Development Overlay, the following requirements should be met and can be varied by way of a planning permit:

- *Buildings and works should not cast any additional shadow across any public open space between 11:00am and 2:00pm on 22 September.*
- *Buildings should not exceed the discretionary maximum building height specified in the applicable table to this schedule, except for sloping sites where a building may exceed the maximum building height by up to 1 metre if the slope of the ground level, measured at any cross section of the site of the building wider than 8 metres, is greater than 2.5 degrees.*

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3 Statutory Planning Framework (Yarra Planning Scheme)

-
- *Fencing within the minimum setback specified in the applicable table to this schedule (as measured from the Setback Reference Line, being the closest parallel property boundary aligned to the banks of the waterway), should not:*
 - *Impede the flow of flood waters.*
 - *Exceed a height of 1.4 metres above ground level.*
 - *Be less than 25 per cent visually permeable.*
 - *Use reflective colours and finishes.*

The site area covered by buildings, tennis courts, swimming pools and other impervious surfaces within a Residential Zone or on land used for accommodation should not exceed 40 per cent of the lot area.

- *Tennis courts, swimming pools and other outbuildings associated with a dwelling should be set back from the Setback Reference Line (the closest parallel property boundary aligned to the banks of the waterway) the minimum distance specified in the applicable table to this schedule.*
- *Building materials should utilise non-reflective colours and finishes that blend with the natural landscape.*

The applicable table in the schedule which indicates the setback and height controls for the Subject Site is Table H as indicated at Figure 3.5 below.

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Figure 3.4
Design and Development Overlay

Source: VicPlan

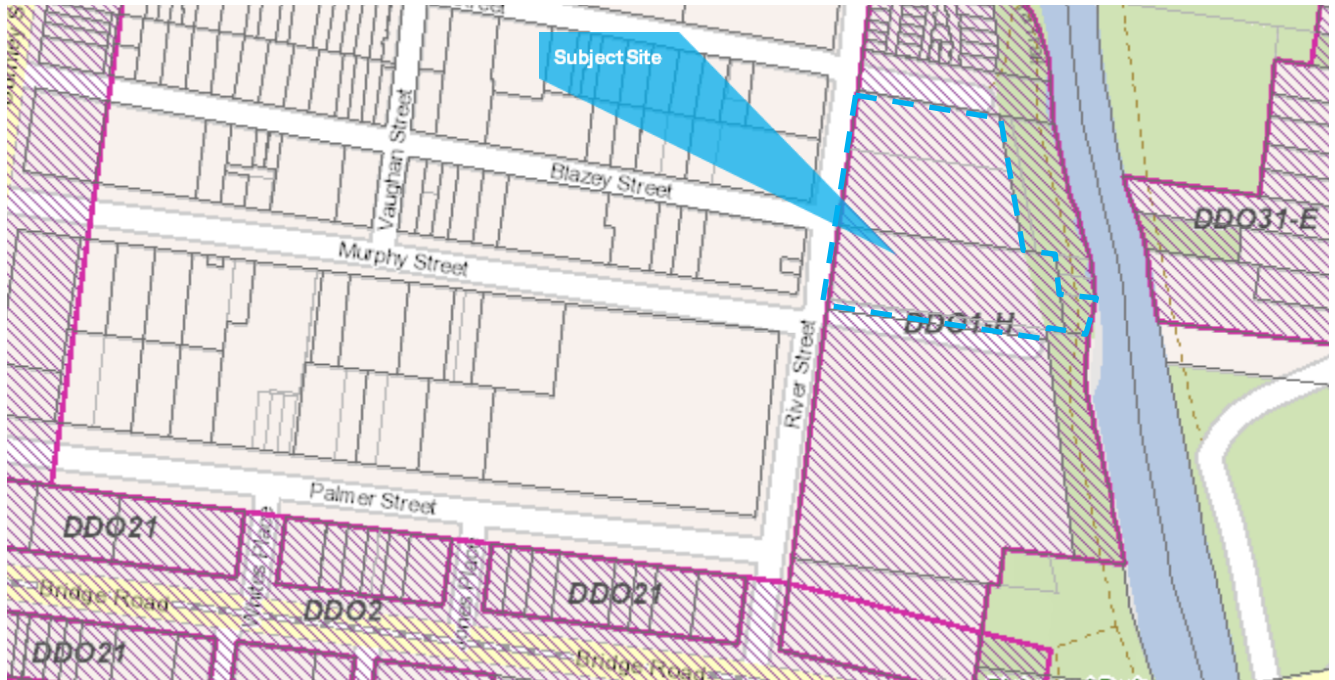


Figure 3.5
DDO1 – Table H

Source: Clause 43.02 – Schedule 1 of the Yarra Planning Scheme

Table H

Map Reference Area	Location	Minimum setback	Maximum building height		Discretionary maximum building height
			0m to 10m from setback line	10m to 25m from setback line	>25m from setback line
H	River Street, Richmond	30 metres	11 metres	18 metres	18 metres

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3 Statutory Planning Framework (Yarra Planning Scheme)

Figure 3.6
DDO1—Setback Map Reference Area H—River Street Richmond

Source: Clause 43.02 – Schedule 1 – Yarra Planning Scheme.



- LEGEND**
- Area Boundary
 - Mandatory Minimum Setback Line *
 - Setback Reference Line

* Setback line is an approximate location only. The precise location must be identified on a site survey plan prepared and certified by a suitable qualified surveyor.

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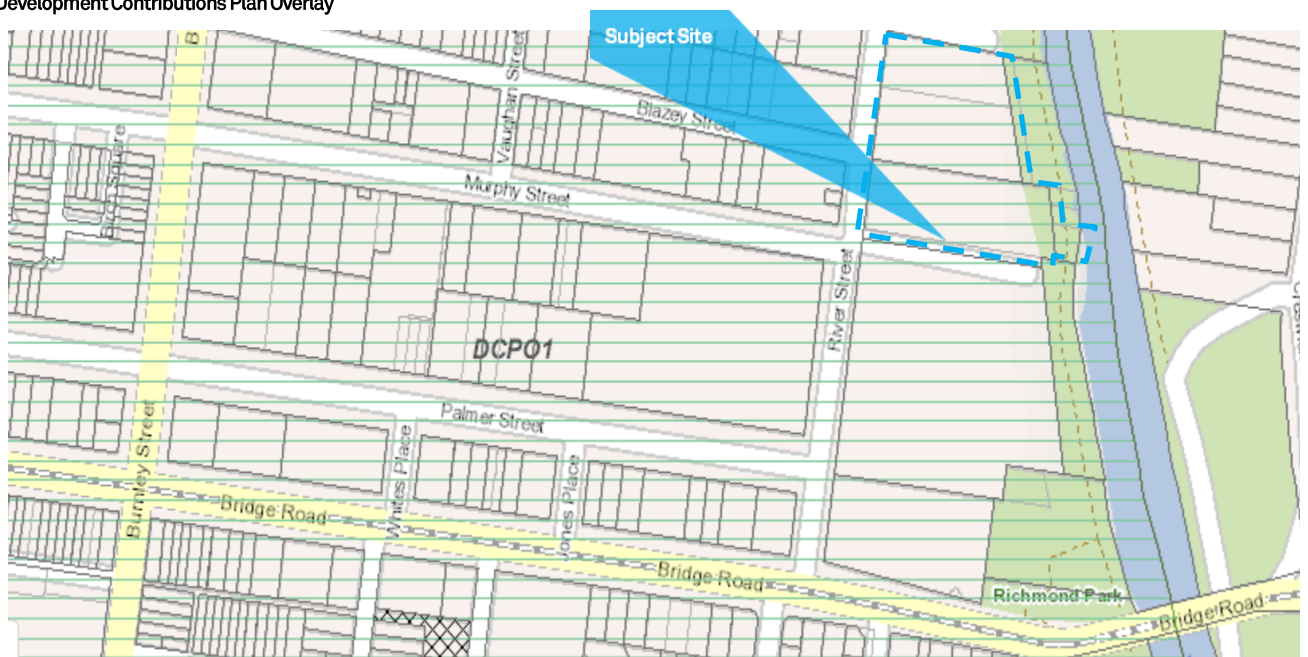
Development Contributions Plan Overlay

The purpose of the Development Contributions Plan Overlay (“DCPO”) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

Figure 3.7
Development Contributions Plan Overlay

Source: VicPlan



Schedule 1 of the Development Contributions Plan Overlay applies to the Subject Site which applies the “Yarra Development Contributions Plan” within eleven (11) charge areas across the municipality.

The Subject Site is located within Area 8 “North Richmond” and development of the land for residential development is subject to a development infrastructure and community infrastructure payment as set out within the schedule.

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Environmental Audit Overlay

The purpose of the Environmental Audit Overlay (“EAO”) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

Figure 3.8
Environmental Audit Overlay

Source: VicPlan



The requirements of the Environmental Audit Overlay require that before a sensitive use (residential use, child care centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school commences or before the construction or carrying out of buildings and works in association with these uses commences:

- A preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017 must be issued stating that an environmental audit is not required for the use or the proposed use; or
- An environmental audit statement under Part 8.3 of the Environment Protection Act 2017 must be issued stating that the land is suitable for the use or proposed use; or

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3 Statutory Planning Framework (Yarra Planning Scheme)

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- A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or
- A statement of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the use or proposed use.

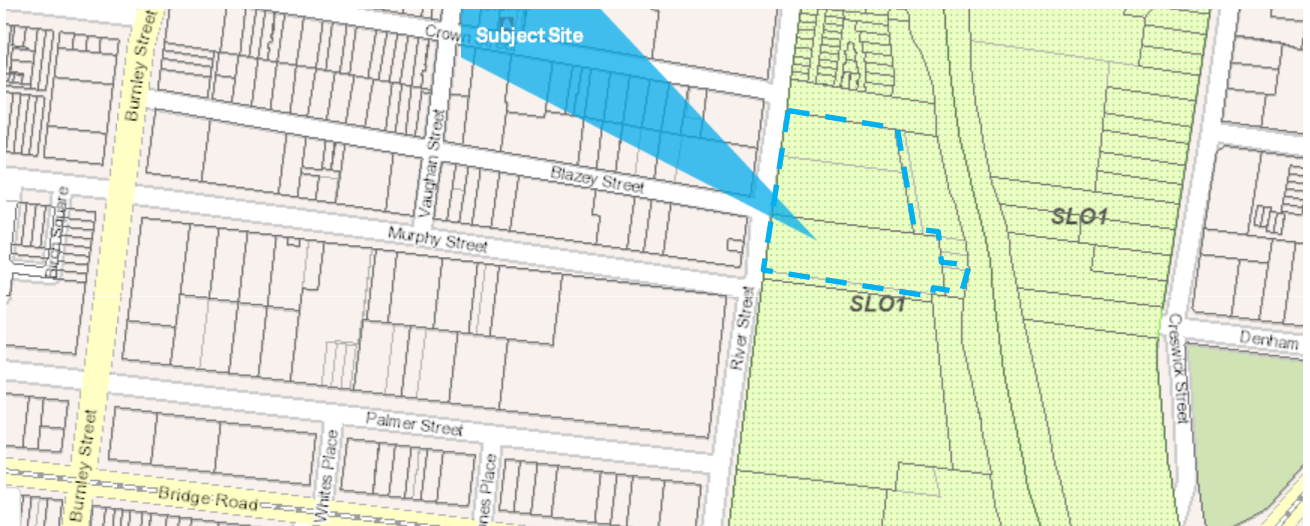
Significant Landscape Overlay

The purpose of the Significant Landscape Overlay (“SLO”) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify significant landscapes.
- To conserve and enhance the character of significant landscapes.

Figure 3.9
Significant Landscape Overlay

Source: VicPlan



Schedule 1 of the Significant Landscape Overlay applies to the Subject Site. The landscape character objectives to be achieved in response to the SLO1 are:

- To retain vegetation that contributes to landscape character, heritage values or neighborhood character.
- To maintain and protect linear public open space and provide for secluded areas of public open space with access to the river where appropriate.

