Lower Yarra River
Corridor Study

YARRA MUNICIPAL TOOLKIT
NOVEMBER 2016
Acknowledgements

Traditional Owners
The Victorian Government proudly acknowledges Victoria’s Aboriginal community and their rich culture and pays respect to their Elders past and present. This study acknowledges that the Birrarung (Yarra River) flows through the traditional land of the Wurundjeri people with the waterway, its natural landscape and key features having social, cultural and spiritual significance.

Project Participants
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1. New Directions for the Yarra River

The Victorian Government has established a program of activity aimed at protecting the long term interests of the Yarra River. Commencement of the program was announced in August 2015 by the Minister for Planning.

The program is focused on establishing a dedicated Yarra River Trust and managing development impacts in the short term through implementing stronger planning policy and planning controls for areas along the Yarra River under immediate pressure from development.

Establishing the Yarra River Trust

The Victorian Government is committed to protecting Melbourne’s iconic Yarra River from inappropriate development and promoting its amenity and significance by establishing a dedicated Trust.

In December 2015 the Minister for Planning and the then Minister for Environment, Climate Change and Water appointed the Yarra River Protection Ministerial Advisory Committee (Yarra MAC) to provide independent advice to Government on the key issues and opportunities for the river as well as improvements to the governance arrangements.

The Yarra MAC released a Discussion Paper in June 2016 to promote debate about how the Yarra River should be managed and protected in the future. It outlined a number of key issues facing the future of the Yarra River and options for a new management model to protect its values.

The Yarra MAC will deliver its final Recommendations Report to both Ministers in the last quarter of 2016. For further information please visit: www.delwp.vic.gov.au/yarra-river-protection.

Implementing Stronger Policy and Planning Controls

The Victorian Government recognises the need to respond to development pressures in the short to medium term until a Trust is formed. To support effective decision making while new governance and policy arrangements are being finalised. The Minister for Planning has approved a program that focuses on strengthening existing planning policy and controls for the Yarra River.

A range of studies (including this study) implement their recommendations via a suite of consistent planning controls within the Yarra River corridor. The focus of the program is the area between Richmond and Warrandyte, which is the stretch of river under the greatest pressure from urban development. This portion of the river passes through or adjoins the municipalities of Yarra, Stonnington, Boroondara, Banyule, Manningham and Nillumbik.

Strengthening State Planning Policy

On 12 August 2015, the Minister for Planning hosted a roundtable forum with council mayors and the heads of Melbourne Water, Parks Victoria and the Port Phillip Catchment Management Authority, to outline the actions the Victorian Government proposes to strengthen existing planning policy and controls for the Yarra River.

Councils and authorities were invited to collaborate with the Department of Environment, Land, Water and Planning in developing more effective and consistent planning controls for the Yarra River between Richmond and Warrandyte.

On 17 September 2015, the Department of Environment, Land, Water and Planning hosted a workshop involving senior planning practitioners from all relevant councils, Melbourne Water, Parks Victoria and the Port Phillip Catchment Management Authority to discuss the components of a strengthened State planning policy, and to discuss the potential form and content of model planning controls. The feedback received through this workshop was used to inform the development of a strengthened State planning policy and input into the preparation of model planning controls.

On 21 December 2015, Amendment VC121 was gazetted giving effect to a strengthened ‘River Corridor’ policy and a new ‘Yarra River Protection’ policy within Clause 12 of the State Planning Policy Framework. The new ‘Yarra River Protection’ policy provides a strengthened basis and rationale for the protection of the whole of the Yarra River corridor under the planning system.

Preparing Consistent Planning Controls: Richmond to Warrandyte

The Department of Environment, Land, Water and Planning has worked in partnership with councils and Melbourne Water to finalise a number of strategic projects between Richmond and Warrandyte. The following actions will form the basis of a planning scheme amendment to implement strengthened planning controls. The Department of Environment, Land, Water and Planning has worked in partnership with councils and Melbourne Water to finalise a number of strategic projects between Richmond and Warrandyte. The following actions will form the basis of a planning scheme amendment to implement strengthened planning controls.

- Finalise the Middle Yarra River Study recommendations and complete associated municipal toolkits for Banyule, Manningham and Nillumbik councils;
- Review planning controls implemented in the City of Boroondara under VC96 and strengthen those controls with appropriate setback distances;
- Review the strategic findings of the City of Yarra’s Yarra River Strategy; and
- Review planning controls for areas adjacent to the Yarra River within the City of Stonnington.
2. Project Background

This Toolkit

This Municipal Toolkit sets out proposed planning provisions to implement the findings and outcomes of the Lower Yarra River Corridor Study Recommendations Report, October 2016 (the Recommendations Report).

These proposed provisions are based on a detailed assessment of the landscape values and character of the river corridor, the identification of potential development pressures for the Yarra River, and analysis of the effectiveness of the current suite of statutory provisions in managing threats to identified values.

The recommendations in this report aim to strengthen the current provisions of the Yarra Planning Scheme, in order to ensure that the sensitive environment of the Yarra River corridor is protected and managed, now and into the future.

Implementation Approach

As set out in Chapter 1 of the Recommendations Report, the approach can be summarised as:

- Understanding the values, character and views of the river
- Identifying the threats and pressures to these
- Examining the current approach to managing development and protecting vegetation in the study area through the planning scheme, in order to determine the gaps in statutory controls
- Recommending ways in which these controls could be strengthened to protect the identified values, character and views.

Recommended Areas of Management

Chapters 5 & 6 of the Recommendations Report identify the areas recommended for management through the Yarra Planning Scheme.

These recommendations focus on managing development on private land, where development has the greatest potential to impact upon the river’s immediate and broader landscape setting. The area of focus is defined in Chapter 5 as:

- The Waterway Corridor - the river’s immediate environment
- The River Experience Corridor – the experience of the river from its banks and trails
- The Landscape Setting - the wider landscape setting.

The areas recommended for management within the City of Yarra are shown on the map on page 5, River Interface Character Types & Key Views.

Recommended Changes

This study has identified the need to apply stronger siting and design controls through the Yarra Planning Scheme for prominent areas within close proximity to the Yarra River, where future development has the potential to negatively impact on its value and significance.

This study recommends the following for the Yarra Planning Scheme:

- Council to consider updating the Municipal Strategic Statement (MSS) to include content and outcomes outlined in this study, as part of a future review of the Local Planning Policy Framework.
- Apply an updated Design and Development Overlay Schedule 1 ‘Yarra River Corridor Protection’ (DDO1) to areas of private land that are adjacent to, or within close proximity to the Yarra River, establishing area specific height, setback and other siting and design requirements. Remove DDO1 from public land and revise the boundary to reflect the findings of this study.
- Replace the existing Environmental Significance Overlay Schedule 1 ‘Yarra River Environs’ (ESO1) with a Significant Landscape Overlay (SLO), to establish consistent landscape, vegetation and other management requirements.
- Adopt a master plan approach to managing major development sites and development on public land, using the Incorporated Plan Overlay (IPO) or the Development Plan Overlay (DPO), as a potential planning tool to guide the use and development of land.
The Yarra River is a major natural landscape feature of significance to metropolitan Melbourne. These values are documented in detail in Chapter 3 of the Recommendations Report.

Within the local context of the City of Yarra, the community has identified that the river is specifically valued for:

- Its rich natural environment which includes some of the most valuable flora, fauna, geological and geomorphological assets in metropolitan Melbourne.
- The role it plays as a key biodiversity corridor through the municipality.
- The topographical formation of its landscape as it winds through the municipality.
- Its vegetation cover underpinning the landscape character of surrounding residential areas.
- The variety of landscapes as it transitions from the suburban setting of Alphington to the more urban settings of Richmond and Abbotsford.
- The network of parks and open spaces, including the extensive Yarra Bend Park and Studley Park, which are linked by the Main Yarra Trail and Capital City Trail.
- Its recreational value for the local community in providing the experience of a natural setting within the city.
- Its pivotal role in the pre- and post-contact history of the municipality: as a place of Aboriginal heritage significance; as a part of Melbourne’s industrial heritage; and as an integral factor in shaping the settlement of Melbourne.

### River Corridor Values

#### The Yarra River Character within the City of Yarra

The character of the entire Lower Yarra River corridor is documented in detail in the Chapter 3 of the Recommendations Report. Across the study area, six different river character types have been identified, four of which apply to the City of Yarra:

- **Richmond & Abbotsford - Current and Ex-Industrial Character Type**
  - Parts of Richmond and Abbotsford are included in the Current and Ex-Industrial River interface character type, comprising intensely developed areas of industrial and commercial uses. In some locations, former industrial areas are undergoing a transition into residential or mixed use.

- **Fairfield - Leafy Suburban Character Type**
  - The low density residential areas of Fairfield have a distinctly leafy, well vegetated suburban character. The area features a strong landscape setting of tall native and exotic canopy tree cover. A pocket of residential properties has a direct interface with the river corridor.

- **Cremorne - Motorway Character Type**
  - Areas along the river that adjoin the Monash Freeway in Richmond and Cremorne are included in the Motorway River character type. This comprises intensely developed urban areas of industrial, commercial and residential uses. There are a number of larger sites which are being redeveloped for residential apartments. The Monash Freeway is constructed on top of or immediately adjoining the river bank and overshadows the water.

- **Parklands & Recreation Character Type**
  - Extensive areas of parklands and recreation reserves lie alongside the river, on the flat land of its floodplains, which are included within the Parklands and Recreation character type.

These spaces include the Yarra Bend Park, Studley Park, Abbotsford Convent, Collingwood Children’s Farm, Burnley Park, Kevin Bartlett Reserve and other smaller pocket parks. They are linked by the Capital City Trail and Main Yarra Trail. These areas are well-vegetated with mature trees, with either a formally planted or naturalistic character.

While not subject to pressure for new development, the siting and design of parkland and recreational infrastructure, particularly at the river’s edge is an important consideration in these areas. This includes fencing, sports facilities and playgrounds, as well as jetties, boat ramps or sheds, and mooring facilities. As highly valued spaces along the river corridor, it is essential that this infrastructure is provided in a sensitive manner.

### Key Views

There are numerous viewing opportunities within, to or from the river corridor within the City of Yarra, and these are documented in Chapter 3 of the Recommendations Report. In summary, the key views within (or to) the City of Yarra include:

- **Dynamic views of the river that can be obtained from moving along the Main Yarra Trail, other local trails, Monash Freeway or access by boat.**
- **Bridge crossings of major roads that provide views of the river for people travelling in cars, pedestrians or cyclists, including bridges at Johnston Street, Victoria Street, Bridge Road, Wallen Road, Chapel Street, Hoddle Bridge and the Eastern Freeway.**
- **The pedestrian bridge crossings at Gipps Street, Cremorne Rail and Pedestrian Bridge, and Walmer Street.**
- **Formal viewing points of the Dights Falls.**
- **The many viewing points from within the Yarra Bend Park.**
Overview
A review of the City of Yarra, Yarra River Strategy 2015 (the 2015 Strategy) and the current provisions within the Yarra Planning Scheme has been undertaken as part of this review of planning controls relating to the Yarra River within the City of Yarra.

The recommendations of the 2015 Strategy were implemented via Amendment C195 to the Yarra Planning Scheme on an interim basis and subject to a review process. This will ensure the approach for protecting the Yarra River within the City of Yarra is consistent with a broader corridor approach being progressed by the Department of Environment, Land, Water and Planning.

This has focused on:
- Review of the 2015 Strategy conclusions and strategic intent against the revised Clause 12.05-2 ‘Yarra River Protection’ of the State Planning Policy Framework, implemented by VC121.
- Review of all interim mandatory setback requirements with a view to confirming their appropriateness and alignment with a consistent methodology being prepared under the broader Yarra River Planning Controls project.
- Review of the appropriateness of all interim height requirements within each Current and Ex-Industrial Character types to achieve desired landscape character objectives of the new State Policy.
- Review of the appropriateness of the current extent of DDO1 as it relates to the Motorway precinct and other areas where built form may overshadow the Yarra river.
- Addressing any identified gaps or inconsistencies in the application of the interim DDO1 and ESO1 in the Yarra Planning Scheme with the approach being taken under the broader Yarra River Planning Controls project.
- How best to integrate the findings of the 2015 Strategy report to present a definitive and consistent reference document.

Relevant information and detailed analysis which has informed proposed recommendations is located within Appendices C to F of this report. The overarching strategic narrative for the Yarra River between Richmond and Fairfield is contained with the Lower Yarra River Study Recommendations Report.

Recommended Changes to the 2015 Strategy
The detailed analysis relating to these changes are contained within Appendices C to F. The following adjustments are recommended following review of the 2015 Strategy:

- **Parkland Area A (North): La Trobe Golf Course & SUZ site.**
  Increase building setback from 50m to 100m to provide a more substantial vegetation buffer to the river’s edge. Include a building setback of 30m from Darebin Creek.
- **Parkland Area A (North): Land in Commercial Zone 1 (CZ1) Heidelberg Road, Fairfield**
  Reclassify all land within the CZ1 to the ‘Current & Ex-Industrial character type’ and maintained within DDO1 with un-prescribed discretionary height control to ensure interface with the Merri Creek and Yarra River environs are managed and protected.
- **Current & Ex-Industrial Area A: Treynery Crescent & River Street.**
  Increase the overall mandatory minimum setback from 25m to 30m and increase the setback for all mandatory height levels to ensure overshadowing of the Yarra River is avoided and to reduce visual impact when viewed from the river corridor.
- **Current & Ex-Industrial Area B: Victoria Crescent (northern segment)**
  Reduce all heights and make mandatory for land abutting the Yarra River within Industrial Zone 1 to ensure overshadowing of the Yarra River is managed within current levels and to reduce visual impact when viewed from the river corridor.
- **Current & Ex-Industrial Area B: Victoria Crescent (southern segment)**
  Increase the setback for all mandatory height levels and maintain the existing discretionary maximum overall height to reduce visual impact when viewed from the river corridor.
- **Current & Ex-Industrial Area C - Carlton & United Breweries precinct.**
  Increase the setback for all mandatory height levels and maintain the existing discretionary maximum overall height to reduce potential visibility of new industrial built form within the Industrial 1 Zone from the Yarra river corridor.