3 Statutory Planning Framework (Yarra Planning Scheme)

- *To encourage the co-location or clustering of buildings, jetties and mooring facilities on public land.*
- *To encourage bicycle and shared paths that are safe, well located and require minimal earthworks and vegetation removal.*
- *To ensure fencing within close proximity to the Yarra River is low in scale, visually permeable and does not contrast with the natural landscape character.*

Clause 3.0 of Schedule 1 sets out the planning permit requirements which include as relevant:

- *Remove, destroy or lop vegetation. This does not apply to:*
 - *Non-native vegetation that is less than 6 metres in height, has a trunk circumference of less than 0.35 metre measured at 1.4 metres above ground level and a branch spread of less than 4 metres.*
 - *Pruning of dead or broken branches, or branches less than 50 millimetres in diameter at the point of contact with the larger branches or trunk, provided no more than 1/3 of the foliage of each individual plant is removed. This does not apply to the trunk of a tree.*
- *Construct a fence within 30 metres of the banks of the Yarra River or abutting public open space. This does not apply to a fence that:*
 - *does not exceed a maximum height of 1.4 metres at any point above ground level; and;*
 - *is of timber post and rail, timber post and wire, or metal post and wire construction.*

A permit is not required to construct a building or construct or carry out works:

- *With a height not exceeding 6 metres above ground level.*

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Land Subject to Inundation Overlay

The purpose of the Land Subject to Inundation Overlay (“LSIO”) is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify flood prone land in a riverine or coastal area affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood or any other area determined by the floodplain management authority.*
- *To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.*
- *To minimise the potential flood risk to life, health and safety associated with development.*
- *To reflect a declaration under Division 4 of Part 10 of the Water Act, 1989.*
- *To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.*
- *To ensure that development maintains or improves river, marine, coastal and wetland health, waterway protection and floodplain health.*

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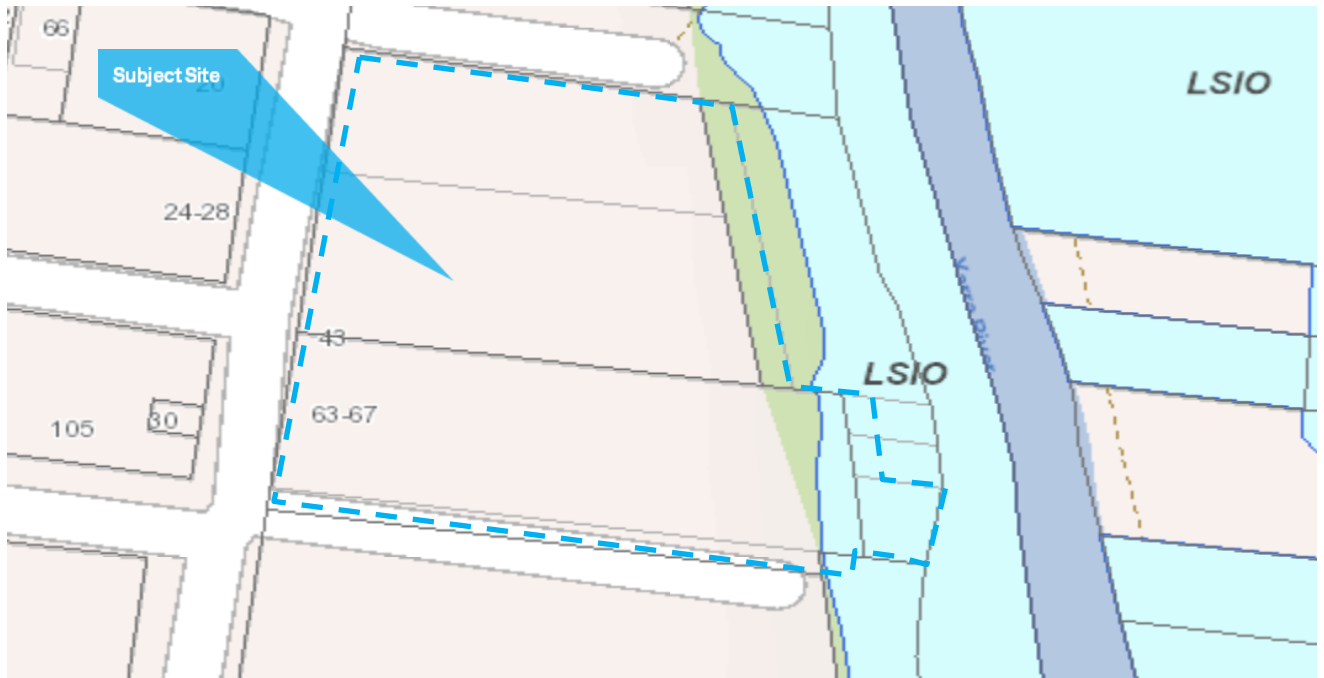
It is noted that no new habitable buildings are proposed within the LSIO area with works limited to the construction of the staircase to the river corridor.

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Figure 3.10
Land Subject to Inundation Overlay

Source: VicPlan



3.4 Particular Provisions

The following Particular and General provisions are relevant to the application:

- Clause 51.06 – Birrarung (Yarra River) Protection
- Clause 52.02 – Easements, Restrictions and Reserves
- Clause 52.06 – Car Parking
- Clause 52.17 – Native Vegetation
- Clause 52.34 – Bicycle Facilities
- Clause 58 – Apartment Developments
- Clause 53.18 – Stormwater Management in Urban Development
- Clause 53.23 – Significant Residential Development with Affordable Housing
- Clause 65 – Decision Guidelines

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Clause 51.06 – Birrarung (Yarra River) Protection

The purpose of Clause 51.06 is:

- *To ensure responsible public entities have regard to the principles specified in the Yarra River Protection (Wilip-gin Birrarung murrn) Act 2017 (Birrarung Act).*

This clause applies to Yarra River Land identified in Part 3 of the Birrarung Act and other land where the use of development of the land may affect Yarra River Land.

A responsible authority must have regard to the principles in Part 2 of the Birrarung Act when deciding on an application or approval of a plan.

Clause 52.06 – Car Parking

Clause 52.06 sets out statutory provisions for the design and quantum of car parking spaces to be provided in association with new use and development.

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The Subject Site is subject to the Category 2 requirements pursuant to Clause 52.06-5 and the *Car Parking Requirement Maps (Department of Transport and Planning, 2025)*.

Pursuant to Clause 52.06-5, the number of car parking spaces recommended for the proposed uses on site are as follows:

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Use	Size	Car Parking Rate	Car Parking Requirement
<u>Dwelling</u>	To each dwelling (minimum requirement)	1 space to each dwelling	200 spaces
<u>Retail premises</u>	to each 100m ² of net floor area (minimum requirement)	2 spaces	7 spaces (366m ²)
TOTAL			207 car parking spaces requirement

A proposed total of 301 car parking spaces is to be provided on site exceeding the minimum requirements set out above.

Refer to the accompanying Traffic Engineering Assessment prepared by OneMileGrid further details.

Clause 52.17 – Native Vegetation

Clause 52.17 sets out the statutory provisions for the protection, management and removal of native vegetation.

The purpose of Clause 52.17 is:

- *To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):*
- *To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.*

Refer to the accompanying Arboricultural Report prepared by Joe Kellett Arboriculture and the Ecological Assessment prepared by Ecology Australia.

It is identified within the ecology assessment that vegetation removal to accommodate the proposed development are exempt from the requirements of Clause 52.17 as it is identified that all native vegetation is of a directly seeded origin.

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Clause 52.34 – Bicycle Facilities

Clause 52.34 set out the statutory provisions for the designs and quantity of bicycle parking in association with the use and development of the lot.

The purpose of Clause 52.34 is:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

Use	Bicycle Parking Rate	Bicycle Parking Requirement
Dwelling	In developments of four or more storeys, 1 to each 5 dwellings	40 bicycles
	1 space per ten dwellings for visitors.	20 bicycles
Retail premises	1 space per 300m ² for employees	1 bicycle
	1 space per 500m ² for visitors	1 bicycle
TOTAL	-	40 spaces for residents. 1 employee space. 21 visitor spaces.

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A total of 222 bicycle spaces are to be provided across the site, including the provision of 186 secure bicycle spaces for residents and 36 spaces which are accessible at ground level and are intended for residents and visitors.

Refer to the accompanying Traffic Engineering Assessment prepared by OneMileGrid further details.

Clause 53.18 – Stormwater Management in Urban Development

The purpose of Clause 53.18 is:

- *To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.*

Refer to the Water Sensitive Urban Design report prepared by Hip V Hype for further details.

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Clause 53.23 - Significant Residential Development with Affordable Housing

The purpose of Clause 53.23 is:

- *To facilitate residential development that includes affordable housing to meet existing and future needs.*
- *To facilitate the redevelopment and renewal of public housing stock to meet existing and future needs.*
- *To facilitate residential development carried out by the State of Victoria or jointly or in partnership with the private sector, including via innovative funding, investment and partnership approaches.*
- *To facilitate residential development with high quality urban design, architecture and landscape architecture.*
- *To provide opportunities for non-residential use and development in association with residential development.*

Clause 53.23-1 outlines that the provisions of this clause prevail over any inconsistent provision in this planning scheme.

- This clause applies to an application under any provision of this planning scheme if all of the following are met:
 - *The application includes the use or development of land for accommodation (other than camping and caravan park, group accommodation and residential hotel); and*
 - *The condition corresponding to a category in Table 1 is met.*

As relevant to the application, Category 1 within Table 1 to Clause 53.23 applies. This includes the below condition which must be met:

- *The estimated cost of the development of land for accommodation (other than camping and caravan park, group accommodation and residential hotel) as specified in the quantity surveyor report required under clause 53.23-3 must be at least:*
 - *\$50 million if any part of the land is in metropolitan Melbourne; or*
 - *\$15 million if the land is not in metropolitan Melbourne.*

At least 10% of the total number of dwellings in the development must be affordable housing, or alternatively this condition may be met via an alternative mechanism for the provision of affordable housing specified in the agreement under section 173 of the Act referred to in clause 53.23-4.

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Must have written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the proposal.

Clause 58 - Apartment Developments

The purpose of this clause is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage apartment development that provides reasonable standards of amenity for existing and new residents.*
- *To encourage apartment development that is responsive to the site and the surrounding area.*

The provisions apply to an apartment development of five or more storeys, excluding a basement, in the Commercial 1 Zone.

Development must meet all the objectives and should meet all the standards of the Clause. An assessment of the proposal against Clause 58 is provided in Attachment 1.

It is noted that the proposed development consists of both an apartment development and townhouse dwellings. As per the above and the provisions of Clause 34.01 of the Yarra Planning Scheme, Clause 58 only applies to the apartment development component of the application.

Clause 65.01 – Approval of an Application or Plan

For planning permit applications, the following must be considered as appropriate:

- *The matters set out in section 60 of the Act.*
- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The purpose of the zone, overlay or other provision. Any matter required to be considered in the zone, overlay or other provision.*
- *The orderly planning of the area.*
- *The effect on the amenity of the area.*
- *The proximity of the land to any public land. Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
- *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*
- *The extent and character of native vegetation and the likelihood of its destruction. Whether native vegetation is to be or can be protected, planted or allowed to regenerate.*

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- *The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.*
- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Clause 72.01 – Responsible Authority for This Planning Scheme

This clause identifies the Responsible Authority for the Planning Scheme. Clause 72.01-1 outlines matters where the Minister for Planning is the Responsible Authority. In relation to the subject land, Clause 72.01-1 states:

- *Use or development to which Clause 53.23 applies.*

The above confirms the Minister for Planning is the Responsible Authority in relation to the application.

**3.5
Bridge Road and Victoria
Street Activity Centres**

Review of Interim Built Form
Controls Analysis and
Recommendations - 2021

An interim built form and controls analysis for the Bridge Road and Victoria Street Activity Centres has been prepared by Council as part of Draft Planning Scheme Amendment C291 in establishing a refreshed strategic and urban design framework.