It is recommended that a master plan be prepared for this site to guide future built form relationships with the Yarra River. Opportunity exists for an increased ground level setback of up to 60m which would encourage better connection with the riverine environment through quality public open space and riverfront access.

- **Motorway Precinct Areas.**
  Extend the spatial application of DDO1 northward to ensure areas within current industrial, commercial and/or mixed used zones are subject to a mandatory overshadowing test to ensure overshadowing of the Yarra River is avoided and that the design objectives of DDO1 are considered.

State Planning Policy Framework
On 21 December 2015, Amendment VC121 was gazetted giving effect to a strengthened River Corridors policy and a new ‘Yarra River Protection’ sub-policy within the State Planning Policy Framework. The new policy provides a strengthened basis and rationale for the protection of the whole of the Yarra River corridor.

The new policy includes a ‘Statement of Significance’ for the Yarra River, four key strategic policy principles, and a number of objectives and strategies.

The new ‘River Corridor’ policy has been moved from its previous location at Clause 12.05-7 (Separate) to Clause 12 (Environment and landscape values), supporting a refocusing of the policy away from development within an urban setting, to one focused on protecting and enhancing its environmental and landscape setting.

The new Yarra River protection policy is found at Clause 12.05 of the SPPF. The following is an extract:

**Yarra River Protection**

Objectives
- Maintain and enhance the natural landscape character of the Yarra River corridor in which the topography, waterway, banks and tree canopy are dominant features providing a highly valued, secluded, natural environment for the enjoyment of the public.

Strategies
- Strengthen the river’s natural environment, heritage and overall health by:
  - Protecting the river’s riparian vegetation, natural riverbank topography and flood management capacity.
  - Ensuring development does not increase the rate or quantity of stormwater, sediment or other pollutants entering the river.
  - Protecting and enhancing both terrestrial and aquatic habitats and their linkages along the river corridor.
  - Maintain a sense of place and landscape identity by:
    - Retaining a dominant and consistent tree canopy along the river corridor and within its broader landscape setting.
    - Ensuring that the appearance of development is subordinate to the local landscape setting, with any views of development being filtered through vegetation.

Retain and enhance people’s enjoyment of the river and its environment by:
- Planning for the river and its environs as a recreation and tourism resource.
- Ensuring linkages and public access to the river and its parklands are maintained, enhanced and new links created where appropriate.
- Avoiding overshadowing of the river, its banks and adjacent public open space to ensure that the amenity of the public realm is maintained year round.
- Ensure that development is designed and sited to maintain and enhance the river’s secluded and natural environment by:
  - Minimising the visual intrusion of development when viewed from major roads, bridge crossings, public open space, recreation trails and the river itself.
  - Ensuring that the siting and design of buildings avoids contrast with the local natural landscape and environmental character.
  - Ensuring building height is below the natural tree canopy and all development is set back a minimum of 30 metres, or greater, from the banks of the river.

This amendment strengthened policy at the State level for the Yarra River, adding to policy at Clause 11.04-7 which identifies the river as a significant asset and Clause 11.03-1 which encourages public accessibility along waterways.

Another key policy in the SPPF that affects built form along the Yarra River is Clause 14.02-1 Catchment planning and management which specifies:
- Retain natural drainage corridors with vegetated buffer zones at least 30m wide along each side of a waterway to maintain the natural drainage function, stream habitat and wildlife corridors and landscape values, to minimise erosion of stream banks and verges and to reduce polluted surface run-off from adjacent land uses.
Local Planning Policies & Controls

The local policies and controls of the Yarra Planning Scheme relating to the Yarra River are detailed in Appendix A, and zoning and overlay maps are reproduced in Appendix B. The provisions that are of most relevance to the siting and design of new development within the study area are listed under the following headings.

Municipal Strategic Statement (MSS)
- Clause 21.02 Municipal Profile (Open Space Resources, Environment and Natural Systems)
- Clause 21.04 Land Use
- Clause 21.05-2 Urban Design
- Clause 21.05-3 Built Form Character (Yarra River Corridor)
- Clause 21.07 Environmental Sustainability
- Clause 21.07-2 Yarra River, Merri Creek and Darebin Creek
- Clause 21.08 Neighbourhoods
- Clause 21.10 Future Work.

Local Planning Policies (LPPF)
- Clause 22.08 Protection of Biodiversity
- Clause 22.10 Built Form and Design Policy
- Clause 22.11 Victoria Street East Precinct Policy.

Zones - General
- Public Park & Recreation Zone (PPRZ) in Leafy Suburban typology, adjacent to CityLink and in River Street and Yarra Bend Court
- Commercial 1 & 2 Zones (C1Z & C2Z) for land in Current & Ex-Industrial typology
- Industrial 1 Zone (IN1Z) in Current & Ex-Industrial typology
- Road Zone 1 (RDZ1) for Eastern Freeway, CityLink, Yarra Boulevard and major roads that intersect the river
- Public Conservation & Resource Zone (PCRZ) for southern end of Alphington Park
- Public Use Zone (PUZ) within parkland
- Mixed Use Zone (MUZ) at the Amcor site
- Urban Floodway Zone (UFZ2) to the southern parts of two residential properties at View Street, Alphington.

Zones - Site Specific
- Comprehensive Development Zone (CDZ1) - Victoria Gardens
- Priority Development Zone (PDZ1) - Victoria Street East Precinct at Yarra Gardens / Shamrock Street North
- Public Use Zone (PUZ3) - Forensicare
- Special Use Zone (SUZ1) - Lutrobe Golf Course
- Special Use Zone (SUZ4) - Abbotsford Convent.

Overlays
- Design and Development Overlay (DDO1) - Yarra River Corridor Protection (inclusive of Merri & Darebin Creeks, interim control due to expire 31/12/17)
- Design and Development Overlay (DDO4) - Victoria Street East Precinct (expired 30/9/11)
- Environmental Significance Overlay (ESO1) - Yarra River Environ (only applies to Yarra River, interim control due to expire 31/12/17)
- Land Subject to Inundation Overlay (LSIO)
- Public Acquisition Overlay - Schedule 2 (PAO2)
- Development Plan Overlay (DPO3) - Swan Street Development, Burnley
- Development Plan Overlay (DPO1) - Amcor Site, Heidelberg Road, Alphington
- Heritage Overlay (HOI)
- Special Building Overlay (SBO)
- Citylink Project Overlay (CLOP)
- Environmental Audit Overlay (EAO)

Since the Corridor Strategy was prepared in 2015, an interim control and changes to the DDO1 have been made. These changes relate to the State Government work around the Yarra River Corridor, and have been outlined below.

Reference Documents
- The Middle Yarra Concept Plan - Dights Falls to Burke Road (1990)
- The Lower Yarra Concept Plan - Dights Falls to Punt Road (1986)
- Environmental Weed Invasions in Victoria, Department of Conservation and Natural Resources and ecological Horticulture Pty. Ltd. (1992)
- City of Yarra, Yarra River Corridor Strategy, Planisphere (2015)
- Guidelines for Approval of Jetties, Melbourne Water (2011)
- City of Yarra Stormwater and Drainage Policy.

Gaps in Planning Scheme Controls
The current suite of policies and controls in the Yarra Planning Scheme (the Planning Scheme) relating to the Yarra River has been reviewed in detail. This analysis has shown where gaps exist in the statutory framework for the protection and management of the river corridor, and where additional controls are required to achieve the recommended outcomes of the study.

Planning Policy Framework
- Council’s Local Planning Policy Framework includes numerous references to the significance of the Yarra River within the City of Yarra, mostly within the Municipal Strategic Statement (MSS).
- The MSS includes specific references to the significance of the Yarra River as a defining feature of the municipality.
- The MSS states that the Yarra River Corridor is to be reinforced as the key ecological and open space element of the urban framework and key vistas across the corridor maintained.
- The MSS recognises that there are distinct sections of the river some of which have a strong built form presence, such as where the Monash Freeway dominates, but stipulates that natural features, such as topography and vegetation, should be preserved.
- It notes that prescribing maximum heights and setbacks may be necessary for some sections of the corridor.
- There is no local policy specifically designed to address development along the Yarra River corridor. While several local policies refer to the significance of the river, these policy statements are general in nature and do not provide direction about the siting and design of development within the river’s setting.

Zones
- The various general zone controls applying to private land trigger permits for different types of land use or development.
- While the zones include general requirements to respect the character or environment of the area, none of these requirements relate specifically to the protection and management of the Yarra River corridor.
- The areas of GRZ adjoining the river in Fairfield implement a 9m mandatory height control. Other detailed design requirements recommended in this study are not able to be included in this zone schedule.
- Other site specific zone controls (such as the PCZ, SUZ or CDZ) set mandatory height limits in accordance with approved development plans.
- The zoning of public land generally provides adequate guidance for development along the river corridor, as it limits development opportunities and defers to other statutory requirements for public land management.

Overlays
A number of overlay controls apply within the study area and trigger permits for various types of development, each with a specific intent and decision guidelines.

Design and Development Overlay (DDO1)
- The interim DDO1 ‘Yarra River Corridor Protection’ has introduced mandatory height and setback controls to both public and private land adjoining the river (excluding sites within residential zones or subject to other site specific controls of the PCZ, SUZ or CDZ). It is due to expire at the end of 2017.
- DDO1 is applied more extensively than the DDO recommended for other municipalities in the Lower and Middle Yarra River study areas, which is recommended to be applied only to privately owned land.
- The former DDO1 applied discretionary height and setback requirements and used the river’s ‘crestline’ as a means of identifying required setbacks. In reviewing the effectiveness of this DDO, the 2015 Strategy concluded that it has led to inconsistent outcomes, with many developments in breach of the discretionary requirements. It also found that use of the ‘crestline’ as a measurement for building setbacks is difficult to administer. The permanent DDO control should therefore retain the current means of measuring setbacks as developed in the preparation of DDO1, and its mandatory height and setback controls that respond to area-specific circumstances.
- The current heights and setbacks specified in DDO1 do not prevent overshadowing of the river, waterway or shared trails, as required by the updated State Planning Policy. Detailed shadow analysis has shown how DDO1 should be revised to prevent overshadowing, included in Appendix E.
- Several mapping anomalies have been identified since the introduction of DDO1 and need to be updated.
Environmental Significance Overlay (ESO1)

- The current ESO1 ‘Yarra River Environs’ was introduced in January 2016 and is an interim control. Similar to the DDO1, the Statement of Environmental Significance contained in the ESO1 emphasises the importance of the Yarra River and its surrounding environment. The control is applied to all sites adjoining the river, both public and private land, and in most instances includes entire property parcels.
- While this ESO provides environmental and tree protection, the approach taken in other municipalities within the Inner-Middle Yarra River corridor is to apply the SLO, as a holistic landscape management tool.

Other Overlays

- The Land Subject to Inundation Overlay requires permits for buildings and works on public and private land near the river, and limits development potential on these sites. Applications must be considered by Melbourne Water. The overlay does not relate to the management of river corridor landscape values.
- The Heritage Overlay manages the development of significant heritage places within the river corridor, but does not require consideration of landscape values, unless identified in a statement of significance.
- The DPO is a site specific overlay control which sets mandatory height limits in accordance with approved development plans.

Overshadowing Analysis

Detailed overshadowing analysis has been conducted within the City of Yarra in response to the new State Policy direction of ‘avoiding overshadowing of the river, its banks and adjacent public open space to ensure that the amenity of the public realm is maintained year round.’

Given that many sites have the potential for future built form that could cast additional shadow across the river and its banks, revised building envelopes are proposed in a number of locations to ensure that year-round solar access is retained.

This overshadowing analysis was conducted by the Department of Environment, Land, Water and Planning (DELWP) and is included as Appendix E. It tested the potential for overshadowing based on the current interim height and setback requirements of DDO1. Revised building height and setback controls are recommended within Trenerry Crescent, Victoria Crescent, River Street and the Motorway precinct, Cremorne/Bluney to prevent overshadowing.
5. Planning Scheme Implementation Recommendations

Overview

This chapter provides an overview of the proposed form, content and spatial application of statutory planning controls for the Yarra River Planning Scheme (the Planning Scheme). These controls are proposed to replace the current interim DDO1 and ES01.

The proposed controls deliver a strengthened framework to achieve the agreed vision for the river and the protection of its values and character identified within the Lower Yarra River Corridor Study Recommendations Report, 2016 (the Report).

The focus of the new controls is to protect and enhance the natural landscape character of the Yarra River corridor where the river, its topography, adjacent public open space and a continuous corridor of vegetation and canopy trees remain the dominant features in public views from the Yarra River and its surrounds.

Recommended Changes

This study recommends the following changes to the Yarra Planning Scheme:

- Council to consider updating the Municipal Strategic Statement (MSS) to include content and outcomes outlined in this study as part of a future review of the Local Planning Policy Framework.
- Apply an updated Design and Development Overlay Schedule 1 'Yarra River Corridor Protection’ (DDO1) to areas of private land that are adjacent to, or within close proximity to the Yarra River, establishing area specific height, setback and other siting and design requirements. Remove the DDO1 from public land and revise the boundary to reflect the findings of this study.
- Replace the existing Environmental Significance Overlay Schedule 1 'Yarra River Environments' (ES01) with a Significant Landscape Overlay (SLO), to establish consistent landscape, vegetation and other management requirements.
- Adopt a master plan approach to managing major development sites and development on public land, using the incorporated Plan Overlay (IPO) or the Development Plan Overlay (DPO), as a potential planning tool to guide the use and development of land.

The above recommendations are intended to improve the consistency of planning controls along the Yarra River between Richmond and Warriandyte. They reflect provisions and recommendations made for other municipalities along this stretch of the river.

Local Planning Policy Framework

It is recommended that Council strengthen existing references within the MSS regarding the Yarra River, utilising the content of the Lower Yarra River Corridor Study Recommendations Report, 2016. An updated MSS could include the vision for the river set out in the Report, and the key values for the river corridor within the City of Yarra that have been identified. The Lower Yarra River Corridor Study Recommendations Report, 2016, should also be included as a reference document.

Managing Built Form Outcomes – Applying the DDO

A new DDO schedule titled ‘Yarra River (Birrarung) Protection’ has been drafted for inclusion in the Yarra Planning Scheme based on the findings of the Recommendations Report.

An analysis of each DDO area which includes a detailed rationale for the control boundary, building heights and setbacks is provided at Appendix F.

DDO Boundary

The existing extent of DDO1 captures an area which reflects the extent of land within the Waterway Corridor and the River Experience Corridor of the Yarra River, identified in Chapter 5 of the Recommendations Report. This general area is defined as:

- the Yarra River itself, its banks and its immediate environment;
- the fore and middle ground landscape that is viewed or experienced from the river, the Main Yarra Trail and the adjoining parklands.

It is proposed that the extent of DDO1 be modified to include areas of private land shown on the map on page 5 within this setting. The updated DDO1 should be read in conjunction with the proposed SLO (which captures both private and public land) to ensure a holistic landscape management approach. Appendix F provides more detail regarding the proposed extent of the control boundary for each area.

As a general rule, the DDO has not been applied to areas of public land as this study (or past studies) has not undertaken a detailed analysis of current and/or potential development opportunities to justify additional planning controls.

In a limited number of situations, the proposed DDO has been applied to areas of public land for the following reasons:

- Where public land forms a narrow buffer between the Yarra River and private land;
- Where it helps clarify the spatial intent and application of the DDO; and
- Where ownership of land is in question and is zoned within a public zone.

Modifications to the boundary of the overlay are proposed to:

- Extend the DDO to include land parcels that may overshadow the river within the Motorway character type;
- Remove DDO1 from the Creek tributary;
- Address minor mapping anomalies.

Design Objectives & Decision Guidelines

The proposed design objectives and decision guidelines have been adapted from those outlined in Chapter 5 of the Recommendations Report. The design objectives are structured under the following headings:

- Landscape protection
- Height, setback and overshadowing
- Materials and design
- Site coverage and permeability.

Permit Requirements

A permit is required for subdivision and all buildings and works within the proposed DDO. This includes the construction of a swimming pool or tennis court associated with a dwelling.

Overshadowing

It is proposed that a mandatory control be applied requiring that new buildings not cast any additional shadow over the banks and waters of the Yarra River, measured during the winter solstice.

In addition, overshadowing of public open space during spring/ autumn equinox period is to be discouraged. Given the close proximity of private land to public open space it is recommended that this requirement be discretionary with any overshadowing assessed on merit, on a case by case basis.

Building Heights

Maximum building heights are set out for each part of the DDO area, in response to the local context. This reflects the complexity of the river’s landscape within the City of Yarra, which is a highly urbanised setting.

In many instances maximum heights are set as mandatory controls, in order to meet the siting and design objectives of the new State Policy direction. In areas where there is an existing pattern of higher scale built form, or for land not directly at the river’s interface, the maximum building height is expressed as a discretionary control.

Setbacks from the Yarra River

Area-specific mandatory setbacks have been recommended, following a review of setbacks recommended in the 2015 Strategy and included in DDO1 (see Appendix F), through assessment against the methodology outlined in Chapter 5 of the Recommendations Report.

Setback maps are included as attachments to the DDO schedule to provide direction on the location of the ‘Setback Reference Line’ that is to be used for determining horizontal setback measurements.

In all instances the ‘setback reference line’ relates to a cadastral property boundary for ease of identification. Information showing the setback line on the DDO schedule map is for illustrative purposes.

Within the City of Yarra, setbacks vary between 20m and 100m from the Yarra River. All setbacks are outlined in Table 1 of the proposed DDO.

Existing Development Within a Setback

Where existing buildings are located within a mandatory setback distance (partially or wholly) it is proposed that the following mandatory conditions apply in relation to any application to partially or completely replace the building:

- the proposed height is consistent with the height specified for the area;
- the proposed replacement does not reduce the existing setback of the previous building; and
- the footprint of the building is limited to the current gross floor area.

The proposed control provides discretion to the Responsible Authority should a re-orientation of the building footprint occur, to encourage an increased setback and therefore a better outcome from a visual impact perspective.

Fences

A permit is required to construct a fence within identified setback areas. An exemption is provided for simple rural post and wire, and timber rail type fencing.

Where a permit is required, key considerations should include that the height of the fence, the visual permeability and use of materials do not contrast with the local environment. These requirements aim to ensure any proposed fencing does not have a negative visual impact on the overall local landscape character.
Site Coverage
It is proposed that a site area provision be included to limit built form and hard stand areas within a lot in a residential area as a discretionary requirement. This is to ensure that:
• the bulk and massing of built form or a hard stand area does not dominate the visual appearance of the site context;
• stormwater run off is reduced; and
• retention and expansion of vegetated areas is encouraged.

Building Materials
Materials selection is a key component and objective of the DDO. A discretionary requirement is included to ensure building materials utilise non-reflective colours and finishes to avoid visual intrusion with the context of the surrounding landscape. This requirement is discretionary given the variety of building products which are available, and the variable landscape characteristics of a given locality.

Subdivision
Appropriate consideration will need to be given to the potential impact future development associated with a subdivision may create from the perspective of the Yarra River environs.

While this study has not recommended minimum subdivision lot sizes, this option could be investigated further by Council within the context of broader strategic land use planning objectives for areas adjacent to the Yarra River.

Application Requirements
It is proposed that applications be accompanied by key information which will assist the Responsible Authority in making an informed assessment of a proposal.

Information that should be provided for an application will be based on the type of buildings and works proposed, and at the discretion of the Responsible Authority. This may include:
• Information that should be provided for an application will be based on the type of buildings and works proposed, and at the discretion of the Responsible Authority. This may include:
  • Assessment of the removal of riparian, or other vegetation, and its impacts on bank stability or erosion.
  • Impacts of direct or indirect run off on riverine environment, excavation or other earthworks which may impact.
  • A statement outlining the importance of the Yarra River from a whole of river perspective.
  • The landscape, environmental, cultural and social value of the Yarra River.
  • An overview of the landscape values relevant to the SLO area within the City of Yarra.

Reference Document
The Lower Yarra River Corridor Study Recommendations Report, 2016, Department of Environment, Land, Water and Planning, should be identified as a reference document.

Managing Landscape, Vegetation & Environmental Values - Applying the SLO
The Lower Yarra River Corridor Study Recommendations Report, 2016, identifies the need for a consistent approach to the management of vegetation and environmental values which contribute to the overall landscape significance of the entire corridor.

It is proposed to replace Environmental Significance Overview Schedule 1 Yarra River Environs (ESO1) with a new Significant Landscape Overlay (SLO). A new SLO schedule titled Yarra River (Birrarung) Corridor has been drafted for inclusion in the Yarra Planning Scheme, based on the findings of the Recommendations Report.

The proposed SLO will establish consistent landscape, vegetation and other management requirements. It should be read in conjunction with DDO1 to ensure a holistic landscape management approach occurs where overlap exists.

SLO Boundary
The review has found that the extent of ESO1 as determined in the 2015 Strategy remains sound as it closely aligns with the ‘Waterway Corridor’ and the ‘River Experience Corridor’ as described in Chapter 5 of the Recommendations Report.

The SLO applies to all areas of public and private land as shown on the map on page 5 mapped to the centreline of the Yarra River.

Statement of Nature and Key Elements of Landscape
The proposed SLO schedule includes a statement which outlines the significance of the Yarra River at the State, regional and local level, structured in the following way to include:
• The need for shadow diagrams and a schedule of materials which are available, and the variable landscape characteristics of a given locality.
• A visual impact assessment which may comprise cross-sectional diagrams, photo montages or a view shed analysis measured to Australian Height Datum and from natural ground level.
• Landscape and environmental values.
• Protection of waterway and the riparian zone.
• Public open space and access.
• Siting and design of built form.

Permit Requirements
It is proposed that a permit be required in the following instances:
• Remove, destroy or lay vegetation with an exemption for removal of exotic species of limited height and width.
• Construct a dwelling greater than 6 metres in height above natural ground level and within 30 metres of the Yarra River.
• Construct a fence within 30 metres of the banks of the Yarra River with an exemption for post and wire or post and rail construction.
• Undertake buildings and works associated with a bicycle or shared pathway with appropriate exemptions for municipal or public authorities.

As the application of the SLO will affect both private and public land, it is proposed that an exemption be included for municipal and or public authorities who may be conducting works which are aimed at ensuring the ongoing health of the waterway environment.

Application Requirements
It is proposed that applications be accompanied by key information which will assist the Responsible Authority in making an informed assessment of a proposal.

Information that should be provided for an application will be based on the type of buildings and works proposed, and at the discretion of the Responsible Authority. This may include:
• A written assessment demonstrating how the proposal meets the objectives and requirements of the SLO.
• A survey plan, prepared and certified by a suitably qualified surveyor accurately showing the location of proposed buildings and works measured to Australian Height Datum.
• A landscape plan which outlines the location, species type and quantity of vegetation to be removed, and any replacement vegetation, supported by a suitably qualified arborist report.
• How any earthworks and their impacts will be managed and what protections are to be provided regarding run off or to prevent erosion when close to the river’s bank.

Referral of Applications
It is not proposed that any formal referral arrangements be established under this SLO. Notification of an application of any interested party can occur at the discretion of the Responsible Authority.

Reference Document
Yarra River Planning Controls Project City of Yarra Municipal Toolkit November 2016

CITY OF YARRA YARRA RIVER CORRIDOR STUDY
PROPOSED SIGNIFICANT LANDSCAPE OVERLAY
Appendix A: Existing Planning Scheme Provisions
Local Policy

There is no local policy specifically for the Yarra River corridor.

Clause 22.03 Landmarks & Tall aims to maintain the prominence of Yarra's valued landmarks and landmark signs. This includes the Skipping Girl sign, Victoria Street, Abbotsford and the Nylex sign, Harcourt Parade, Cremorne. Development should protect the views of these signs.

Clause 22.08 Protection of Biodiversity applies to ESOL, ES02 and ES03 areas, provides policy regarding the protection of biodiversity. The policy focuses on identified species of remnant vegetation. The policy includes objectives:

- To protect and enhance Yarra's natural biodiversity.
- To protect the long term survival and viability of remnant vegetation.
- To ensure the survival of indigenous species.
- To minimise the impacts of introduced flora and fauna on indigenous vegetation.
- To manage sites to allow for the natural regeneration of indigenous vegetation.

The policy includes a list of preferred indigenous plants.

Clause 22.11 Victoria Street East Precinct Policy affects a number of key development sites in Yarra and includes policy regarding the interface with the Yarra River.

Clause 22.12 Public Open Space Contribution policy applies to residential and mixed use proposals to provide public open space for new residential development. It identifies when and where land contributions for public open space are preferred over cash contributions. This includes a number of areas that abut the Yarra River.

Zones

Zones that apply to the study area within the City of Yarra are described below. A zoning map is provided in Appendix B Planning Scheme Maps.

Public Park and Recreation Zone (PPRZ)

The PPRZ applies to large areas of open space along the river corridor, including Yarra Bend Park, linear reserves along the river, small open spaces and golf courses. Land included in the PPRZ provides an extensive buffer of highly vegetated parkland along the river (at varying widths). There are no specific siting or design requirements in this zone.

Neighbourhood Residential Zone (NRZ)

The NRZ is applied to residential areas in Fairfield, Richmond and Cremorne adjoining the river.

A maximum of two dwellings per lot may be constructed and a mandatory height limit of 8m (9m on a sloping site) applies. The schedule to the NRZ implements a permit requirement for dwellings on a lot less than 500m².

Urban Floodway Zone (UFZ)

A large parcel of land in Fairfield is included within the UFZ. Use and development of land is limited in this zone and comprehensive review of how it might be affected by flooding is required.

Industrial 1 Zone (IN1Z)

Parts of Abbotsford and Richmond are included in the Industrial 1 Zone.

The IN1Z provides for a range of industrial and commercial uses, which have been recently expanded with the zone reform program to include unlimited office floorspace, small supermarkets and associated retail shops.

Industrial 3 Zone (IN3Z)

The IN3Z applies to large sites and precincts in Cremorne. The IN3Z provides for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter industry conflict and to allow limited retailing in appropriate locations.

Commercial 1 Zone (C1Z)

The C1Z is applied to commercial areas of Richmond and Abbotsford. The C1Z allows a wide range of commercial and mixed use development, including residential apartments, and many land uses no do not require a planning permit.

Commercial 2 Zone (C2Z)

The C2Z is applied to commercial and light industrial areas of Richmond, Abbotsford and Cremorne. This zone provides for offices, manufacturing, bulky goods retailing and other complementary uses.

Public Use Zone (PUZ3)

Special policy and controls are applied to Public Use Zone Schedule 3 (PUZ3) land which is part of the Crown Allotment 133G, Parish of Jika Jika, situated in Yarra Bend Road (referred to in this study as ‘Forenscare’). This includes an incorporated plan titled Victorian Institute of Forensic Psychiatry Concept Plan (1997) which encourages the reuse of buildings and some built form of 2 stores. The schedule requires no permit for use or development generally in accordance with the concept plan. Before any use commences or building or works are constructed, an overall development plan generally in accordance with the concept plan must be approved by the authority. This includes a building development plan, landscape management plan, drainage management plan and elevations showing the location, type, design, height, colour and materials of all buildings and works, including proposed lighting.

Special Use Zone (SUZ)

Schedule 1 to the Special Use Zone (SUZ3) applies to Latrobe Golf Course and aims to provide for a private golf course and ancillary purposes.

SUZ4 applies to Abbotsford Convention and aims to provide for the development and management of the site primarily for arts, culture, education, tourism and parkland uses and implement the Abbotsford Convention Masterplan (2004). A planning permit is required to construct a building situated outside the defined building envelope plan contained in the Master Plan.

Comprehensive Development Zone (CDZ)

The Comprehensive Development Zone (CDZ) applies to Victoria Gardens and its Schedule (CDZ2) gives effect to Victoria Gardens - Building Envelope and Precinct Plan and Precinct 3 Plan – Warehouse Area, an Incorporated document.
Overlays

Overlays that apply to the study area within the City of Yarra are described below. A set of overlay maps are provided in Appendix B: Planning Scheme Maps.