With regard to Bridge Road, this analysis focuses on properties along this road corridor in addition to strategic sites within close proximity (including the Subject Site).

MGS Architects undertook this work on behalf of Council and provided a detailed analysis and opportunities assessment relating to the indicative development potential of sites within the precinct.

A set of various criteria was used in the assessment to determine this indicative development potential of sites within the activity centre, these include:

- Lot size
- Lot width and depth
- Lot access
- Heritage
- Sensitive Interfaces
- Development activity, subdivision pattern and Crown land.

The Subject Site within this document is outlined as a site which is “less likely to be developed” based on the analysis undertaken. This was identified due to the presence of strata titles on the Subject Site which prompted the policymakers to identify a less likelihood of development opportunity on the site. (as per Figure 3.17 below).

The Subject Site otherwise given its response to the criteria including its wide lot width exceeding 30 metres, combined lot size exceeding 3000m², single wide frontage, and minimal sensitive

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interfaces including those of heritage significance would classify the site as one of high potential.

MGS Architects have been consulted as part of the preparation of this application and briefed on the ownership structure of the Subject Site in reviewing their position as set out in the controls analysis and recommendations.

An Urban Design report for the proposal has been prepared which provides a revised context analysis for the Subject Site, identifying that:

“Reevaluating this work, MGS Architects finds that the subject site should be reclassified as high potential under the methodology criteria.

Only part of the amalgamated site is currently developed at a low-rise scale (2–3 storeys), while the combined landholding, approaching one hectare, is one of the largest opportunity sites in the activity centre. Two of the three parcels exceed 3,000m², and the third is approximately 2,000m², with a combined frontage of around 100 metres and depths ranging from 66 to 100 metres. This size enables the site to comfortably support new development while managing its most sensitive edge along the Yarra River. The site is also triple-fronted, with River Street, the right-of-way south in line with Murphy Street, and the Crown Street extension linking to the Yarra Trail. Importantly, the land has no heritage restrictions.

Notably, the 67 River Street parcel was previously classified with a strata constraint; however, the original study excluded ownership, and it is now consolidated with the adjoining (north) two parcels. Taken together, these characteristics position the site as a prime opportunity for transformation aligned with C291’s vision for Bridge Road as a vibrant, mixed-use centre.”

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Figure 3.11
Draft Bridge Road Activity Centre

Source: Bridge Road and Victoria Street – Review of Interim Built Form Controls Analysis and Recommendations 2021 – MGS Architects on behalf of Yarra City Council

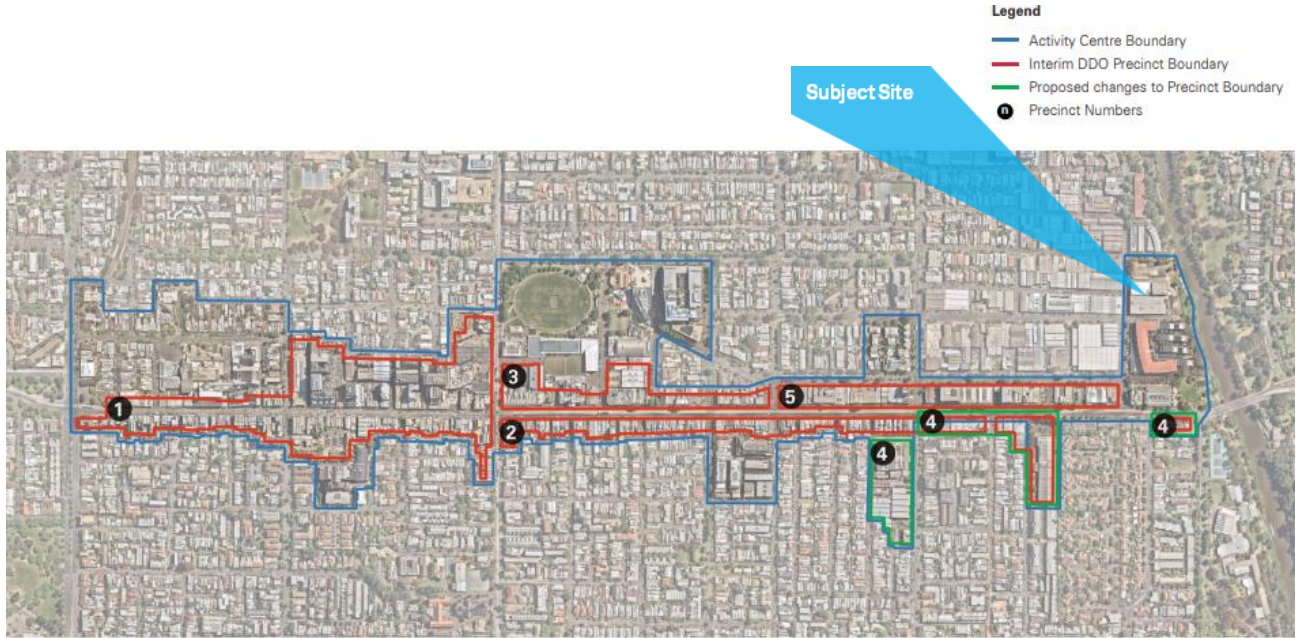
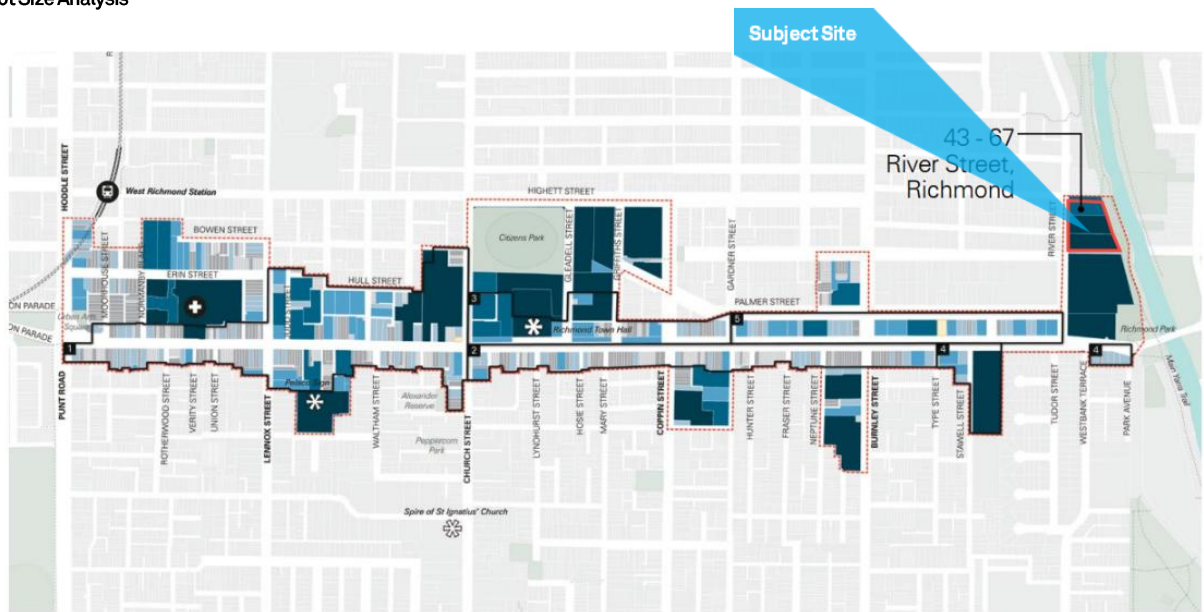


Figure 3.12
Lot Size Analysis

Source: MGS Architects – Bridge Road and Victoria Street – Review of interim built form controls.



Bridge Road Activity Centre - Lot size analysis

- Activity Centre Boundary
- Interim DDO Precinct Boundary
- Open space — existing
- Urban space — existing
- Train station
- 0–150m²
- 150–300m²
- 300–600m²
- 600–1500m²

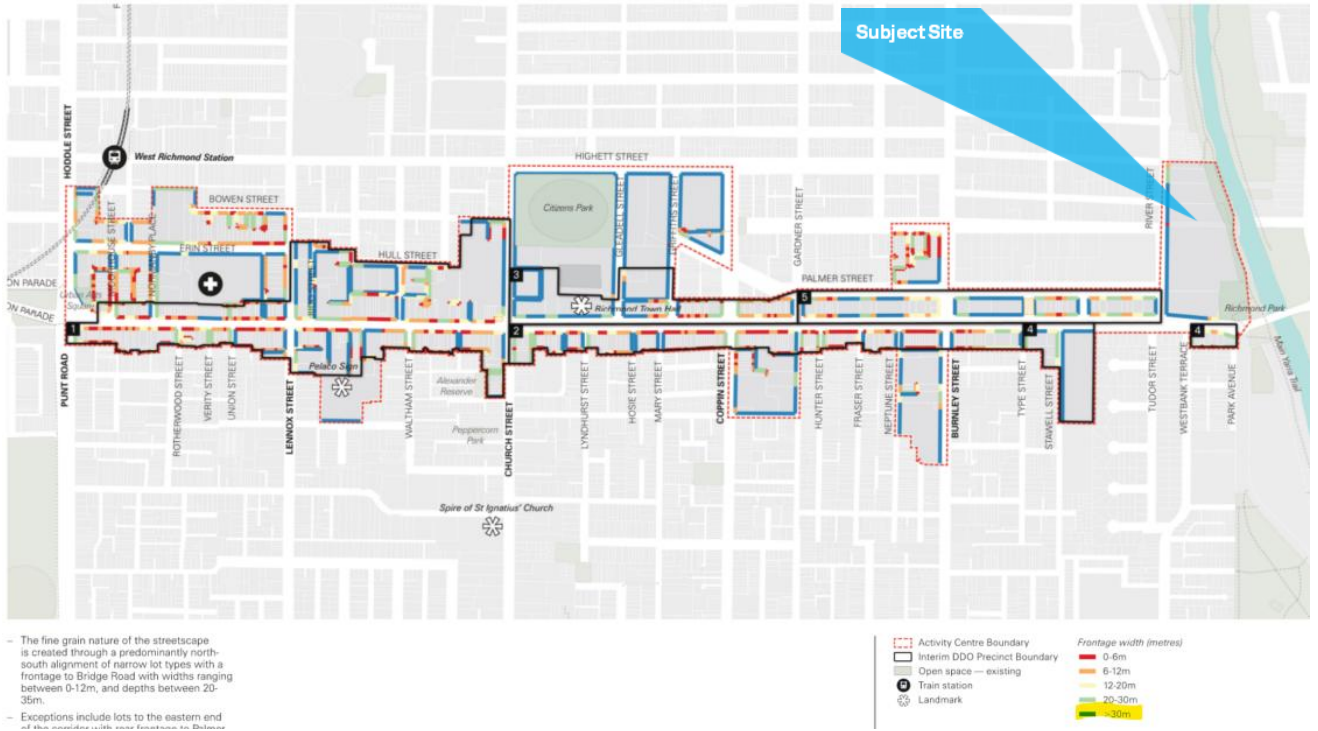
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Figure 3.13
Lot width and depth

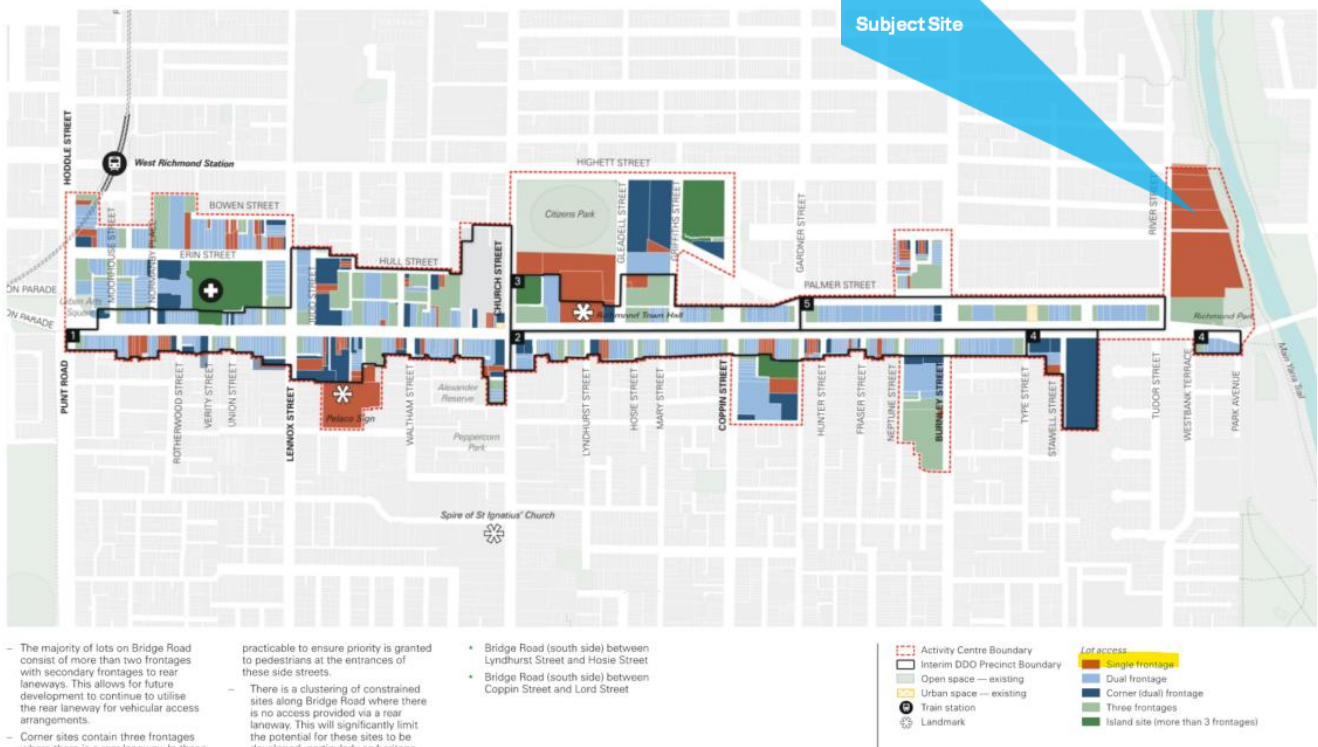
Source: MGS Architects – Bridge Road and Victoria Street – Review of interim built form controls.



- The fine grain nature of the streetscape is created through a predominantly north-south alignment of narrow lot types with a frontage to Bridge Road with widths ranging between 0-12m, and depths between 20-35m.
- Exceptions include lots to the eastern end of the corridor with rear frontages to Bowen

Figure 3.14
Lot width and depth

Source: MGS Architects – Bridge Road and Victoria Street – Review of interim built form controls.



- The majority of lots on Bridge Road consist of more than two frontages with secondary frontages to rear laneways. This allows for future development to continue to utilise the rear laneway for vehicular access arrangements.
- Corner sites contain three frontages where there is a rear laneway to those sites.
- There is a clustering of constrained sites along Bridge Road where there is no access provided via a rear laneway. This will significantly limit the potential for these sites to be developed as residential or business.
- Bridge Road (south side) between Lyndhurst Street and Hosie Street
- Bridge Road (south side) between Coppin Street and Lord Street

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Figure 3.15 Heritage and infill sites

Source: MGS Architects – Bridge Road and Victoria Street – Review of interim built form controls.

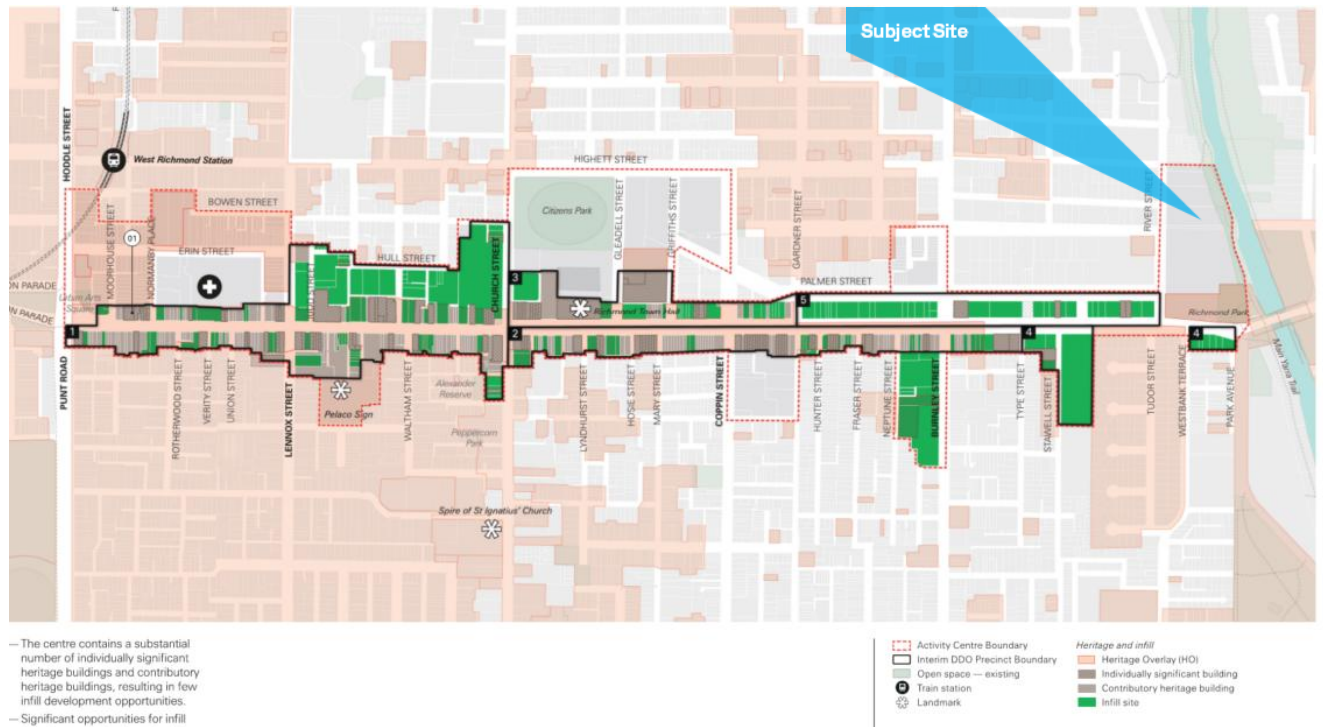
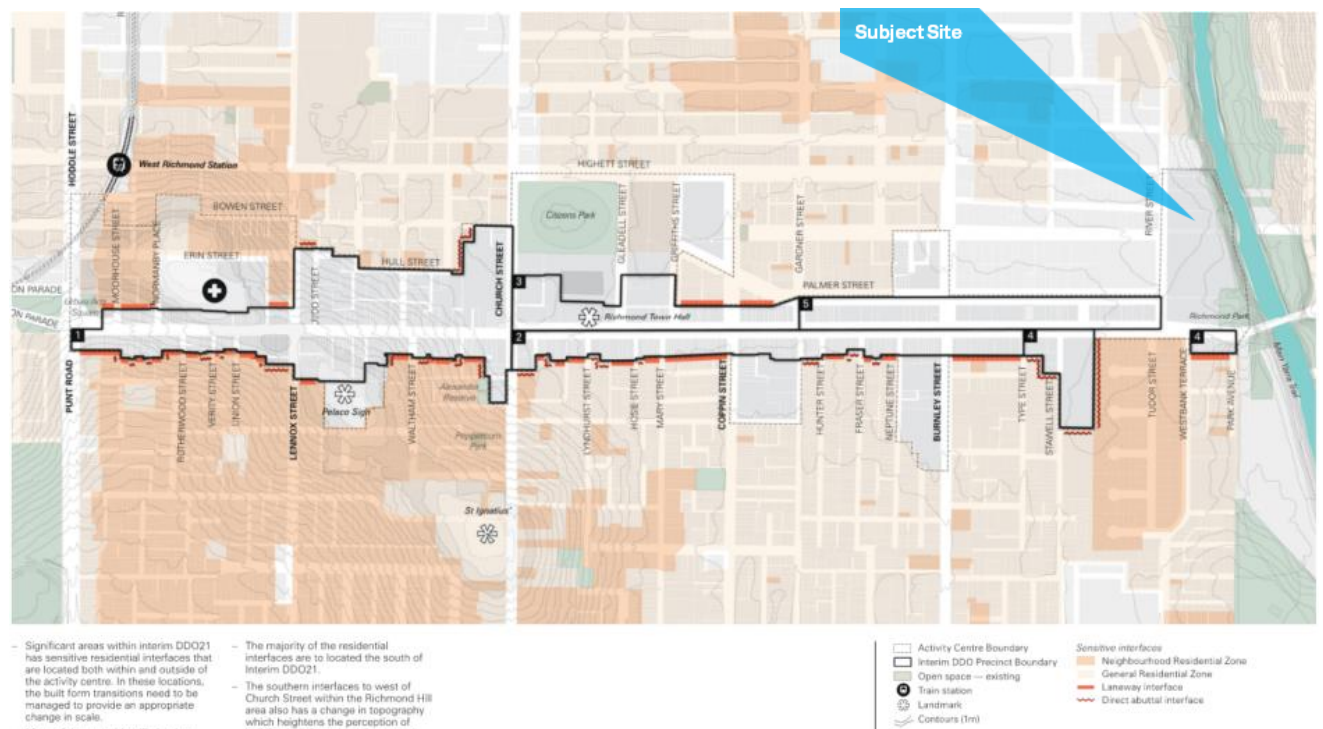


Figure 3.16 Sensitive interfaces

Source: MGS Architects – Bridge Road and Victoria Street – Review of interim built form controls.



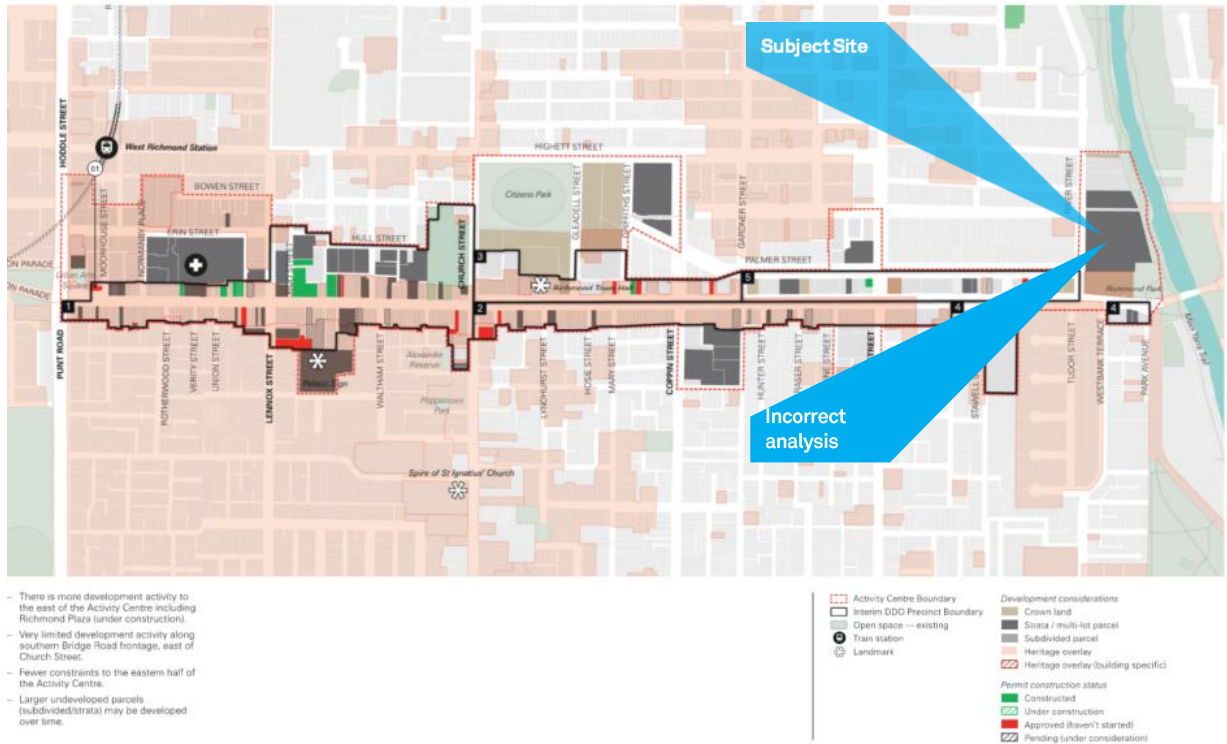
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Figure 3.17
Development Activity, subdivision and Crown land

Source: MGS Architects – Bridge Road and Victoria Street – Review of interim built form controls.