**DDO1: Yarra River Corridor Protection**

*Design and Development Overlay (DDO1) 'Yarra River Corridor Protection'* is an interim control introduced through Amendment C195 and due to expire 31/12/17. This Amendment implemented the recommendations of the 2014 Strategy, and updated the former DDO1 which had applied to the length of the river. The current DDO1 is applied to all land, both private and public, along the river. It also includes the tributaries of the Merri & Darebin Creeks.

DDO1 includes a Statement of significance for the river and detailed design objectives relating to the appearance of built form within the river’s sensitive landscape. It focuses upon retaining the natural elements of the river’s environment, such as riparian vegetation and riverbank topography, as the dominant visual elements in the landscape.

DDO1 sets a range of mandatory and discretionary setbacks and height controls for sites and precincts adjoining, or in close proximity to, the river. Decision guidelines relate to the level of visibility of a development within the landscape, the retention of riparian vegetation and natural river bank topography, and the provision of new vegetation to screen development.

**ESO1: Yarra River Environs**

The Environmental Significance Overlay Schedule 1 relates to the Yarra River Environs and applies to all land adjoining the river, both public and private.

The current Schedule 1 (ESO1) ‘Yarra River Environs’ was also introduced through Amendment C195 as an interim control. ESO1 does not include the Merri and Darebin Creek tributaries. Permits are required for specified buildings, works and vegetation removal. Environmental objectives include:

- Protect indigenous vegetation and wildlife habitats throughout the corridor.
- Conserve water quality and capacity.
- Protect the sensitive ecosystem and enhance the ecological features of the river corridor.

Decision guidelines relate to retaining the landscape character of the river, and its natural elements of bank topography, riparian vegetation and habitat. Additionally, reference is made to the Middle Yarra Concept Plan - Dights Falls to Burke Road (1990), the Middle Yarra Concept Plan - Dights Falls to Burke Road (1986) and the 2015 Strategy.

**Development Plan Overlay (DPO3)**

The DPO3 applies to the Botanica Business Park in Swan Street, Burnley. It requires a development plan to be prepared before a permit is granted to subdivide the land. The development plan must include three-dimensional views from the Yarra River of the proposed development. In accessing the development plan, the responsible authority is expected to consider the views from the Yarra River.

This site is currently not included in DDO1 Yarra River Corridor Protection.

**Development Plan Overlay (DPO11)**

The DPO11 applies to the Amcor site. It includes requirements for the preparation of a development plan which relate to the built form interface. The overlay requires a Section 173 agreement that ensures the conforming of three-dimensional views from the Yarra River of the proposed development. In accessing the development plan, the responsible authority is expected to consider the views from the Yarra River.

This site is currently not included in DDO1 Yarra River Corridor Protection.

**ESO2: Floodplain Protection**

The Environmental Significance Overlay Schedule 2 relates to the main floodplain, and applies to all land adjoining the river, both public and private.

The current Schedule 2 (ESO2) ‘Floodplain Protection’ is an interim control introduced through Amendment C195 and due to expire 31/12/17. This Amendment implemented the recommendations of the 2014 Strategy, and updated the former ESO2 which had applied to the length of the river. The current ESO2 is applied to all land, both private and public, along the river. It also includes the tributaries of the Merri & Darebin Creeks.

ESO2 sets a range of mandatory and discretionary setbacks and height controls for sites and precincts adjoining, or in close proximity to, the river. Decision guidelines relate to the level of visibility of a development within the landscape, the retention of riparian vegetation and natural river bank topography, and the provision of new vegetation to screen development.

The overlay includes building heights which are preferred (closer to Heidelberg Road) and maximum (closest to the river). The maximum building height fronting the river is 2 storeys, setback from the crest line. Up to 14 storeys is preferred at the corner of Heidelberg Road and Chandler Highway intersect.

**PAO2: Public Acquisition Overlay**

The PAO2 has been applied for the creation of a continuous linear park / trail system adjacent to the river. It covers land directly abutting the Yarra River between Gipps and Walmer Streets. This addresses a strategic gap in the Main Yarra Trail on the City of Yarra side of the river. It also applies to land along Darebin Creek from the Yarra River.

**Public Acquisition Overlay (PAO2)**

PAO2 has been applied for the creation of a continuous linear park / trail system adjacent to the river. It covers land directly abutting the Yarra River between Gipps and Walmer Streets. This addresses a strategic gap in the Main Yarra Trail on the City of Yarra side of the river. It also applies to land along Darebin Creek from the Yarra River.
LOWER YARRA RIVER CORRIDOR STUDY
DESIGN AND DEVELOPMENT OVERLAY

OVERLAYS

- Local Government Boundaries
- Yarra River

OVERLAYS

- DDO1: Yarra River Corridor Protection
- DDO2: Main Roads and Boulevards
- DDO3: Australian Dyeing Company Site, Clifton Hill
- DDO5: City Link Exhaust Stack Environs
- DDO6: 601-603 Victoria Street, Abbotsford
- DDO7: Burnley Street West Precinct
- DDO8: Fitzroy South
- DDO9: Doonside Precinct
- DDO10: Johnston St Precinct - West of Smith St
- DDO11: Gipps Precinct
- DDO12: Former NMIT Site 35 Johnston St, Collingwood
- DDO13: Emma St Precinct, Collingwood
LOWER YARRA RIVER CORRIDOR STUDY
ENVIRONMENTAL SIGNIFICANCE OVERLAY
Appendix C: Strategic Projects
The City of Yarra Yarra River Corridor Strategy ("the 2015 Strategy") was prepared by Planisphere on behalf of the City of Yarra in 2014-2015. The recommendations of the 2015 Strategy have been implemented through Amendment C195 on an interim basis, through an updated DDO1 and ESO1.

The 2015 Strategy identified four river interface character types within the City of Yarra, shown on the map opposite, and set out detailed recommendations for future building siting and design.

This Lower Yarra River Corridor Study incorporates the detailed analysis and recommendations of the 2015 Strategy. The recommendations of the 2015 Strategy have been reviewed in regard to the recent changes to the State Planning Policy Framework (SPPF) and the current Yarra River planning controls program.

Findings from the Lower Yarra River Corridor Study will be used to update the planning controls introduced through Amendment C195. This will help to maintain a consistent approach to protecting the river within the City of Yarra in line with the recommendations for the other municipalities of the Lower-Middle Yarra river corridor.

River Interface Character Types


Legend
- Parkland character type
- Leafy Suburban character type
- Current & Ex-Industrial character type
- Motorway character type
Other Relevant Strategic Projects

Overview
A number of recent and current strategic projects are of particular relevance to the Yarra River corridor. These strategies have been reviewed to assess their relevance to and impact on the current study and include:

- Swan Street Structure Plan (2014)
- Yarra Business and Industrial Land Strategy (BILLS, 2012)

The key implications for this study are:

Swan Street Structure Plan
- The Swan Street Structure Plan includes an objective to prevent overshadowing of the river.
- The proposed building heights and setbacks of the Swan Street Structure Plan for sites adjoining the river are general in nature (ie 7-10 storeys, or a maximum of 30m) and several 'future investigation areas' have no recommended height limits.
- More detailed height limit recommendations are required to prevent overshadowing, or else a mandatory requirement for shadow testing of new development proposals should be applied.
- DDO1 should be extended further north so that height controls are applied to additional sites with development potential where overshadowing may result.

Johnston Street LAP & Trenerry Crescent Plan
- The policy aims to 'create a new contemporary urban character' in the eastern section of Johnston Street, as well as Hoddle Street focused on well-designed, higher density buildings which may be in close visible proximity to the Yarra River Corridor.
- Precinct 7 (Trenerry Crescent) identified as an area for 'moderate change' (respect heritage fabric) with limited reference to Yarra River interface approaches (although 'sensitive to the river corridor' is raised as a built form approach)
- The Johnston Street LAP reiterates the building heights and setbacks at the river’s interface along Trenerry Crescent, however, it sets a higher discretionary maximum height of 25m, which differs from the 18m discretionary maximum height implemented in DDO1.
- Subject to meeting detailed design objectives relating to the river interface, including substantial upper level setbacks, an overall height of 25 metres may be an appropriate design response, depending on the individual site context.

Swan Street Structure Plan (2014)
- The Swan Street Structure Plan (2014) is a high-level strategy document providing broad direction for future development of the Swan Street study area. The Structure Plan area is bound by Punt Road to the west, the Yarra River corridor to the south and Loyola Grove to the east. A point roughly halfway between Swan Street and Bridge Road was designated as the northern boundary. The entire section of the Yarra River corridor within the Swan Street Structure Plan area is edged by the Monash Freeway/Chifley Toll Road.
- The Structure Plan is not intended to provide detailed planning for many projects will need to be undertaken to better respond to the specific site context. The plan sets a direction for greater intensification and redevelopment of established areas across the Swan Street study area.

- The areas of the study area closest to the Yarra River form part of six precincts:
  - Punt Road (Precinct 5)
  - Cremorne Mixed Use (Precinct 6)
  - River Edge (Precinct 7)
  - Cremorne South (Precinct 8)
  - Church Street (Precinct 9)
  - Barkly Avenue (Precinct 10).
- The direction for each precinct includes different mixes of land use, built form and other attributes.

Within the Framework Plan, future preferred buildings heights vary from 2-3 storeys (9m) through to 10-12 storeys (36m). This includes:
- 7-10 storeys (30m) at the Nylex Strategic Redevelopment Site
- 5-6 storeys (15m) along the Punt Road interface, and throughout much of the Church Street and Cremorne South Precincts.
- Heights of 4 storeys (13m) for the majority of the remaining areas within the Cremorne Mixed Use, Cremorne South and Barkly Avenue precincts.
A number of other sites are identified as further investigation areas including the Rosella Complex (adjacent to the Yarra River corridor and the Crumlin/Pakenham/Flaxton/Sanginham train line) and the Dae Street site (adjacent to the Yarra River and Church Street).

Strategies:

Key strategies of the Plan relating to the river are:

- Ensure that no additional shadow is cast across the north bank of the Yarra River between 11.00am and 2.00pm on 21 June.
- Prepare Urban Design principles for the Rosella Complex to inform the preparation of a Master Plan.
- Encourage the redevelopment of Strategic Redevelopment Sites in the precinct to a maximum height of 10 storeys.

Implications for this Project

The key implications for the Yarra River Supplementary Report are:

- The Swan Street Structure Plan supports the new State planning policy to prevent overshadowing on the north bank of the river.
- The proposed building heights and setbacks of the Swan Street Structure Plan for sites adjoining the river are general in nature (ie 1-10 stores, or a maximum of 30m) and several ‘Future Investigation Areas’ have no recommended height limits.
- More detailed height limit recommendations are required to prevent overshadowing, or else a mandatory requirement for shadow testing of new development proposals should be applied.
- DD01 should be extended further north so that height controls are applied to additional sites with development potential where overshadowing may result.

**Yarra Business and Industrial Land Strategy (BILS, 2012)**

The Yarra BILS (adopted in 2012) sets out the strategic direction for industrial land, including recommendations for sites with an interface to the Yarra River.

The strategy notes that ‘many of Yarra’s core industrial areas interface with the Yarra River which is remnant of traditional industrial development. The open space, recreation and landscape significance of the Yarra River corridor means that activities which complement these values such as offices, cafes and tourism oriented facilities should be preferred.’

For all locations (aside from the industrial node in Burnley), the strategy notes the changing role of these areas away from industrial land use. It notes that future land use directions, including residential, commercial and mixed use, have the potential to improve the interface of these areas with the river. It recommends master planning in many instances to address urban design, river access, interface issues and space for landscaping.

**Johnston Street Local Area Plan (2015)**

The Johnston Street Local Area Plan was adopted by Council in December 2015. The Plan is a high-level strategy document that gives direction for the future development of the Johnston Street Activity Centre.

The study area covers approximately 112 hectares and is situated across the suburbs of Abbotsford and Collingwood, generally bound by the Eastern Freeway, Smith Street, Vere Street and the Yarra River. A copy of the Precinct Plan has been included on the following page. The Plan focuses on the section of Johnston Street that extends east from Smith Street to the Yarra River, which is 1.8km in length.

The Plan seeks to accommodate a greater mix of activities including, residential, retail, offices and other commercial uses within the facilitate Johnston Street Activity Centre. Three precincts are situated in proximity to the Yarra River:

- Johnston Street East (Precinct 2)
- Trencery Crescent (Precinct 7)
- Abbotsford Convent (Precinct 8).

**Johnston Street East Precinct**

The Johnston Street East Precinct does not have direct frontage to the Yarra River, but is noted as an important connection to the activity river and the Abbotsford Convent precinct. Buildings up to 6-7 storeys are recommended, with improved pedestrian activity and amenity.

**Trencery Crescent Precinct**

The Plan describes the Trencery Crescent precinct as a mixed use area with unique heritage buildings in an attractive, and sensitive riverside location.

Regarding the future economic role of the precinct it is noted:

- Trencery Crescent has only three sites that remain within the Commercial 2 Zone as most sites have been redeveloped for residential and mixed use activities (apartments).
- The remaining three sites present opportunities for mixed use developments with a mix of office/commercial and residential uses. New development will need to consider the sensitive interface of the Yarra River corridor and respond accordingly.
- The BILS recommended retention of the current zones, pending further investigation. Further work undertaken as part of the Johnston Street Local Area Plan recommended rezoning to allow a mix of office and residential land uses. The three sites that remain in the Commercial 2 Zone should be rezoned to the Mixed Use Zone to facilitate mixed-use development consistent with the trends that have occurred along Trencery Crescent in recent years.

The Plan puts forward the following built form guidelines for the Trencery Crescent precinct:

- Building typologies will demonstrate ‘moderate change’
- New development will respect the existing heritage fabric of the area and respond to the sensitive riverside location
- Maximum building height: 6-8 storeys (25m)
- Street facade height: 3-4 storeys (15m).

The Plan highlights that the Trencery Crescent Precinct has an important river corridor interface, and establishes a direction to maintain and protect the natural vegetation in this interface.

**Abbotsford Convent Precinct**

For the Abbotsford Convent precinct, there is limited potential for future development, due to the site’s established heritage significance and role as a community- and arts-based facility. Sensitively designed and located development may be permitted, subject to the requirements of the Special Use Zone.

**Yarra River Interfaces**

The Johnston Street Local Area Plan identifies key features of the Study area, and this includes interfaces with the Yarra River Corridor in the Precincts listed above. Of particular relevance to the Yarra River corridor are the following recommendations:

**Key Opportunities:**

- Improving connections within the open space network and promote regional assets such as the Yarra River Corridor, Capital City Trail and Victoria Park
- Reinforcing pedestrian and cyclist links that connect with the Capital City Trail
- Among the Trencery Crescent sites left to develop, there are opportunities to reinforce the street wall facade along the street. Development should be respectful of the interface with the Yarra River corridor through adequate setbacks from the river bank (crest-line) in response to the relevant Design Development Overlays (DDO) for the Yarra River corridor.

**Issues:**

- The scale of proposed buildings and built form will continue to be an issue that needs to be managed within the study area, influenced by the demand for retail and office floor space as well as the demand for new apartments
- Trencery Crescent provides an interface with the natural environment of the Yarra River corridor and has experienced development pressure in recent years
- Some sites in Trencery Crescent are yet to be redeveloped and the impact of new buildings on the river corridor needs to be considered through an appropriate and sensitive design response.

**Strategies:**

- Identify opportunities to enhance connections to the Yarra River corridor through improvements to the public realm and open space network
- Investigate opportunities to create a through link that connects Trencery Crescent to the Capital City Trail as part of an open space contribution (when development occurs)
- Enhance connectivity and way-finding through signage at appropriate locations
- Ensure that development respects the natural, vegetation dominated characteristics of the Yarra River corridor through recessive, high quality architectural design that displays well articulated built form

**Implementation Plan (Sections relevant to the Yarra River Corridor):**

- Consider requests to apply appropriate planning controls to sites along Trencery Crescent that facilitate mixed use development outcomes that respect the heritage qualities of the streetscape as well as the natural characteristics of the Yarra River corridor.
Implications for this Project

The key implications for the Yarra River Supplementary Report are:

- The policy aims to ‘create a new contemporary urban character’ in the eastern section of Johnston Street, as well as Hoddle Street focussed on well-designed, higher density buildings which may be in close visible proximity to the Yarra River Corridor.

- Precinct 7 (Trenerry Crescent) identified as an area for ‘moderate change’ (respect heritage fabric) with limited reference to Yarra River interface approaches (although ‘sensitive to the river corridor’ is raised as a built form approach).

- The Johnston Street LAP reiterates the building heights and setbacks at the river’s interface along Trenerry Crescent, however, it sets a higher discretionary maximum height of 25 metres, which differs from the 18m discretionary maximum height implemented in DDO1.

- Subject to meeting detailed design objectives relating to the river interface, including substantial upper level setbacks, an overall height of 25 metres may be an appropriate design response, depending on the individual site context.

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**FIGURE 18: BUILT FORM FRAMEWORK PLAN**

- **Existing Residential Areas** - Existing low rise scale retained (not including Collingwood Housing Estate)
- **Street Wall Facade** - Consistent street wall facade (height) - Active ground level frontages
- **Residential Interface** - Scale transition to adjoining low rise residential areas
- **River Corridor Interface** - Buildings respect the Yarra river corridor - Maintain and Protect Natural Vegetation

**Corner Opportunity - High-Quality Entry Buildings** - Well designed corner entry buildings

**Victoria Park Station Activity Node** - Taller development (8-10 storeys) close to the station with public realm improvements - Active ground floor frontages

**Strategic Redevelopment Site (YarraTrack Land)** - Suitable for higher density residential uses incorporating pedestrian links and improved connections to the station (6-8 storeys)

---

1. Johnston Street Central
   - Maximum Height: 6-7 storeys
   - Street Facade Height: 2-3 storeys (consistent with existing heritage facades)

2. Johnston Street East
   - Maximum Height: 6-7 storeys
   - Street Facade Height: 6-5 storeys

3. Johnston Street South
   - Maximum Height: 6-7 storeys

4. Hoddle Street North / Victoria Park Station
   - Maximum Height: 10-12 storeys
   - Street Facade Height: 6-8 storeys
   - East of railway line: 6-8 storeys

5. Easey Street Precinct
   - Maximum Height: 5-6 storeys

6. Community Hub Precinct
   - Maximum Height: 6 storeys with respect to heritage
   - See DDO12 for design and built form guidance at SS Johnston Street (former Collingwood TAFE site)

7. Trenerry Crescent
   - Maximum Height: 6-8 storeys
   - Street Facade Height: 3-4 storeys
   - DDO1 applies to new frontage (Council is currently preparing an Amendment in collaboration with DTPU to replace the existing DDO schedule)

8. Abbotsford Convent
   - Subject to the Special Use Zone (SUZ 2 & 4)
Trenerry Crescent Urban Design Analysis & Masterplan (2015)

The Trenerry Crescent Urban Design Analysis and Masterplan provides a more detailed contextual analysis of the Trenerry Crescent Precinct, and is included in the Johnston Street Local Area Plan as Appendix C.

The masterplan provides direction for remaining development opportunities within the Trenerry Crescent precinct. The masterplan notes that the Yarra River Corridor Strategy (2015) will form the basis for proposed built form controls along the Yarra River Corridor.

The masterplan notes that a number of sites within the precinct have already been recently developed and have limited scope for future development, however there are also number of sites that have significant development potential.

It sets guidelines for future development, including:

- Provide substantial setbacks from the river corridor - buildings to be set back from the from the crest line of the Yarra River
- Provide a transition in built form that steps away from the river interface - heights and setbacks of DDO1 are recommended to apply to river frontage
- Buildings could step up to a maximum upper level height of 6-8 (up to approximately 25m) storeys, with taller built form located towards the Trenerry Crescent interface, stepping down to a 3-4 storey street wall.

The masterplan does not specifically recommend that these be implemented as mandatory controls, rather it supports the introduction of mandatory controls via the work being undertaken to review DDO1.

The masterplan also aims to maintain public access along the corridor between private development and the river, maintain and maximise views to the Yarra River and ensure development responds to the heritage fabric of the precinct.

It includes visual impact analysis of built form from the Trenerry Crescent streetscape, but not from the river corridor.

Implications for this Project

The key implications for the Yarra River Supplementary Report are:

- As noted, the maximum building heights for precincts contained in the Trenerry Crescent UDF (and hence the Johnston Street LAP) vary from those contained in the existing DDO1 - it sets a higher maximum height of 25m, which differs from the 18m discretionary maximum height implemented in DDO1.
- Additional visual analysis is required to test the impact of the UDF’s recommended 25m height limit from the river.
Appendix D: Strategic Site Review
Commercial 1 Zone: Heidelberg Road, Fairfield

214-276 Heidelberg Road, Fairfield

This area is a small pocket of land included within the Commercial 1 Zone (C1Z). It comprises commercial properties, including the Porta Mouldings factory, as well as a residential apartment block which have a frontage to Heidelberg Road. The area is surrounded by the Yarra Bend Park.

Together with the adjoining parkland, this small area of C1Z is currently included in the interim heritage character type (Area A - Yarra Bend Park) under the 2035 Strategy, which is defined by native vegetation along the river bank, naturalistic river edges and a lack of built form. The character type includes locations where the river bank adjoins areas of parkland, golf courses and landscaped grounds. The 2015 Strategy recommended a mandatory height limit of 6m for this area.

The entire C1Z area is currently included in the interim DDO1, with a mandatory maximum height limit of 6m. The area is not included within the interim ESCO.

Other controls which apply to the area:
- Environmental Audit Overlay (EAO)
- Other controls which apply to the area: included within the interim ESO1.
- With a mandatory maximum height limit of 6m. The area is not included within the interim ESCO.

Recommendations
In view of this analysis, it is recommended that the C1Z area be removed from the Parkland character type and considered as an Ex-Industrial character type. It is also recommended that the DDO1 continue to be applied to the area in the following manner:
- Discretionary height controls to apply, to enable flexibility for future development.
- Proposed scale and design of future built form to be tested against the State Policy and DDO1 objectives with regard to impact upon the landscape character of the Parkland character type and the broader the Yarra River corridor landscape setting.
- Use of the DDO to encourage high quality built form as the area is redeveloped, including separation between higher elements of built form to avoid the appearance of a solid building mass when viewed from the parkland or river.
- Consider preparation of a masterplan for the Porta Mouldings site to address detailed design issues, including protection and integration of heritage fabric.

The Site and the Yarra River Corridor Experience

The C1Z area comprises a mix of commercial buildings of 1-2 storeys and a recent apartment building of 4 storeys.

The Porta Factory site is developed intensively with a campus of industrial buildings, including 'saw-tooth' one storey warehouse buildings. The heritage-listed chimney is located centrally within the site, and is screened from view in some locations when seen from Heidelberg Road or the eastern approach, as a result of higher scale built form on adjoining sites (e.g. 262-268 Heidelberg Road).

The most prominent location from which to view the area from the Yarra River corridor is at the junction of the Main Yarra trail towards the Fairfield Boathouse. Development is visible through vegetation from the footbridge which crosses the river opposite the Boathouse (the pipeline bridge). In this well-vegetated location there is a high provision of trees, resulting in a dense canopy that emphasises the parkland character when in the corridor itself. From the footbridge, a key viewpoint, a higher vantage point is afforded, showing views to the flat parklands and development immediately adjacent to the area. This provides an insight into the potential visibility for higher scale development if the area is more densely developed in future.

The entire C1Z area, including the Porta Factory site, is strategically located for redevelopment. New development may have impact on the surrounding Parkland character type and the broader Yarra River environs and should be carefully managed.

Clauses 21.05-2 (Built Form - Urban Design)
- Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
  - Significant upper level setbacks
  - Archoitectural design excellence
  - Best practice environmental sustainability objectives in design and construction
  - High quality restoration and adaptive re-use of heritage buildings
  - Positive contribution to the enhancement of the public domain
  - Provision of affordable housing.
- Require development of Strategic Redevelopment Sites to take into account the opportunities for development on adjoining land.

Clause 21.08-6 (Fairfield-Alphington Neighbourhood Strategy)
- Encourages the redevelopment of the strategic re-development sites in a way that contributes positively to the urban fabric and public domain of Yarra, and where subject to the Heritage Overlay, protects the heritage of the site and of the area (Clause 21.08-6 Fairfield-Alphington Neighbourhood Strategy).

Business & Industrial Land Strategy

The BILS concluded that the current zoning of the site (which at that time was the Business 5 Zone) was appropriate for future land use expectations. This zone encouraged the development of offices or multi-dwelling units with common access from the street.

Implications for this Project

Given the site’s potential for redevelopment and its prominent location on Heidelberg Road, this site has been analysed to determine:

- Whether this site should be included within the DDO extent (i.e. whether it is appropriate considered as a part of the river’s immediate experience corridor).
- If considered integral to the river corridor, determine appropriate built form recommendations taking into consideration the site’s Strategic Development designation in the Yarra Planning Scheme and impacts on the Yarra River corridor, adjoining parkland and the Merri Creek parklands.

Recommendations

In view of this analysis, it is recommended that the C1Z area be removed from the Parkland character type and considered as an Ex-Industrial character type. It is also recommended that the DDO1 continue to be applied to the area in the following manner:

- Discretionary height controls to apply, to enable flexibility for future development.
- Proposed scale and design of future built form to be tested against the State Policy and DDO1 objectives with regard to impact upon the landscape character of the Parkland character type and the broader the Yarra River corridor landscape setting.
- Use of the DDO to encourage high quality built form as the area is redeveloped, including separation between higher elements of built form to avoid the appearance of a solid building mass when viewed from the parkland or river.
- Consider preparation of a masterplan for the Porta Mouldings site to address detailed design issues, including protection and integration of heritage fabric.
View of the area from the Main River Trail

View of the Porta Factory tower in height in the distance in comparison to the cricket ground lighting

View to Porta buildings from Yarra Bend Road

View from the Main River Trail

View towards parklands and the C1Z area from Yarra Bend Road

View of Heidelberg Road frontage

View of the area over the Fairfield Cricket Ground from the Main River Trail

As above

As above
Overview

The purpose of this analysis is to identify potential built form overshadowing impacts on the banks and waters of the Yarra River based on the current mandatory height and setback requirements found within DDO1 of the Yarra Planning Scheme. This analysis includes:

• outlines the existing and proposed policy approach to protecting the Yarra River from overshadowing;
• an analysis of overshadowing impacts for areas between 11am and 2pm on 22 June (winter solstice);
• discussion of options and approaches to mitigating existing and future overshadowing impacts; and
• recommended adjustments to the existing DDO1 schedule.

Prohibiting overshadowing

In December 2015, Amendment VC121 implemented a revised Yarra River protection policy at Clause 12.05-2 of the State Planning Policy Framework. The policy identifies the need to:

• protect the Yarra River from overshadowing;
• an analysis of overshadowing impacts for areas between 11am and 2pm on 22 June (winter solstice);
• discussion of options and approaches to mitigating existing and future overshadowing impacts; and
• recommended adjustments to the existing DDO1 schedule.

The ‘Yarra river corridor’ is defined within the proposed DDO1 of the Yarra Planning Scheme. This analysis includes:

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• discussion of options and approaches to mitigating existing and future overshadowing impacts; and
• recommended adjustments to the existing DDO1 schedule.

Proposed planning control approach

To further support and enforce the policy of avoiding overshadowing, the proposed replacement DDO-control will contain a mandatory requirement to the following effect:

New buildings not cast any additional shadow over the banks and waterways of the Yarra River as measured between 11am and 2pm on 22 June (winter solstice).

The banks and waterways of the Yarra River are challenging to define accurately as the precise relationship between both varies considerably along its length. To avoid confusion or debate, the ‘Setback Reference Line’ (SRL) has been used to define this.

The SRL provides a cadastral based line that related to a property line. The SRL generally reflects the location of the intersection of the banks and waterway of the Yarra River.

The term ‘additional shadow’ refers to an existing building envelope’s current overshadowing impact on the banks and waterway of the Yarra River. This aspect should be taken into consideration when assessing particular development applications.