3.6 Plan for Victoria

Plan for Victoria outlines a vision for the state's planning growth through to 2050. The plan is structured around five key pillars:

1. **Housing for All Victorians:** Ensuring accessible and affordable housing options.
2. **Accessible Jobs and Services:** Improving employment opportunities and service accessibility as part of new development.
3. **Great Places, Suburbs and Towns:** Enhancing community spaces and local environments.
4. **Sustainable Environments:** Promoting environmental sustainable development and resilience in built form.
5. **Self-Determination and Caring for Country:** All our actions have implications for self-determination and caring for Country.

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This comprehensive strategy supersedes "Plan Melbourne 2017-2050" and integrates regional growth plans, aiming to guide Victoria's development in a cohesive and sustainable manner.

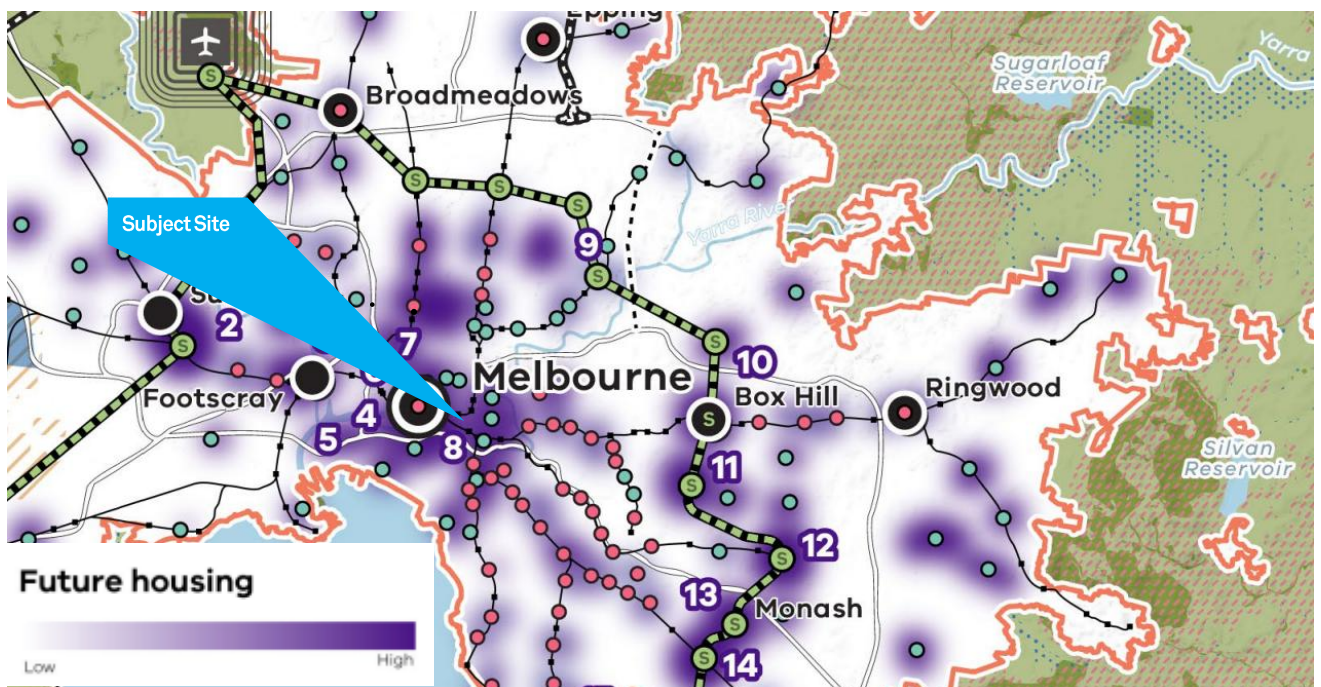
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The Subject Site notably is located within an area identified in the plan which is sought to provide capacity for a substantial degree of housing growth as detailed below in Figure 3.12.

Figure 3.12
Future Housing Provision—Plan for Victoria

Source: Plan for Victoria



3.7 Permit Triggers

The proposal triggers the following requirements for a permit pursuant to the provisions of the Yarra Planning Scheme:

- Use of the land for the purposes of a Dwelling (Clause 34.01-1)
- The construction of a building and carrying out of works (Clause 34.01-4)
- The construction of a building and carrying out of works (Clause 43.02-2)
- The construction of a fence setback less than the minimum setback distance specified in Table H to Schedule 1 of the Design and Development Overlay (Clause 43.02-2)
- The construction of a fence setback less than 30 metres from the bank of the Yarra River (Clause 42.03-2)
- The construction of a building and carrying out of works exceeding 6 metres in height above ground level. (Clause 42.03-2).
- To remove, lop and destroy vegetation (Clause 42.03-2)

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- To reduce the number of required car parking spaces (Clause 52.06-5)
 - To remove, lop and destroy vegetation (Clause 52.17-1).

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4 Site Analysis and Design Response

4.1 Site Analysis

An analysis of the Subject Site's physical context including its location, the character and pattern of surrounding development (including existing and emerging), its proximity to the Yarra River environs, together with the planning policy aspirations as expressed in the Yarra Planning Scheme, determine the following opportunities:

- State Policy, including the recent introduction of Plan for Victoria, along with the site's Commercial 1 Zone encourage new housing opportunities in well-connected areas of Melbourne which are proximate to sustainable transport options and established employment such as the Subject Site.
- Local policy settings recognise a need for housing diversity which consists of a range of choice for differing segments of the community including young families. The Subject Site provides an opportunity to provide a suite of housing types for both singles, couples and young families in accommodating a diverse community of housing and residents.
- The Subject Site contains excellent locational attributes including:
 - Located within the Bridge Road Major Activity Centre in Richmond, a well-established mixed-use precinct identified within strategic policy for higher density development and activity.
 - Public transport accessibility, with frequent tram services operating along Bridge Road and connections to the broader metropolitan transport network.
 - Situated in close proximity to the Yarra River corridor, with direct linkage to the Main Yarra Trail, providing strong pedestrian and cycling connectivity to surrounding areas and regional open space networks.
 - Provides opportunities to fulfill the aspirations of the Birrarung Act, with opportunities to enhance and rehabilitate the environmental, cultural and recreational significance of the Yarra River (Birrarung) and its surrounding landscape.
- The revised urban design and controls analysis undertaken by MGS Architects recognises the Subject Site as a "high-potential" opportunity for redevelopment and transformation of the existing urban form on the site.
- The existing built form occupying part of the large site for a warehouse and ancillary office premises is an under-utilised land resource. The ability to instead re-develop a large and well-located site to accommodate increased housing opportunities through proposed residential development is important having regard to aforementioned planning policy at both state and local levels.

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4 Site Analysis and Design Response

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- Redevelopment of the site consistent with the applicable planning policy settings will continue the transition of urban form to the north of Bridge Road, as evident along River Street immediately to the north and south, and the broader area of the urban block up to Victoria Street including within the Doonside Precinct.
 - The site is substantial in size and therefore new built form is able to be designed to appropriately manage off-site amenity impacts to adjoining residential interfaces to the north and south.
 - Consistent with the City of Yarra's sustainability ambitions, given the scale of the site/project, there is the ability to pursue and deliver a range of best practise ESD outcomes.

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4 Site Analysis and Design Response

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Whilst the physical context and the statutory planning framework determine that the site represents an opportunity for development, the following constraints are acknowledged, and these need to be managed as part of the design response:

- Whilst planning policy supports the intensive redevelopment of the site, ensuring any new buildings within the redevelopment proposition assimilate successfully with the important Yarra River environs.
- This includes careful consideration of building composition on the Subject Site, including compliance with the prescribed setbacks and building height requirements contained within the Design and Development Overlay (Schedule 1) to ensure that development maintains protections of the important cultural and environmental attributes of the Yarra River (Birrarung).
- The site contains a significant level change from the street frontage to the eastern side of the site adjacent to the river corridor which requires any design response to carefully manage resident movement and amenity across the site.
- The presence of the Environmental Audit Overlay on the land.
- Managing any overshadowing to the southern side of the site, having regard to the existing balconies of residential dwellings, and shadows across the Setback Reference Line which indicates the river edge of the Yarra River.
- Managing the retention of existing trees including native vegetation on the site to ensure the retention of the important landscape character which is characteristic to the river environs at its edges.
- Accommodating all site services and successfully integrating them into the proposed building design.

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4.2 Design Response

Having regard to the site opportunities and constraints, the key design principles adopted are:

- A design response where the starting point has been the Subject Site's proximity to the Yarra River, and the important cultural and environmental attributes of the river corridor. This includes a site design which recognises this importance and incorporates rehabilitation of areas currently occupied by buildings and hardstand, with new areas for vegetation and landscaping at the eastern edge, giving back land to the river environs.
- Adopting a massing strategy that complies with the mandatory building height requirements of DDO1, whilst pursuing an eight to twelve storey apartment style development outcome on the western part of the site consistent with the policy aspirations of the Yarra Planning Scheme.

4 Site Analysis and Design Response

- Spatially arranging the building form in a sensitive manner, including building separation between the two apartment buildings and the two banks of townhouses, whilst minimising visual bulk and overshadowing.
- This includes adoption of a maximum two-storey form for the townhouse dwellings setback 30 metres of the river edge (Setback Reference Line) in prioritising low-rise form closest to the river. The design of the townhouses includes underground vehicle parking as part of the common basement ensuring that walking circulation for residents and uninterrupted landscaping is a design priority at the river interface.
- The staggered composition in the height of the apartment dwellings between eight and twelve storeys, with a setback of 55 metres from the river edge (Setback Reference Line) ensures that the built form is minimised in appearance along the river corridor including from key public vantage points and public open spaces.
- Consistent with the relevant local and state policy, the sites Commercial 1 Zone and the broader strategic direction set out within the Victorian Housing Statement and Plan for Victoria, a mixed-use development which consists of a combination of well-designed one-, two-, three- and four-bedroom dwellings consisting of both apartment and townhouse typologies, which are accompanied by on-site amenities and a landscape design which enhances the living experience.
- Providing and encouraging pedestrian permeability through the site, including between the buildings and also along the southern part of the site, linking to the Main Yarra Trail.
- The height of the apartment-built form in a staggered composition at the River Street frontage and having regard to the broader urban context to the west and within the Bridge Road Activity Centre aligns with the policy aspirations for a high-potential site for transformation within the centre.
- The design of the apartment dwellings at the western edge of the site provides a commensurate quantum of dwellings in line with the activity centre aspirations of the Bridge Road corridor, whilst being considerate of its immediate surrounds. The built form response incorporates a village of forms and provides a positive urban design response within the local area and manages amenity impacts to surrounding residential buildings.
- The design response includes the removal of three (3) trees across the site, with the balance of twenty-one (21) surveyed existing trees on the Subject Site to be retained. This is supplemented with a detailed landscape response with new tree planting designed by Arcadia Landscape Architects.