It is important to note that this assessment does not include the additional 15 meter requirement as set out for areas within the central business district. The ability to achieve a 15 meter additional prohibition on overshadowing from the banks of the Yarra River within the City of Yarra is difficult to realistically achieve for the following reasons:

• The narrow nature of the waterway corridor within the City of Yarra provides limited ability for additional development setbacks;
• The relatively steep elevated edges to the corridor (crest line) are within close proximity to the edge of the river which exacerbates overshadowing;
• Current built form pattern and their location close to the crest line (e.g. Victoria Crescent) casts shadow over the banks and waters of the Yarra River;
• The Monash Freeway forms a considerable built form barrier from the river’s edge to urban areas with the elevated segments of the freeway overshadowing the banks and water of the Yarra River in some locations.

Findings and recommended changes

For the majority of areas assessed, overshadowing of the banks and waters of the Yarra River during the policy period is unlikely to be an issue due to built form being on the southern banks or like orientation of the river.

The potential for overshadowing based on the current interim height and setback requirements where identified for the following precinct areas:

• Trenerry Crescent;
• Victoria Crescent;
• River Street; and
• Monash Freeway precinct, Cremorne/Burnley.

The following section provides an overview of the impacts of overshadowing and potential options and approaches for addressing this issue for each of the areas outlined.

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The following section provides an overview of the impacts of overshadowing and potential options and approaches for addressing this issue for each of the areas outlined.
Figure 1: Overshadowing assessment area denoted by white dashed box. LiDAR coverage shown in blue grid layout.
Trenerry Crescent, Abbotsford

This area is a popular visitor location. Dights Falls is located 200m to the east with the Merri Creek and Capital City Trail joining up in this area. The topography of the northern bank is relatively steep and intermittently vegetated. Setbacks for existing built form vary in distance of between 25m and 30m. Current built form does not overshadow the bank or waterway of the Yarra River. Only minimal overshadowing of the public open space exists.

The analysis suggests that the current mandatory control requirements within DDO1 will lead to some overshadowing between 1pm and 2pm of the policy period based from 126-142 Trenerry Crescent with some overshadowing potential from 112-124 Trenerry Crescent (see figure 2).

The overshadowing impact is considered minimal and can be ameliorated through a mix of design response measures and adjustments to the mandatory requirements of the existing DDO1.

A ‘no overshadowing’ future scenario (figure 3) has been prepared to understand the required parameters. The analysis suggests an increase in all mandatory setback arrangements to move overall building massing height from the MSL and a limit on overall height.

This approach is not recommended to be applied in full as it is likely to create unnecessary restriction to built form where an appropriate site specific design response would work better to deliver no overshadowing of the bank and water of the Yarra River and also reduce or avoid overshadowing impact on areas of public open space.

A minor increase to the MSL from 25m to 30 will ensure that development is located behind the crest line which will assist to reduce overshadowing impact. A proposed mandatory maximum would also assist to remove unnecessary impacts and provide other benefit in terms of design consistency with existing development within this precinct.

Recommendation

It is proposed that the following changes be made to DDO1:

- Extension of the current MSL from 25 metres to 30 metres as measured from the setback reference line;
- Maintain the existing maximum height of 11m within 5m of the MSL;
- Extending the existing the minimum setback of the mandatory maximum 18m height requirement an additional 5m; and
- Establish a mandatory maximum height of 25 metres beyond 20m metres of the MSL.

A future, site specific design response should consider the impact of overshadowing on the Yarra River and on the public open space environment avoid impacting on the amenity of this popular location.
Figure 2

Trenerry Cr, Abbotsford - Part 1 - Overshadowing on 22 June
Current DDO1 Mandatory height & setback requirements

1. Setback reference line
2. 18m height from natural ground level setback 30m from 'setback reference line'
3. 11m height from natural ground level setback 25m from 'setback reference line'
4. Area boundary
5. Overshadowing parcel
6. Overshadowing on the Yarra River
Trenerry Cr, Abbotsford - Revised - Overshadowing on 22 June
No Overshadowing (Future Scenario)

1. Setback reference line
2. 25m height massing setback 65m from 'setback reference line'
3. 18m height massing setback 49m from 'setback reference line'
4. 11m height massing setback 33m from 'setback reference line'
5. Area boundary
Analysis of the Victoria Crescent precinct (figure 4) indicates a significant overshadowing impact will occur based on current setback and mix of mandatory and height requirements within the DDO1. The analysis suggests built form if built to these limits will impact the Yarra River in the following way:

- public open space, northern banks and the bulk of the waterway will be in total shadow during winter months;
- extent of shadow cast is likely to reach the southern bank of the Yarra River in this location; and
- the range of shadow that will be cast would extend from Clarke Street to Collins footbridge.

A 'no overshadowing' future scenario (figure 5) has been prepared which would suggest that the following requirements would need to be established to completely avoid overshadowing:

- increasing the MSL from 30 to 45m from the setback reference line;
- reducing the current 11m mandatory maximum height to 6m and increasing its distance for a further 15m from the MSL; and
- an overall mandatory maximum height lowered from 18m to 11 metres commencing 10 metres from the MSL for the remainder of the site.

This scenario is not considered realistic as properties within the existing Industrial 1 Zone abutting the Yarra River have limited depth and are irregularly shaped making increasing the mandatory setback impractical when the required street and side setbacks are taken into account.

A 'Managing existing Development' scenario (figure 6) has been prepared to better understand the current overshadowing impact. This Development setbacks currently vary between 25m and 35m from the north bank of the Yarra River. Building heights nearest to the Yarra River frontage average between 6 and 8 metres with the tallest building at approximately 11 metres. Under existing conditions it is estimated that there is overshadowing of the Yarra River with the greatest impact between 1pm and 2pm.

**Recommendations**

Given the current industrial zoning and site/area constraints, it is recommended that the current controls be adjusted as follows:

- Maintain the MSL at 30m from the setback reference line;
- Reduce the first mandatory height from 11m to 8m for a distance of 15m from the MSL; and
- Establish a maximum height of 11m from 15 metres of the MSL for the remainder of the area.

The above seeks to provide a realistic balance of expectation versus impact under current Industrial 1 Zone requirements. Longer term, should the land use conditions be altered through an appropriate master or structure planning approach, it is recommended that future design requirements seek to eliminate overshadowing impacts all together over the bank and waterway of the Yarra River.
Victoria Crescent, Abbotsford - Overshadowing on 22 June

Current DDO1 Mandatory height & setback requirements

1. Setback reference line
2. 18m height from natural ground level setback 30m from 'setback reference line'
3. 11m height from natural ground level setback 25m from 'setback reference line'
4. Area boundary
5. Overshadowing parcel
6. Overshadowing on the Yarra River

Figure 4
Victoria Crescent, Abbotsford - Overshadowing on 22 June

No Overshadowing (Future Scenario)

1. Setback reference line
2. 11m height massing setback 55m from ‘setback reference line’
3. 6m height massing setback 45m from ‘setback reference line’
4. Area boundary
Victoria Crescent, Abbotsford - Overshadowing on 22 June
Managing Existing Development - INZ1

1. Setback reference line
2. 11m height massing setback 45m from 'setback reference line'
3. 8m height massing setback 30m from 'setback reference line'
4. Area boundary
River Street Precinct

The topography of the banks of the Yarra River in this location are relatively steep becoming flat beyond the crest line. There is relatively good vegetation coverage in this area within the bank environment.

Development is current setback a mix of distances with the closest building being approximately 25m from the waterway with a mix of three to four storey buildings.

The analysis (figure 7) indicates that minor overshadowing between 1pm and 2pm of the policy period may occur under current DDO1 conditions is likely to occur during the later part of the policy period.

Within this area minor increases to the initial mandatory setback line, and potentially to the setting back of secondary heights within the control will ameliorate any overshadowing affects.

Recommendations

The following changes are recommended to ameliorate this impact:

• Increase the Mandatory Setback Line from 25 metres to 30 metres as measured from the setback reference line.
• Investigate increasing the setback of both the 11m and 18m mandatory maximum height limit to further reduce overshadowing potential.
River Street, Burnley - Part 1 - Overshadowing on 22 June

25m & 30m Setbacks

1. Setback reference line
2. 18m height from natural ground level setback 30m from 'setback reference line'
3. 11m height from natural ground level setback 25m from 'setback reference line'
4. Area boundary
5. Overshadowing parcel
6. Overshadowing on the Yarra River
Motorway Precincts

The ‘Motorway’ precincts are located on the northern bank of the Yarra River separated by the Monash Freeway within Cremorne and Burnley.

The recommended building heights and spatial extent of DDO1 outlined within the City of Yarra’s ‘Yarra River Strategy 2015’ requires review to ensure the policy of not overshadowing the banks and waterway of the Yarra River are appropriately managed.

Figure 8: Motorway Precinct, Cremorne/Burnley – City of Yarra “Yarra River Strategy 2015”.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DISCRETIONARY MAXIMUM HEIGHT</th>
<th>OTHER CONTROLS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorway A: Swan Street Structure Plan River Edge Commercial (MW A)</td>
<td>36m</td>
<td>30m upper level side setbacks from shared boundaries above 16m</td>
</tr>
<tr>
<td>Motorway B: Commercial (MW B)</td>
<td>38m</td>
<td>30m upper level side setbacks from shared boundaries above 16m</td>
</tr>
<tr>
<td>Motorway C: Terminal Station &amp; Parkland (MW C)</td>
<td>26m</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Approach

Further to the methodology and general parameters outlined earlier in this report, the three dimensional model builds in consideration of a range of hypothetical building heights for all precincts to test the extent of potential overshadowing on to the northern bank and waterway of the Yarra River. All areas with potential for future redevelopment within land zoned commercial, industrial or mixed use purposes have been included.

An assessment of existing residential and open spaces areas has not been undertaken for the following reasons:

- These areas are generally well set back from the river.
- The current land use requirements place restrictions on development scale and height which will not affect the Yarra River.
- Heritage restrictions within residential areas further limit the scope of development potential.

A cadastral based Setback Reference Line has been identified which follows the southern edge of the Monash Freeway. This line generally identifies the boundary between the banks and waterway of the Yarra River.

Key Considerations

The elevation and width of the Monash Freeway varies throughout its length across the study area. The freeway is at its most elevated west of Charles Evans Reserve as it progresses over Punt Road. Between the South Yarra Rail Bridge and the Church Street Bridge, the Monash Freeway is at or below grade as it passes under these bridges. The Monash Freeway gradually becomes elevated again as it approaches Burley Harbour. It returns to grade as it meets the exit of the Burnley Tunnel and becomes elevated once more as it approaches the Yarra River and follows Gardiners Creek alignment.

An analysis using available LiDAR information has been undertaken to determine the effects of existing overshadowing (see figure 9). This analysis has found that some additional overshadowing from built form occurs between Punt Road and Cremorne Street as a result of the elevated segment of the Monash Freeway and the existing grain silos and illuminated Nilex sign situated above. The overshadowing is irregular in extent and occurs predominately between 11am and 1pm during the policy period. All other existing built form would appear to not overshadow the Yarra River beyond the extent of the Monash Freeway’s current shadow.

The Cremorne area is well close to the city and has access to a variety of road, rail and tram transport infrastructure. There are several large redevelopment sites within the current commercial, industrial and mixed use areas. It is likely that future development in this area will result in larger taller buildings as the area’s potential is realised.

Built form (both buildings and infrastructure) presents a dominant form when viewed from the broader Yarra River corridor. The generally flat topography of the area means that areas closest to the river are usually most dominant when viewed from Yarra’s southern bank and from longer range.

Analysis

Figures 9 and 10 illustrate a hypothetical assessment of a range of building heights which seek to avoid overshadowing of the banks and waterway of the Yarra River during the policy period. This analysis does not take into consideration existing overshadowing by built form.

The shadow analysis shows that a lower range of heights should ideally be established for those properties closest to the Yarra River, immediately adjoining the Monash Freeway.

Determining an appropriate extension to DDO1 to capture an area that is relative to the Yarra River is challenging given the mix of existing land uses, overall depth of the area open to potential change, and limited clear strategic direction generally for this area.

The City of Yarra’s ‘Yarra River Strategy 2015’, the ‘Swan Street Structure Plan’ and existing land use planning controls (e.g. Comprehensive Development Zone Schedule 3 and Commercial 2 Zone) provide some direction to help define an area of interest. The Swan Street Structure plan preferences an upper limit of 30m with taller built form located away from existing residential areas and closer to the Monash Freeway.

Height limits within these existing strategies and controls indicate a range of preferred height of between 16 to 36 meters, all discretionary in form. The upper limit of this range provides some strategic direction to assist to define an approximate area which a reformed DDO1 control should in revising DDO1 an option to establish mandatory height controls was considered (in additional to the mandatory overshadowing prohibition) but determined to be impractical for the following reasons:

- a range of site specific heights which would be required to give effect,
- consideration of overshadowing by existing built form would not be taken into account,
- the need to establish mandatory heights would be based on overshadowing alone and not respond other land use challenges within these areas which would influence built form outcomes.

Recommendations

It is recommended that DDO1 be extend further north to capture areas within figure 9 zoned for commercial, industrial and mixed use that are likely to fall within the hypothetical height range of between 10 metres and 60 metres with boundaries to be defined by the existing road network.

The extension of DDO1 will require future development applications to meet the mandatory overshadowing requirements to be contained within the reformed DDO1 control and other design interface matter which relates to the Yarra River considered relevant in addition to other requirements associated with interaction with local residential environment.

It is proposed that a discretionary height control environment overall be maintained within this precinct. The discretionary height could be set at between a maximum of 30 meters across this area.

To determine more accurate and desired strategic height requirements, Council is encouraged to undertake a structure plan to determine a preferred future urban development environment.
Monash Freeway Existing Overshadowing
Cremorne Overshadowing Envelope

Note: This illustration shows hypothetical building heights to determine potential overshadowing of the Yarra River by built form. The heights demonstrated in this illustration do not relate to any existing and/or endorsed strategic plan or planning control for this area. Site specific assessment of overshadowing impacts should be undertaken to determine current and future overshadowing impacts.
Cremorne Overshadowing Envelope

Note: This illustration shows hypothetical building heights to determine potential overshadowing of the Yarra River. The heights demonstrated in this illustration do not relate to any endorsed strategic plan or planning control for this area. Site specific assessment of overshadowing impact should be undertaken to determine current and future overshadowing impacts.