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4 Site Analysis and Design Response

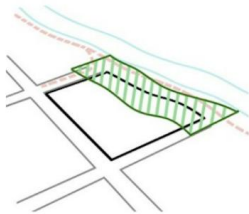
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- Providing vehicle access to the southern side of the site, consistent with existing conditions, which enhancing and activating the River Street and Crown Street interfaces.
- Adopting a site coverage of 50% which balances the intent for higher-density housing in this location, whilst ensuring that the balance of the site is dedicated to impervious surfaces.

Figure 4.1
Site Design Principles

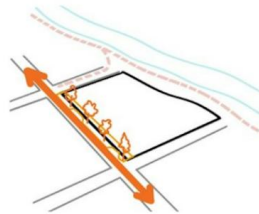
Source: SJB Architects

Key design principles taken from the Urban Design Report prepared by MGS Architects.



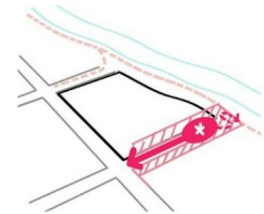
Develop sensitively as a gateway to the Yarra River

The development is envisioned as a welcoming front door to the river, integrating a curated biodiversity and design strategy to create a strong visual and physical connection to the Yarra.



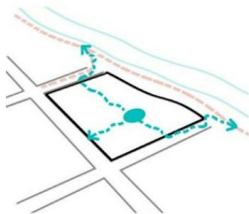
Contribute to the evolving River Street's pedestrian amenity

Support River Street as a high-amenity boulevard by protecting its western footpath, improving walkability and street tree planting, and minimise vehicle-pedestrian conflict



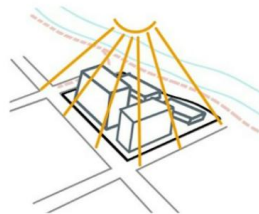
Contribute to the evolving River Street's pedestrian amenity

Re-imagine Murphy Street as a landscaped address with angled parking, tree outstands, and a visual connection to the river.



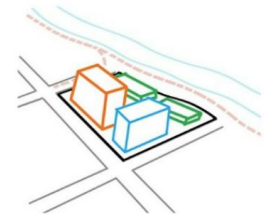
Introduce pedestrian walkways and permeability

Break up the site with landscaped pedestrian links to the Yarra River, creating high-amenity connections that improve visual access to the sky and share the site's riverfront access with the surrounding community.



Balance development scale with the neighbourhood amenity

Maximise the site's capacity for housing while respecting its environmental and urban context. Concentrate taller elements towards the site's centre, stepping down towards the Yarra River, and sensitive residential interfaces.



Create a cohesive but varied campus of buildings

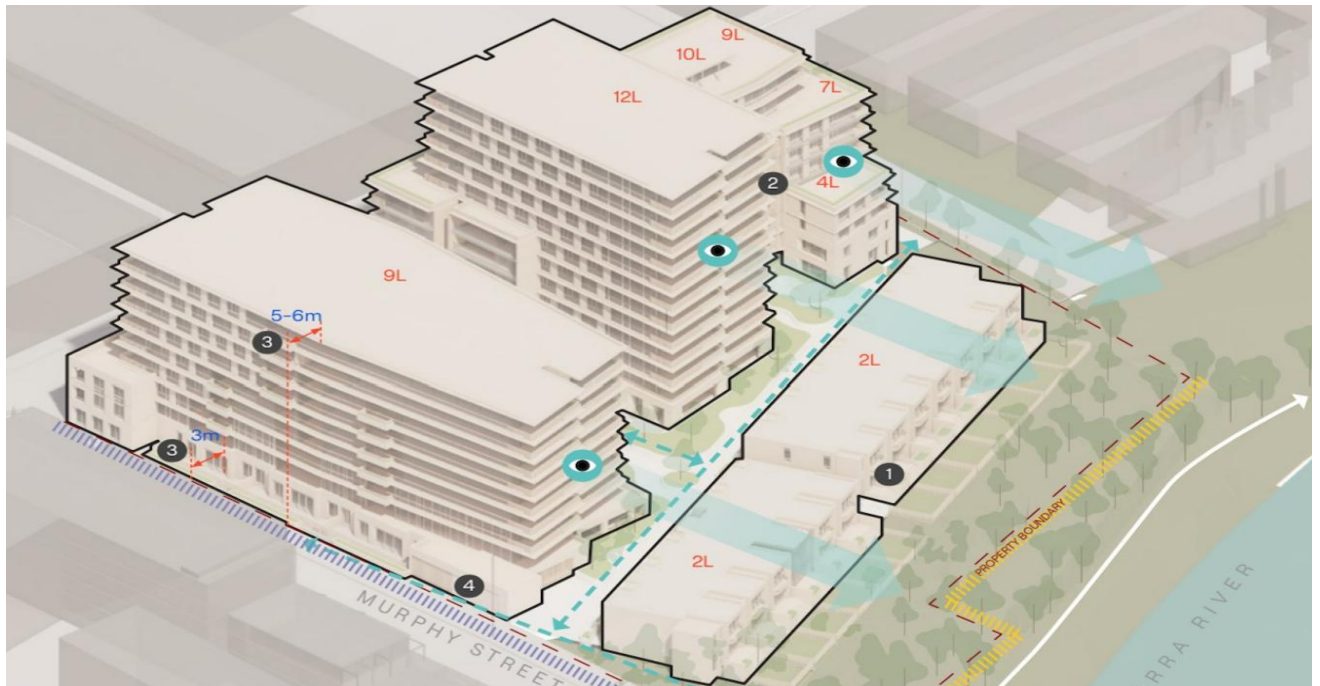
Adopt a design approach that supports diversity in built form, potentially engaging different design teams for townhouses, apartments, and affordable housing.

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4 Site Analysis and Design Response

Figure 4.2
Massing Response

Source: SJB Architects



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5 The Proposal

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As illustrated in the application design material prepared by SJB Architects and Arcadia Landscape Architects, the application proposes the construction of a residential development which consists of both apartment and townhouse dwelling typologies, and a retail tenancy to the ground floor frontage at River Street.

Figure 5.1
Render—View from intersection of River Street and Crown Street

Source: SJB Architects



Key elements of the proposed development are described as follows:

- A residential building of between eight (8) to twelve (12) storeys consisting of 187 apartment dwellings including:
 - 20 one-bedroom dwellings.
 - 89 two-bedroom dwellings.
 - 78 three-bedroom dwellings.

Each apartment is supplemented by a balcony terrace of between 10m² and 246m² in overall size

- A range of two (2) storey townhouse dwellings, including:
 - 12 three-bedroom townhouses
 - 1 four-bedroom townhouse.

Each townhouse is supplemented by both a front and rear courtyard space.



5 The Proposal

Communal Open Space

The proposal contains both communal indoor and outdoor space which are dedicated to a range of resident amenities to enhance the residential offering outside of each individual apartment and create a sense of community within the building through common interests and leisure. These include:

- A health and wellness courtyard (244m²)
- An indoor amenity area (467m²)

The internal layout of each space is to be confirmed through detailed design.

Staircase to Main Yarra Trail

As part of the Public Realm offering, a new staircase structure is proposed through the site providing an additional access point to the Main Yarra Trail and public open space by the Yarra River.

The staircase will be publicly accessible but retained on private land as part of the development as a broader community offering.

The staircase will connect with the Main Yarra Trail on Crown Allotment PP2796/2324. This lot is included as part of the planning application.

Car Parking and Bicycle Parking

A total of 301 car spaces is to be provided for the development across two basement levels. Vehicle access to the proposed basement level will be accessible via the Murphy Street extension which is a private road.

276 car parking spaces are provided for the proposed apartment dwellings and the ground floor retail premises within the basement carpark in allocated bays to each apartment. A further 26 car parking spaces are accessed via the same basement and are located within private garages underneath each of the proposed townhouses.

This is supplemented by 226 bicycle spaces to be provided at ground level and within the basement level, accessible via internal pathways and a graded ramp from the south in addition to the lifts for basement spaces.

For further information with regard to car parking and traffic movements, please refer to the submitted Traffic Engineering Assessment prepared by OneMileGrid.

Development Summary

The proposed development will provide an overall gross floor area of 38,618m² across both the apartment and townhouse buildings. This includes:

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5 The Proposal

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- A dwelling mix across the residential offering of 10% one-bedroom apartments, 45% two-bedroom apartments, 39% three-bedroom apartments, 1% four-bedroom apartments, and 7% townhouse dwellings.
- 712m² of shared resident amenities with 467m² of indoor amenity and 244m² of outdoor amenity. This provides a total of 3.6m² of communal open space per apartment.
- 140 external storage cages allocated to individual dwellings across both basement levels of the development.
- Each range in size between 3 and 6 cubic square metres in supplementing internal storage provided to each dwelling.

Figure 5.2
Architectural Render - Townhouses

Source: SJB Architects



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5 The Proposal

Figure 5.3
Architectural Render – Tower Architecture

Source: SJB Architects



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6 Planning Assessment

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6.1 Preamble

Having regard to the applicable planning controls, the policy framework and the physical and strategic context of the Subject Site, the principal planning considerations associated with the proposal are:

- The use of the land for the purpose of residential dwellings.
- Strategic planning considerations having regard to the Planning Policy Framework as set out in the Yarra Planning Scheme.
- An assessment of the proposed design response, having regard to the built form considerations and guidance contained within the Planning Policy Framework, in addition to the Design and Development Overlay (Schedule 1) and the Significant Landscape Overlay (Schedule 1).
- The amenity considerations having regard to both adjoining properties in addition to new dwellings on the Subject Site.
- Technical considerations which have informed the design of the proposal as detailed in Sections 6.6 to 6.9.

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6.2 Use Considerations

The Commercial 1 Zone as opposed to other commercial zones within the Victorian Planning Provisions specifically contemplates the use of land for dwellings as part of vibrant mixed use commercial centres. These places are envisioned to incorporate a range of uses, including residential uses at densities complementary to the role and scale of the centre.

A "Dwelling" nested under Accommodation is a Section 1 use generally whereby no permit is required within the Commercial 1 Zone, subject to conditions outlining that the frontage of a dwelling does not exceed 2 metres at ground level.

The proposal contains ground floor dwellings which contain an interface by way of private terraces to the streetscape at River Street exceeding an interface of 2 metres, therefore a permit is required for dwellings on the land.

The key driver of this condition seeks to ensure that the design response of dwellings at ground level is compatible with the mixed-use nature envisioned by the zone.

The built form character to the east of River Street is evident of this outcome, with residential dwellings fronting the streetscape to both the immediate north and south with direct access provided accordingly as part of the urban regeneration of the streetscape which has occurred. The new dwellings proposed will continue this form accordingly through a detailed built-form response.

The use of the land for a "Retail premises" is an as-of-right use and appropriate ancillary addition to the residential offering providing a place for both residents and the local community to gather on site.



6 Planning Assessment

6.3 Strategic Considerations

There is strong strategic planning policy support for a proposed multi-storey mixed-use building in this location.

This is underpinned by the relevant Planning Policy Framework as outlined within Section 3.1 of this report. The relevant policy directs both increased housing opportunities in addition to built form of scale on the Subject Site as follows:

- It is located within an identified “Major Activity Centre” as identified within Council’s Strategic Framework Plan. Policy envisages that housing growth will be directed to areas within these activity centres that have good access to public transport, jobs, open space and other services. (Clause 02.03 and Clause 02.04).
- It is identified specifically as land which is envisioned to be subject to moderate change in the delivery of new residential development given its overall size and ability to accommodate housing within an activity centre context. (Clause 11.03-1L and Clause 16.01-1L).
- Given the overall size and the proximity to local services, jobs and transport, policy encourages higher density housing development in contributing to the municipality’s housing target of 44,000 new dwellings within the next decade as guided by Plan for Victoria (Clause 16.01-1S).
- The review of Interim Built Form Controls Analysis and Recommendations report prepared by MGS Architects on behalf of Council forms part of Draft Planning Scheme Amendment C291 which has been submitted to the Minister for Planning for approval.
- The Subject Site within this document is outlined as a site which is “less likely to be developed” based on the analysis undertaken. This was identified due to the presence of strata titles on the Subject Site which prompted the policymakers to identify a less likelihood of development opportunity on the site.
- The Subject Site otherwise given its response to the criteria including its wide lot width exceeding 30 metres, combined lot size exceeding 3000m², single wide frontage, and minimal sensitive interfaces including those of heritage significance would classify the site as one of high potential.
- MGS Architects have been consulted as part of the preparation of this application and briefed on the ownership structure of the Subject Site in reviewing their position as set out in the controls analysis and recommendations.
- An Urban Design report for the proposal has been prepared which provides a revised context analysis for the Subject Site, identifying that: “*Reevaluating this work, MGS Architects finds that the subject site should be reclassified as **high potential** under the methodology criteria.*”

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6.4 Built Form Considerations

The considerations which determine the appropriateness of proposed built form on the Subject Site require a balanced response considering the strategic considerations for housing as set out within Section 6.3 above, whilst also ensuring that the built form is responsive to the Yarra River (Birrarung) environs as an important natural and cultural asset.