Figure 10
Appendix F: Building Heights & Setbacks Analysis
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<th>Area</th>
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<td>Parkland</td>
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<tr>
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<td>A (South)</td>
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<tr>
<td></td>
<td>B (Abbotsford Convent)</td>
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<tr>
<td></td>
<td>B (Melbourne Girls' College)</td>
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<td>C</td>
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<tr>
<td>Leafy Suburban</td>
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<td>Current &amp; Ex-Industrial</td>
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<td>B (Victoria Crescent)</td>
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</tr>
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<td></td>
<td>C (Carlton United Breweries Site)</td>
<td>xlv</td>
</tr>
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Context Map: DDO Areas
City of Yarra LGA
### Criteria Matters for Consideration

#### Existing landscape character

<table>
<thead>
<tr>
<th>Character Type</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural landscape character</td>
<td>This area comprises the Latrobe Golf Club, private residences and Alphington Park. The AMCOR residential redevelopment site is to the west. The golf course and adjoining sites are a mix of cleared open space with heavy clusters of trees and other vegetation. There is limited development with the exception of a clubhouse, outbuildings and car parks. In this location the river bank rises gently, and then flattens into broad floodplains. The area is also heavily vegetated at the river bank edges. The confluence of the Yarra River with the Darebin Creek is a key landscape feature. The river’s course is straight in some locations, and also forms a series of dramatic bends in others.</td>
</tr>
</tbody>
</table>

#### Pattern of viewing

This area can be viewed from the Eastern Freeway, the Chandler Highway, the Green Acres Golf Club, Willsmere Park and the Main Yarra Trail on the opposite bank, adjoining parkland, as well as from the waterway itself.

#### Interaction of built form & landscape

The river banks form a gentle rise from the river’s edge. The scale of built form is characterised by public sporting facilities of 1-3 stories, and residential development of 1-4. Vegetation and landscape dominate the character of this area.

#### Future landscape directions

**Strategic context**

A range of zone controls apply to this area. The Golf Course is within the Special Use Zone (SUZ1) which provides for the use of land as a private golf course and supporting ancillary purposes. No height controls apply to this site. Part of the location adjoining the Darebin Creek is within the Urban Floodway Zone (UFZ2), which restricts future development due to flooding constraints. The Land Subject to Inundation Overlay applies to almost the entire area to a distance of approximately 450m from the setback reference line, which restricts development due to flooding constraints.

Alphington Park is within with Public Parks and Recreation Zone (PPRZ) which provides for public parks and open space, and the Public Conservation Resource Zone (PCRZ) which provides for conservation and public space protection. An large site is within the Urban Floodway Zone (UFZ), which restricts future development due to flooding constraints. There are no height controls which apply to land within these zones. A small pocket of residential sites is within the Neighbourhood Residential Zone (NRZ2) which provides for low scale residential development and applies a mandatory 8m height limit.

The Public Acquisition Overlay (PAO2) applies to a strip of land that extends through the site and along the Darebin Creek, which is allocated for potential future open space. The Land Subject to Inundation Overlay applies to the entire length of the area to a distance of approximately 50-200m from the setback reference line, which restricts development due to flooding constraints.

**Desired outcomes**

Visibility of buildings from the river, adjoining parkland and the opposite bank is minimised or avoided where possible. Strong landscaped edge to the river and open spaces to screen views to buildings is maintained. Encroachment of built form into the river corridor is avoided. Tree canopy is retained and enhanced as a dominant visual element in the landscape.

#### Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
</table>
| **Recommended building setback** | The 2015 Strategy recommended a 50m mandatory setback from the closest property boundary to river. In view of the new State Policy direction, it is recommended that the setback be increased to 100m from the closest property boundary to river, which:  
- ensures that unacceptable encroachment of development into the river corridor, within an area that currently has minimal buildings near the edge of the Yarra River or the Darebin Creek, would be avoided.  
- sites development away from the river and allows space for a strengthened vegetation buffer. |
| **Recommended maximum building height** | The 2015 recommended a mandatory maximum height of 6m for these sites. It is recommended that this is amended to an **8m mandatory maximum height** (9m on a sloping site). This better reflects the scale of the existing buildings within the area and its context, which is between 1-2 storeys, and will allow greater development flexibility. It is also consistent with the mandatory maximum height that applies within the Neighbourhood Residential Zone. Use of a mandatory maximum height for these sites will ensure the scale of buildings sits well below the tree canopy height within this area which is in close proximity to the river and adjoining parklands. |
| **Recommended control boundary** | Properties that abut the river's edge are within the area recommended for management. Flat topography allows high visibility of buildings from identified view points and therefore requires management. |
### Parkland Character Type - Area A (South - Melbourne Polytechnic) & Current & Ex-Industrial Character Type - Area A (Commercial 1 Zone)

#### Criteria Matters for Consideration

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing landscape character</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Character Type</strong></td>
<td>Parkland A (South - Melbourne Polytechnic) &amp; Current &amp; Ex-Industrial Character Type - Area A (Commercial 1 Zone)</td>
</tr>
<tr>
<td><strong>Natural landscape character</strong></td>
<td>These two areas are located within the extensive area of riverside open space of the Yarra Bend Park, between the Yarra River and the Merri Creek. They do not have an interface with the river itself. The broader context has a mix of cleared open space with heavy clusters of trees and other vegetation. The land is a flat, broad floodplain, dropping away steeply at the edge of both waterways. There is heavy vegetation along the water's edge. The confluence of the Yarra River and Merri Creek and Dights Falls to the south are key landscape features in this area.</td>
</tr>
<tr>
<td><strong>Pattern of viewing</strong></td>
<td>These areas can be viewed from the Yarra Bend Park, the Main Yarra Trail, Yarra Bend Road and Heidelberg Road.</td>
</tr>
<tr>
<td><strong>Interaction of built form &amp; landscape</strong></td>
<td>There are three developed areas located among the parkland. The Commercial 1 Zone, located with frontage to Heidelberg Road, is developed with industrial, office and apartment buildings. It includes the Porta Mouldings site which is developed intensively with a campus of industrial buildings, including 'saw-tooth' one storey warehouse buildings and a heritage-listed chimney located centrally within the site. The Melbourne Polytechnic campus contains a number of federation era and newer 2-3 storey predominantly red brick buildings. The Forensicare Thomas Embling Hospital is a cluster of modern 1-2 storey buildings screened by fencing and vegetation located outside of the DDO.</td>
</tr>
</tbody>
</table>

#### Future landscape directions

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic context</strong></td>
<td>The Commercial 1 Zone (C1Z) provides for mixed use commercial centres and residential uses at densities complementary to the role and scale of the commercial centre. The Melbourne Polytechnic campus is included within the Public Use Zone 2 (PU2Z) which provides for the use of land for education. The Forensicare Thomas Embling Hospital is subject to a separate Development Plan process and is not included within the Yarra River DDO.</td>
</tr>
<tr>
<td><strong>Desired outcomes</strong></td>
<td>Visibility of buildings from the river, adjoining parkland and the opposite bank is minimised or avoided where possible. Strong landscaped edge to the river and open spaces to screen views to buildings is maintained. Encroachment of built form into the river corridor is avoided. Tree canopy is retained and enhanced as a dominant visual element in the landscape.</td>
</tr>
</tbody>
</table>

### Criteria Matters for Consideration

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Recommended building setbacks</strong></td>
<td>The 2015 Strategy recommended a 50m mandatory setback for the Melbourne Polytechnic site from the closest property boundary to river. As this 50m setback is outside the site boundary, no setback distance needs to be specified. The Commercial 1 Zoned area is located away from the river’s edge, therefore no setback distance needs to be specified.</td>
</tr>
<tr>
<td><strong>Recommended maximum building height</strong></td>
<td>The 2015 Strategy recommended a mandatory maximum height of 15m for the Melbourne Polytechnic site. No change to this height is recommended as it reflects the scale of existing buildings and allows flexibility in design response. The 2015 Strategy recommended a mandatory maximum height of 6m for the Commercial 1 Zoned area. It is recommended that this is amended to an unspecified discretionary height. Proposals should be assessed against the broader design objectives of the DDO and SLO, which will include ensuring a positive interface with adjoining parkland and key viewing corridors of the Main Yarra Trail and Yarra Bend Road. This allows flexibility in design response, and reflects that these sites are already intensively developed, and that the Porta Mouldings site specifically is listed as a strategic site in the Yarra Planning Scheme.</td>
</tr>
<tr>
<td><strong>Recommended control boundary</strong></td>
<td>Site area of the Commercial Zoned area and the Melbourne Polytechnic campus. The Forensicare Thomas Embling Hospital is managed via an Incorporated Document within the Yarra Planning Scheme and therefore has not been included within the DDO.</td>
</tr>
</tbody>
</table>
Criteria | Matters for Consideration
---|---
Existing landscape character | 
Character Type | Parkland B
Natural landscape character | The site comprises Melbourne Girls College. This location is characterised by native vegetation along the river banks, naturalistic river edges, and institutional buildings in a campus setting.
| The site is a mix of cleared open space with heavy clusters of trees and other vegetation. There are a number of multi-storey school buildings, outbuildings and car parks.
| In this location the river bank rises steeply, and then flattens into broad floodplains. The area also is heavily vegetated at the river bank edges. The river’s course forms a strait in this location.
Pattern of viewing | These sites can be viewed from Hawthorn Bridge, the opposite bank, the Main Yarra Trail, adjoining parkland, as well as from the waterway itself.
Interaction of built form & landscape | The college comprises predominantly 2-3 storey institutional buildings. A prominent boat shed is located at the river’s edge.

Future landscape directions | 
Strategic context | The Public Use Zone 2 (PUZ2) which provides for development of land for the purposes of education is applied to the school site.
| The surrounding Public Parks and Recreation Zone (PPRZ) provides for parks and public space and runs along the river’s edge in this area.
| The Land Subject to Inundation Overlay applies along the river’s edge to a distance of approximately 30m from the setback reference line, which restricts development due to flooding constraints.
Desired outcomes | Visibility of buildings from the river, adjoining parkland and the opposite bank is minimised or avoided where possible.
| Strong landscaped edge to the river and open spaces to screen views to buildings is maintained.
| Encroachment of built form into the river corridor is avoided.
| Tree canopy is retained and enhanced as a dominant visual element in the landscape.

Criteria | Matters for Consideration
---|---
Recommendation | 
Recommended building setbacks | The 2015 Strategy recommended a mandatory setback of 30m from the setback reference line.
| This is consistent with the new State Policy direction. It reflects the existing pattern of development, riverbank topography, cadastral alignment and land use zoning.
Recommended maximum building height | The 2015 Strategy recommended discretionary maximum height limits of 7.5m within 3m of the mandatory minimum setback line (MMSL) and 15m beyond 3m the MMSL.
| No change to these heights is recommended as they will help to ensure a positive interface with adjoining parkland, the river and key viewing corridors of the Main Yarra Trail and Yarra Boulevard.
| This will also allow flexibility in design response, and reflects that the site is already developed.
Recommended control boundary | Properties that abut the river’s edge are within the area recommended for management. The campus forms the control boundary.
| Flat topography allows high visibility of buildings from identified view points.
Proposed Minimum Setback
Parkland Character Type Area B
(Melbourne Girls’ College)
Topography & Overlay Controls

Legend
- Municipal Boundary
- Setback Reference Line
- Numerical Setback Line
- Cadastral Boundary
- LSIO
- DDO Boundary
- 1m Contours
Proposed Minimum Setback
Parkland Character Type Area B
(Melbourne Girls’ College)
Zoning

Legend
- Municipal Boundary
- Setback Reference Line
- Mandatory Setback Line
- Cadastral Boundary
- C1Z
- C2Z
- GZ
- INZ
- NUZ
- NRZ
- PPRZ
- PUZ1
- RDZ1
Proposed Minimum Setback
Parkland Character Type Area C
Context Map

Legend
- Municipal Boundary
- Setback Reference Line
- Cadastral Boundary
- DDO Boundary
# Parkland Character Type - Area C - Melbourne University, Burnley

## Existing landscape character

<table>
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<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character Type</td>
<td>Parkland C.</td>
</tr>
<tr>
<td>Natural landscape character</td>
<td>The site comprises the Melbourne University Burnley Park Campus. The broader context is characterised by large open spaces punctuated with trees, low lying topography. In this location the river bank rises gently, and then flattens into broad floodplains. The Yarra Boulevard separates the site from the river’s edge. The river banks are relatively well vegetated. The river’s course forms a series of sharp bends in this location.</td>
</tr>
<tr>
<td>Pattern of viewing</td>
<td>The site can be viewed from the Yarra Boulevard, Wallan Road Bridge, the opposite bank, the Main Yarra Trail, adjoining parkland, as well as from the waterway itself. In other parts of the Character Type, the sites can be viewed from the Yarra Valley Park.</td>
</tr>
<tr>
<td>Interaction of built form &amp; landscape</td>
<td>The site includes a number of multi-storey campus buildings, outbuildings and car parks. The grounds comprise a horticultural garden. Surrounding land is parkland and the Botanica Business Park adjoins the site to the northwest (not included within the DDO as it is subject to a Development Plan Overlay - DPO3).</td>
</tr>
</tbody>
</table>

## Future landscape directions

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic context</td>
<td>The Public Use Zone 2 (PUZ2), which provides for development of land for the purposes of education, is applied to the Melbourne University site. The surrounding Public Parks and Recreation Zone (PPRZ2), which provides for parks and public space, runs along the river’s edge in this area. The Botanica Business Park is subject to Development Plan Overlay and therefore not included in the DDO. The Land Subject to Inundation Overlay applies to the southern part of the site, which restricts development due to flooding constraints.</td>
</tr>
<tr>
<td>Desired outcomes</td>
<td>Visibility of buildings from the river, adjoining parkland and the opposite bank is minimised or avoided where possible. Strong landscaped edge to the river and open spaces to screen views to buildings is maintained. Encroachment of built form into the river corridor is avoided. Tree canopy is retained and enhanced as a dominant visual element in the landscape.</td>
</tr>
</tbody>
</table>