The proposal undertakes this response through its provision of setbacks, building heights and typologies of dwellings provided across the site which has been specifically considered with the above consideration as the starting point.

An assessment of the proposal having regard to the relevant built form provisions is set out as follows:

Design and Development Overlay (Schedule 1) (“DDO1”)

The key quantitative design and scale consideration which applies to the Subject Site is contained within this overlay relating to the Yarra (Birrarung) corridor.

This is guided by several design objectives which seek for new development to ensure visual and amenity protection of the river environs.

Schedule 1 contains several “requirements” which cannot be varied by a planning permit and are therefore mandatory design requirements for new development, these include (as relevant):

- *Buildings and works must not cast any additional shadow across the Setback Reference Line (the closest parallel property boundary aligned to the banks of the waterway) between 11:00am and 2:00pm on 22 June.*
- *New buildings must not exceed the maximum building height specified in the applicable table to this schedule. A building may exceed the maximum building height by up to 1 metre if the slope of the ground level, measured at any cross section of the site of the building wider than 8 metres, is greater than 2.5 degrees.*
- *New buildings (including basements and projections) must be set back from the Setback Reference Line (the closest parallel property boundary aligned to the banks of the waterway) the minimum distance specified in the applicable table to this schedule.*

The setback and maximum building height requirements for the Subject Site are contained within Table H of the DDO1.

An assessment of the proposal against the requirements of Table H are set out below:

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Minimum setback from the Setback Reference Line (River edge)	
DDO1 requirement	30 metres
Proposed Development	30 metres setback

Maximum building height – 0 metres to 10 metres behind the “Mandatory Minimum Setback Line”	
DDO1 requirement	11 metres
Proposed Development	8.490 metres

Maximum building height – 10 metres to 25 metres behind the “Mandatory Minimum Setback Line”	
DDO1 requirement	18 metres
Proposed Development	14.70 metres

Discretionary building height – 25 metres beyond the “Mandatory Minimum Setback Line”	
DDO1 discretionary building height	18 metres
Proposed Development	Building A – 40.40 metres Building B – 30.40 metres

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The siting and overall scale of the proposed development has been considered and responds to the key decision guidelines and drivers of the DDO1 as follows:

- The provision of townhouse typologies which consist of a two-level typology adjacent to the river corridor. These dwellings have been designed to sit 2.1 metres below the maximum allowable height in this section of the Subject Site to be of limited to no visibility from the river environs.
- Each of the townhouse typologies also contain vehicle parking which is located at basement level (accessible via a single ramp servicing the entire development) removing vehicle accessways and storage from the river frontage of the site. This allows for landscaping and revegetation at the eastern edge to be prioritised and enhanced as part of the design.
- The apartment dwellings have been designed to accord with the maximum mandatory height where applicable, sitting 4 metres below this height in the north-west of the site.
- The balance of the apartment dwellings are setback beyond 25 metres from the mandatory minimum setback line, and 55 metres from the setback reference line (river edge). The key design intent and staggering of building forms ensures that the proposal is nestled within its surrounds in keeping with the natural landscape character of the Yarra River.
- The proposed height of the apartment dwellings consisting of a village of forms and staggered height ensures that no

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overshadowing of any public open space at the equinox or winter solstice occurs as a result.

- Each of the proposed apartment-built forms have been intentionally designed to ensure their presence when viewed from the river environs and key areas of public open space is minimised.
- The overall site design prioritises the area within the minimum setback distance for vegetation, planting and regeneration of the existing impervious areas in this location. Private open space within this area prioritises these outcomes as part of the landscape design.

The preferred building height outlined within the DDO1 have been designed to manage built form including the siting and design of new built form. As outlined within *Planning Advisory Note 65* prepared in February 2017 which accompanied the gazettal of the DDO1 control, the relevant height controls were designed to encourage buildings to be *of appropriate scale, height and setback and avoiding contrasting with or dominating its local landscape environment*”

The nomination of a preferred height control (18 metres) beyond a 25-metre setback from the mandatory minimum setback line acknowledges that the individual characteristics of each site adjacent to the river corridor will enable the provision of a bespoke site response whilst also responding to the key objectives around the protection of the Yarra River corridor.

The proposed apartment towers represent an appropriate design response having regard to both the DDO1 and the broader objectives of the Yarra Planning Scheme as follows:

- As a first principle, the apartment towers have been considered having regard to scale and presence to ensure that views from the river environs are minimised particularly from key locations pursuant to Clause 12.03-1R, which ensure that the natural environment and landscape values remain prioritised.
- The palette of materials and finishes selected have been designed in conjunction with the Connection to Country Framework prepared by Greenshoots Consultants, with the selection of materials chosen to provide a selection of warm concrete, and earthtone brickwork which has been guided by the framework analysis to provide *“palette and textures of development which draws on colours and materials of Country, creating a visual identity that honours the river and its surrounds, helping ground the buildings in place”*.
- The overall building height to River Street has been designed with Urban Design input from MGS Architects who authored the latest strategic planning work on behalf of the Council relating to the Bridge Road and Victoria Street Activity Centres. In the context of this work, they consider the Subject Site to be of high-

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potential to accommodate an increased scale of development whilst responding sensitively to the Yarra River given its extensive size.

- The height of the building to River Street has been designed as a “village of forms” comprising differing built form compositions which consist of a variety of material finishes and architectural styles, whilst in turn containing elements of cohesive design in ensuring the built form does not appear incongruous in the streetscape.
- The overall height of the proposed built form ensures that overshadowing to the streetscape and adjoining residential properties to the south is managed at the equinox. No overshadowing of the public open space and river corridor in accordance with the mandatory requirements of the DDO1.

Staircases, Planters and Viewing Platforms

Several supporting features of the project have been implemented as part of the design response to the Birrarung and the Connecting to Country Framework prepared by Greenshoot Consulting. This framework is a guiding tool to the composition of the design response.

A key insight from Traditional Owners included the ability for residents and visitors to be able to look out to the Birrarung to enable appreciation of the cultural and ecological landscape. There is also emphasis within the framework around connection to the river environs.

The proposal incorporates the following in response to these principles:

- The addition of an observation space allowing residents to use the communal space to view the river environs from the edge of the site.
- A staircase which will be publicly accessible allowing for an additional connection to the Main Yarra Trail and the river environs from Murphy Street. The staircase will be publicly accessible and privately maintained by a future owners corporation.
- Expanded terrace areas consisting of lawn, tree planting and raised planters to each townhouse allowing for resident recreation at the edge of the site and for re-generative planting.

These built form elements are limited to appurtenances to the building form which provide an important connection of the site to the river environs in a meaningful form.

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Significant Landscape Overlay (Schedule 1) ("SLO1")

This overlay recognises the important landscape character associated with the Yarra River and the need to ensure retention and enhancement of the vegetative profile which forms part of this character.

The proposal has been designed to prioritise enhancement of the existing vegetation and landscape character whilst prioritising new landscape treatment and rehabilitation of the existing site which currently allocates a large area of hard stand and impervious surface at the river edge to car parking.

Having regard to the above, the proposal responds to the SLO1 as follows:

- It provides an arboricultural assessment of the Subject Site and surveys twenty-three (23) existing trees across the site which were considered as part of the site planning analysis. The design of the proposed development has enabled nineteen (19) existing trees to be retained on site in conjunction. Four trees are to be removed including the removal of one street tree which is not included in the extent of the SLO. Three trees require a permit.
- The layout of the building forms limits vehicular movement within the site to a basement car park accessible from River Street and a port-cochere area at ground level on the western side. The balance of the site will be unencumbered from vehicular movement and associated infrastructure to provide meaningful landscaping and vegetation areas across the site.
- A robust landscape design has been prepared by Arcadia Landscape Architects for the site, this incorporates:
 - A landscape design which has been guided by the river landscape in its linear layout at the eastern interface, including the selection of species and design which follows the alignment of the river corridor.
 - The establishment of areas for outdoor recreation for residents, which celebrates existing vegetation whilst establishing new planting as the design driver.
 - A palette of planting and an accompanying design which supplements the landscape character of the river environs and returns landscape and vegetation to the existing site.
- The building height and scale has been informed by existing vegetation and the landscape character of the area to ensure that the river corridor remains the prominent element in public views.
- Fencing at the edge of the townhouse dwellings has been designed to be complimentary in height to contain minimal visibility and allow for the free passage of water if required.

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Clause 12.03-1R – Birrarung (Yarra River)

The above policy contained within the Planning Policy Framework tie into the above overlay controls seeking to ensure the “*natural beauty, biodiversity, environmental health, cultural values and recreational opportunities of the Birrarung (Yarra River) corridor*”.

The proposal has been carefully formulated having regard to the Birrarung (Yarra River) policy, and it results in significant enhancements to the Yarra River corridor, to that end:

- Is sensitively designed to ensure building modules are set back and constructed to heights in accordance with DDO1, to ensure there are no unreasonable impacts associated with views to the proposal from the river corridor.
- Includes a material palette that is sensitively designed to complement the natural landscape.
- Provides significant tree retention and conservation within the site, with only limited tree removal to the minimum extent possible. This, in combination with the proposed tree planting and landscape treatments, will enhance the local landscape and provide habitat opportunities close to the river.
- Does not impact on vegetation outside the site, including within the river environs.
- Will rehabilitate a former industrial site with an interface to the Birrarung with a highly vegetated landscape and built form outcome that will protect, strengthen and enhance the river corridor.
- Provides significant improvements to pedestrian connections between the river and Richmond’s street network, including a new pedestrian link between the Main Yarra Trail and River Street.
- Encourages use of the Yarra River by future residents and visitors to the retail premises within the development.
- Will not have unreasonable impacts on the river in terms of ecological values, flows, geomorphology or the like.

The proposal is consistent with the Development Strategies within Clause 12.03-1S, noting that:

- The proposed development is set back from the floodplain, and consistent with the aspirations of DDO1.
- Existing and proposed vegetation will assist to screen the development from the corridor and key viewing locations.

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- The site is not located in an area where existing development is concealed from or visually subordinate to the corridor's natural landscape setting. To that end, there are several examples of development that project above the height of the local tree canopy, including the apartment development to the south, as well as the existing buildings on the Subject Site.
 - Nevertheless, the proposal has been designed to sit comfortably with its landscaped setting and will not have an overbearing impact on the Yarra River environs, including from key vantage points. Moreover, the statutory tool that governs building height and setbacks adjacent to the Birrarung is DDO1 and for the reasons detailed above, the proposal is consistent with the DDO1 provisions.

A key views strategy is outlined within this policy which seeks to protect and maintain views from and to the Birrarung (Yarra River) corridor and its landscape setting from key locations.

Vantage Point 26 (Hawthorn Bridge, Bridge Road and Hawthorn Road) and Vantage Point 27 (Victoria Bridge, Victoria Street and Barkers Road) are located on either side of the Subject Site.

The proposed built form has had specific regard to its design to these vantage points to ensure that it does not appear incongruous within the river context viewable at these points and utilises the relevant setbacks and the scale of existing vegetation to ensure the visual amenity of the corridor is not impacted.

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Figure 6.1
Visualisation of Proposal

Source: Orbit Solutions



Figure 6.2
Visualisation of Proposal

Source: Orbit Solutions



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Architectural Response

The architectural response is detailed in the Urban Context and Design Response Report prepared by SJB Architects. Broadly, the composition of the building is made up of three distinct elements.

- Townhouse dwellings – (eastern edge)
- Apartment dwellings – Podium
- Apartment dwellings – Staggered tower forms.

Both the apartment dwellings at podium levels and the townhouse levels have been designed to incorporate varying types of masonry finishes in both horizontal and vertical brickwork-style to reflect both the ecological landscape of stone at the river edge.

The upper reaches of the apartment dwellings above the podium have been designed to incorporate a lighter finish incorporating textured concrete and aluminium transparent balustrades, complimented by varying window fenestration to clearly differentiate between the base and the upper forms of the apartment dwellings.

The setback to the river environs has been designed as a continuation of the existing landscape which follows the river corridor as it bends toward the Subject Site.

The area set aside as setback within the site has been wholly prioritised for landscaping and resident recreation through both private open spaces associated with the townhouse dwellings, and a small communal open space provide vantage points across the river environs.

It has been intentional to minimise any provision of infrastructure or building services within this setback to ensure it serves a defined purpose as part of the design response in tying back to the important river environs.

Staircase to the Main Yarra Trail

As part of the Public Realm offering, a new staircase structure is proposed through the site providing an additional access point to the Main Yarra Trail and public open space by the Yarra River.

The staircase will be publicly accessible but retained on private land as part of the development as a broader community offering. It will remain managed by the proponents following completion.

The staircase has been designed and sited to ensure that it is primarily located within the title boundary of the site and requires a minimal extent of public land to connect to the Main Yarra Trail. In addition, the selected location of connection to the trail is currently not encumbered by any fixed infrastructure which would require modification or re-location in order to accommodate the connection.

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The establishment of a direct connection from the site to the Main Yarra Trail is supported and encouraged by the Municipal Planning Strategy and Planning Policy Framework as follows:

- Yarra is an urban environment, with remnant native vegetation located within waterway corridors providing a home for indigenous flora and fauna. Yarra includes three significant water corridors - Yarra River and its tributaries, Darebin Creek and Merri Creek. These corridors are significant environmental assets that have a number of functions, including providing for leisure and recreation (Clause 02.04-4).
- Protect and enhance Yarra's natural environment (inter-alia):
 - Improve and manage public access to Yarra's water corridors. (Clause 02.03-2).
 - Facilitate new and improved walking and cycling connections between precincts, including by:
 - Enhancing walking and cycling infrastructure along the Main Yarra Trail and Darebin Creek Trail.
 - Facilitate walking and cycling access to Birrarung (Yarra River) Corridor waterfronts and parklands from surrounding urban areas including as part of new development in the Bulleen Precinct and in the Warrandyte township. (Clause 12.03-1R)
- Ensure that development adjacent to the Yarra River, Darebin Creek and Merri Creek waterways:
 - Provide opportunities for walking and cycling paths. (Clause 12.03-1L)
- Plan and develop walking networks to:
 - Provide pedestrian routes that are safe, direct and comfortable to use.
 - Enable walking as a part of everyday life.
 - Enable people to meet more of their needs locally and rely less on their cars.
 - Design direct, comfortable and connected walking infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions. (Clause 18.02-1S).

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Figure 6.3
Landscape Design – River Environs

Source: Arcadia Landscape Architects



6.5 Amenity Considerations

The following amenity considerations have been factored into the design of the proposal as follows:

- The orientation of each new dwelling has been designed to enable outlook primarily to either River Street, Crown Street or alternatively toward the river environs and to the internal communal open spaces in providing outlook and a sense of space to each apartment.
- Each apartment demonstrates compliance with the objectives of the Better Apartments Design Standards (BADs). An assessment of Clause 58 of the Yarra Planning Scheme is included at Appendix A.

Having regard to off-site amenity acknowledging the surrounding context both within an Activity Centre and proximate to the river environs, the proposal responds as follows:

- Each apartment has been designed to face the public realm or internally into the generous open space areas as described above. This has been intentionally undertaken through thoughtful design to limit overlooking with separation between

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built forms exceeding 12 metres, and the placement of balcony terraces to ensure orientations are not facing each other.

- Where apartment dwellings directly face adjoining residential dwellings on adjoining sites (101 Crown Street and 69-77 River Street), setbacks and recession of the building form have been implemented to provide visual separation and reduce any overlooking impacts, with separation of between 12-13 metres.
- Manages overshadowing extent to adjoining properties and public realm including to the residential properties to the south of the Subject Site on the opposite side of the Murphy Street extension.
- In addition, no overshadowing is evident in accordance with the DDO1 to any public open space to ensure the retention of important amenity to this area.
- No unreasonable wind and noise impacts will occur within the public realm as a result of the proposed development, consistent with the wind and acoustic inputs provided with the application.
- The carve out of the building forms in the centre through the provision of the communal open space, accompanied by the port cochere and internal drop off space ensures a sense of space is balanced with an improved outlook from these dwellings.

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6.6 Environmentally Sustainable Development

A summary of the key ESD initiatives is as follows:

- The project is registered with Green Star as an accredited pathway by the Green Building Council of Australia.
- A 5-star rating is achieved for the proposal via the Green Star pathway in achieving a highly sustainable development outcome.
- Daylight modelling has been conducted for a representative sample of apartment with compliance achieved as a result.
- The development is to achieve a 7.7 Star average NatHERS Energy Rating result.
- The development is to utilise fully electric operation with no gas installation to occur.
- A Solar PV system is to be located on the roof of the proposed development.
- Water efficient fittings and fixtures are applied throughout.
- A rainwater tank will harvest rainwater from the non-trafficable roofs.

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- The majority of landscaping is to be native vegetation with low irrigation demand.
- Landscape irrigation will be connected to the rainwater tank.
- Bicycle parking provided for both residents and visitors.

Refer to the Sustainability Management Plan prepared by Hip V Hype for further details.

6.7 Car Parking, Traffic and Bicycle Considerations

A Traffic Impact Assessment has been prepared by OneMileGrid which accompanies the application. The assessment concludes the following:

- *The proposed supply of car parking is appropriate for the proposed development;*
- *The proposed provision of car parking for the 2 bedroom and 3-bedroom dwellings meets the statutory requirements and is considered acceptable.*
- *It is proposed to provide some of the one-bedroom dwellings with no car parking which is considered appropriate based on the ABS car ownership data;*
- *The proposed provision of resident and visitor bicycle parking exceeds the requirements of the Planning Scheme, and is therefore considered appropriate;*
- *A parking waiver is sought for the commercial component of the proposed development which is considered appropriate given the excellent access to public transport and bicycle and pedestrian network;*
- *The existing road network is capable of accommodating the traffic generated by the proposed development.*

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6.8 Waste Management

A Waste Management Plan (WMP) has been prepared by OneMileGrid and accompanies the application. The WMP outlines the following collection arrangements:

- *It is proposed to utilise a private contractor to manage the collection and disposal of all waste streams associated with the development.*
- *The development is proposed with three separate bin storage rooms on basement level one, with each tower to be provided with a bin storage room for residential waste, and the commercial use to be provided with a separate bin storage area.*
- *The waste collection vehicle, a 6.4 m rear-lift waste collection vehicle (mini-loader), will enter the basement and prop adjacent each bin store, from where the bins will be transferred directly to the waiting truck for emptying. The bins will be returned to the bin storage area immediately following collection*

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6.9 Wind

A Wind Tunnel Assessment has been prepared by MEL Consultants and accompanies the application. It outlines the following results following the testing:

Wind Safety

- *The wind conditions for the Proposed Configurations at all ground level Test Locations satisfy the safety criterion, except at the northwest of the development near the building corner where wind conditions exceeded the safety criterion. The wind mitigation strategies to address this exceedance will be discussed in Section 5.3.*
- *The wind conditions for the Proposed Configuration at all Test Locations on the upper-level balconies and terraces satisfy the safety criterion.*

Wind Comfort Assessment

- *The wind conditions for the Proposed Configuration on the streetscapes surrounding the development (Test Locations 32-77) satisfied the pedestrian walking comfort criterion at a minimum, with many locations satisfying the standing or sitting comfort criteria.*
- *The wind conditions for the Proposed Configuration within the development (Test Locations 1-31, 75, 78-83) satisfy the walking comfort criterion at a minimum, with the exception of the northwest private terrace near the building corner where conditions failed the safety criterion as discussed in Section 5.1. The wind mitigation strategies investigated will be discussed in Section 5.3.*
- *The wind conditions for the Proposed Configuration at the upper level private terraces (Test Locations T1 to T19, T25) satisfy the recommended walking comfort criterion, with a number of terraces satisfying the sitting or standing comfort criteria. The wind conditions at the common terrace at Level 9 (Test Locations T20-T24) satisfy the standing comfort criterion at a minimum, better than the recommendation.*
- *The wind conditions for the Proposed Configuration at the building entrances (Test Locations 16, 17, and 83) satisfy the recommended standing comfort criterion at Test Locations 16 and 83, and satisfy the walking comfort criterion at Test Location 17. The wind mitigation strategies implemented to improve the wind conditions at Test Location 17 will be discussed in Section 5.3.*

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In accordance with the above, wind mitigation measures as outlined at Section 5.3 of the report and the addendum letter as the design has progressed since the wind tunnel test occurred have been implemented which include:

- *The wind conditions on the western balconies on Levels 4 upwards would be expected to achieve the standing comfort criterion and meet the safety criterion with the inclusion of the solid planters (in the current design) on the north and south ends up to the height of the balustrades which will provide a beneficial mitigation effect.*
- *The balconies at the north-west corner of the northern building, including those at Level 8) corresponding to Test Location T7 would achieve the same safety and comfort criteria as presented in the report with the present inclusion of the solid planter boxes (up to the height of the balustrade) located along the western balustrade perimeter and the solid backing to the balustrade on the northern perimeter.*
- *The wind conditions on the Level 7 Terrace would be expected to achieve similar wind comfort and safety levels as those presented in the wind tunnel test report with the inclusion of the current solid planter boxes (up to the height of the balustrades) along the balustrades as shown in the current design.*
- *The wind conditions on the Level 9 Terrace would be expected to achieve similar comfort and safety levels as those presented in the wind tunnel report with the present design containing the solid planters around the balustrade perimeter and the additional apartment on Level 9.*

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7 Conclusion

The proposal represents an appropriate town planning development outcome for the following reasons:

- The proposal is supported by the Planning Policy Framework, and Plan for Victoria providing for increased housing opportunities (in line with the relevant housing targets) within well-located areas close to transport and jobs.
- The proposal satisfies the applicable land use policies set out in the Yarra Planning Scheme consistent with the purpose of the Commercial 1 Zone.
- The overall form and scale of the design response on balance with the above aspirations provides a considered and sensitive response to the important Yarra River environs to the east and accords with the built form and design requirements set out in the Design and Development Overlay (Schedule 1), and the landscape and vegetation character sought by the Significant Landscape Overlay (Schedule 1).
- The design response is a well resolved, high quality outcome of proposed built form and its response to the local area of emerging and existing built forms. Each building forms part of a “village of forms” presentation in providing both architectural diversity across the site whilst ensuring important protection of the river environs through a visually sensitive design outcome.
- The proposal provides an exemplar landscape response as prepared by Arcadia Landscape Architects, including the provision of generous communal open space areas and accompanying landscape provision and urban design in these spaces, which incorporates generous deep soil planting areas and canopy cover which exceeds the relevant requirements and contributes to the rehabilitation of the interface with the river corridor with vegetation.
- Best practice environmental sustainability initiatives are targeted for the building as demonstrated in the supporting Sustainability Management Plan prepared by Hip V Hype.

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