## Criteria Matters for Consideration

### Recommendation

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommended building setbacks</td>
<td>The 2015 Strategy did not recommended a setback for this site as it does not have a direct interface with the river.</td>
</tr>
<tr>
<td>Recommended maximum building height</td>
<td>The 2015 Strategy recommended discretionary maximum height limits of 7.5m within 3m of the mandatory minimum setback line (MMSL) and 15m beyond 3m the MMSL. This is to ensure that development is clearly secondary to the area’s landscape character and to retain the dominance of vegetation within this area in close proximity to the river and adjoining parklands. No change to these heights is recommended.</td>
</tr>
<tr>
<td>Recommended control boundary</td>
<td>Properties that abut the river’s edge are within the area recommended for management. The campus forms the control boundary. Flat topography allows high visibility of buildings from identified view points.</td>
</tr>
</tbody>
</table>
Proposed Minimum Setback
Parkland Character Type Area C
Zoning

Legend
- Municipal Boundary
- Setback Reference Line
- Mandatory Setback Line
- Cadastral Boundary
  - C1Z
  - GRZ
  - NRZ
  - PPRZ
  - PUZ1
  - PUZ4
  - RDZ1
Proposed Minimum Setback
Leafy Suburban Character Type

Legend
- Municipal Boundary
- Setback Reference Line
- Mandatory Setback Line
- Cadastral Boundary
- DDO Boundary
### Leafy Suburban Character Type

<table>
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<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing landscape character</strong></td>
<td></td>
</tr>
<tr>
<td>Character Type</td>
<td>Leafy Suburban</td>
</tr>
<tr>
<td><strong>Natural landscape character</strong></td>
<td>This location consists of residential properties that adjoin the river directly, including properties in Park Crescent, The Esplanade, Alphington Street and Yarraford Avenue. Dwellings are mostly low-density, garden suburban dwellings with substantial and heavily vegetated rear setbacks from the river corridor. In this location the river bank rises up steeply and retains a heavy vegetation cover as a result. The river’s course is relatively straight. The Yarra Bend Park on the opposite bank, together with the well-treed private back gardens, contribute to a vegetated landscape character along this part of the corridor.</td>
</tr>
<tr>
<td><strong>Pattern of viewing</strong></td>
<td>These sites can be viewed from the Yarra Bend Park and the Main Yarra Trail on the opposite bank, the Chandler Highway Road Bridge and the footbridge near Fairfield Boathouse, the adjoining parkland at Coate Park and Rudder Grange, as well as from the waterway itself.</td>
</tr>
<tr>
<td><strong>Interaction of built form &amp; landscape</strong></td>
<td>The river banks form a steep rise from the river’s edge. Buildings are substantially set back from the river, with setbacks of 40m and greater. There is substantial screening provided by established vegetation.</td>
</tr>
<tr>
<td><strong>Future landscape directions</strong></td>
<td></td>
</tr>
<tr>
<td>Strategic context</td>
<td>This area is within the Neighbourhood Residential Zone (NRZ2) which provides for low-density residential development with a mandatory maximum height limit of 9m. The Special Building Overlay (SBO) applies to properties along Yarraford Avenue, which restricts development due to flooding constraints. The Land Subject to Inundation Overlay applies consistently to the river frontage of this location to a distance of approximately 45m from the setback reference line, which restricts development due to flooding constraints.</td>
</tr>
<tr>
<td>Desired outcomes</td>
<td>Visibility of buildings from the river, the riverside paths, adjoining parkland and the opposite bank is minimised. Strong landscaped edge to river and adjoining open spaces to screen views to buildings is maintained. Further encroachment of built form into the river corridor is avoided. Tree canopy is retained and enhanced as the dominant visual element in the landscape.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Criteria Matters for Consideration</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Recommendation</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Recommended building setbacks</strong></td>
<td>The 2015 Strategy recommended a <strong>40m mandatory setback</strong> from the closest property boundary to river. No change to this setback is recommended. This setback:</td>
</tr>
<tr>
<td></td>
<td>• Generally aligns with the natural landform, siting development away from the steep bank topography.</td>
</tr>
<tr>
<td></td>
<td>• Protects the established band of tree planting along the river’s edge.</td>
</tr>
<tr>
<td></td>
<td>• Reflects the existing pattern of development.</td>
</tr>
<tr>
<td></td>
<td>• Avoids further encroachment of buildings into the river corridor.</td>
</tr>
<tr>
<td></td>
<td>• Reflects the developable area of the site in view of flooding constraints.</td>
</tr>
<tr>
<td><strong>Recommended maximum building height</strong></td>
<td>The 2015 Strategy recommended a mandatory height of <strong>8m</strong> for this area. It also recommended a 30% maximum mandatory site coverage, and 40% mandatory maximum impermeable surfaces on site. No change to this height is recommended (aside from including a sloping site allowance of 9m). This is consistent with the height control of the Neighbourhood Residential Zone, and maintains the established pattern of 1-2 storey development. It will ensure the scale of buildings sits well below the tree canopy height.</td>
</tr>
<tr>
<td><strong>Recommended control boundary</strong></td>
<td>Properties that abut the river’s edge are within the area recommended for management.</td>
</tr>
</tbody>
</table>
### Character Type - Area A (Trenerry Crescent)

#### Existing landscape character

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character Type</td>
<td>Current &amp; Ex-Industrial A - Trenerry Crescent</td>
</tr>
<tr>
<td>Natural landscape character</td>
<td>In this location land is generally flat but drops steeply to the water's edge. The Yarra Bend Park forms a green backdrop on the opposite bank of the river. The river's course is relatively straight aside from a tight bend around Dights Falls at the northern end of Trenerry Crescent, which is a key landscape feature in this area. While development is close to the river's edge, the banks have established vegetation which helps to screen views to buildings, and is complemented by the vegetation of the Yarra Bend Park on the opposite banks. In the southern part of Trenerry Crescent, a high concrete wall forms a hard barrier between existing development and the Main Yarra Trail and river waters. This area is less vegetated due to narrower setbacks.</td>
</tr>
</tbody>
</table>

**Pattern of viewing**

These sites can be viewed from the Yarra Bend Park and Yarra Boulevard on the opposite bank, Johnston Street Bridge, Dights Falls, the Main Yarra Trail and from the waterfront itself.

**Interaction of built form & landscape**

The river banks form a steep rise from the river's edge. Industrial buildings of varying scales are built up to the crestline of the river corridor. Some larger, former industrial buildings are converted or extended for residential or office use. Large, concrete retaining walls feature strongly in some locations.

**Future landscape directions**

**Strategic context**

Most of this area is within the Commercial 1 or Commercial 2 Zone. The Commercial 1 Zone (C1Z) provides for mixed use commercial centres and residential uses at densities complementary to the role and scale of the commercial centre. The Commercial 2 Zone (C2Z) provides for commercial areas for offices, manufacturing, bulky goods retailing and other complementary uses. The Public Parks and Recreation Zone (PPRZ), which provides for areas of public recreation and open space, applies to parkland and parts of the riverfront. The Public Use Zone 1 (PUZ1) applies to small areas, which recognises public land use for public service and utility facilities. The Land Subject to Inundation Overlay applies 30m to 100m from the river's edge, which restricts development due to flooding constraints. No height controls currently apply to these sites. The Johnston Street LAP recommends a maximum overall height of 25m.

**Desired outcomes**

Elements of identified industrial heritage are retained:

- New buildings do not overwhelm the width and scale of the waterfront.
- Natural topography of the river banks is retained.
- Further encroachment of built form into the river corridor is avoided.
- Strong landscaped edge to river and adjoining open spaces to screen views to buildings is maintained and strengthened.
- Tree canopy is retained and enhanced as the dominant visual element along the skyline.
- The waterway, river banks, riverside parkland and recreational trails are not overshadowed.

### Criteria Matters for Consideration

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Desired outcomes</td>
<td>Elements of identified industrial heritage are retained.</td>
</tr>
<tr>
<td></td>
<td>New buildings do not overwhelm the width and scale of the waterfront.</td>
</tr>
<tr>
<td></td>
<td>Natural topography of the river banks is retained.</td>
</tr>
<tr>
<td></td>
<td>Further encroachment of built form into the river corridor is avoided.</td>
</tr>
<tr>
<td></td>
<td>Strong landscaped edge to river and adjoining open spaces to screen views to buildings is maintained and strengthened.</td>
</tr>
<tr>
<td></td>
<td>Tree canopy is retained and enhanced as the dominant visual element along the skyline.</td>
</tr>
<tr>
<td></td>
<td>The waterway, river banks, riverside parkland and recreational trails are not overshadowed.</td>
</tr>
</tbody>
</table>

### Recommendation

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommended ground level building setback</td>
<td>The 2015 Strategy recommended a 25m mandatory setback from the closest property boundary to river. In view of the new State Policy direction, it is recommended that the setback be increased to 30m from the closest property boundary to river, which:</td>
</tr>
<tr>
<td></td>
<td>• Avoids overshadowing of the riverside open space and Main Yarra Trail.</td>
</tr>
<tr>
<td></td>
<td>• Sits future development behind the crestline, to retain evidence of the river bank's natural topography.</td>
</tr>
<tr>
<td></td>
<td>• Avoids further encroachment of development into the river corridor, within an area that has visually imposing built form.</td>
</tr>
<tr>
<td></td>
<td>• Sites building envelopes, particularly at the terminal viewpoint in the northern part of this area, so that they will be better concealed from view by topography and vegetation.</td>
</tr>
<tr>
<td></td>
<td>In the northern part of this map is shown the discretionary 50m setback line associated with the Parkland Character Area A (South). For more information, please refer to the relevant section above.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Recommend maximum building heights &amp; minimum upper level setbacks</th>
<th>The 2015 Strategy recommended:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• Mandatory maximum height of 11m within 5m of the Mandatory Minimum Setback Line (MMSL).</td>
</tr>
<tr>
<td></td>
<td>• Mandatory maximum height of 18m for development 5 to 15m from the MMSL.</td>
</tr>
<tr>
<td></td>
<td>• Discretionary height of 18m for development beyond 15m from the MMSL.</td>
</tr>
<tr>
<td></td>
<td>It is recommended that the built form envelope is revised:</td>
</tr>
<tr>
<td></td>
<td>• A mandatory maximum height of 11m within 5m of the MMSL.</td>
</tr>
<tr>
<td></td>
<td>• A mandatory maximum height of 18m is recommended for development 5 to 20m from the MMSL.</td>
</tr>
<tr>
<td></td>
<td>• A mandatory maximum height of 25m is recommended for development beyond 20m of the MMSL.</td>
</tr>
<tr>
<td></td>
<td>This revised built form envelope responds to the new State Policy direction by:</td>
</tr>
<tr>
<td></td>
<td>• Avoiding overshadowing of the banks and waterway of the Yarra River.</td>
</tr>
<tr>
<td></td>
<td>• Helping to reinforce the existing building scale of between 3-7 storeys at the river interface, as viewed from the waterfront and opposite bank.</td>
</tr>
<tr>
<td></td>
<td>• Setting back building elements greater than 18m in height (and up to a mandatory 25m in height) further from the MMSL to reduce visibility from the waterfront and opposite bank.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Recommended control boundary</th>
<th>Properties within approximately 100m of the river's edge, generally between the river and Trenerry Crescent, are within area recommended for management.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Elevated topography of parkland on the opposite bank allows a high visibility of buildings within the City of Yarra's river interface area which requires management.</td>
</tr>
</tbody>
</table>
Proposed Minimum Setback
Current & Ex-Industrial Character Type - Area A (Trenerry Crescent)

Legend
- Municipal Boundary
- Setback Reference Line
- Mandatory Setback Line
- Discretionary Setback Line
- Cadastral Boundary
- C1Z
- C2Z
- GRZ
- NRZ
- PPRZ
- RDZ1
- SUZ1
Proposed Minimum Setback
Current & Ex-Industrial Character Type - Area A (Victoria Street)

Legend:
- Municipal Boundary
- Setback Reference Line
- Mandatory Setback Line
- Cadastral Boundary
- DDO Boundary
## Current & Ex-Industrial Character Type - Area A (Victoria Street)

### Criteria

#### Matters for Consideration

<table>
<thead>
<tr>
<th>Existing landscape character</th>
<th>Desired outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Character Type</strong></td>
<td>Elements of identified industrial heritage are retained.</td>
</tr>
<tr>
<td><strong>Natural landscape character</strong></td>
<td>New buildings do not overwhelm the width and scale of the waterfront.</td>
</tr>
<tr>
<td><strong>Pattern of viewing</strong></td>
<td>Natural topography of the river banks is retained.</td>
</tr>
<tr>
<td><strong>Interaction of built form &amp; landscape</strong></td>
<td>Further encroachment of built form into the river corridor is avoided.</td>
</tr>
</tbody>
</table>

#### Strategic context

- A variety of zoning controls apply to the location. Commercial 1 Zone (C1Z) provides for commercial areas for offices, manufacturing, bulky goods retailing and residential uses that are complementary to the scale of the centre.
- Priority Development Zone (PDZ1) provides for the development of a mixed use precinct as part of the Victoria Street Major Activity Centre that is consistent with the design principals of the Yarra Gardens Precinct Plan.
- Industrial 1 Zone (IN1Z) provides for the manufacturing industry and associated storage and distribution of goods in a manner that does not affect the safety and amenity of local communities.
- Public Parks and Recreation Zone (PPRZ) provides for areas of public recreation and open space and protect and conserve areas of significance where appropriate.
- Public Use Zone 1 (PUZ1) recognises public land use for public service and utility facilities.
- No height controls apply to land within the above zones.
- The General Residential Zone (Schedule 2 & 3) seeks to provide for residential style development and a mix of housing densities to meet the needs of the community.
- A strip of land along the river frontage is included in PAO2 which allows for the creation of a continuous linear park and trail adjacent to the river.
- The Land Subject to Inundation Overlay applies to the river frontage to a distance of approximately 20-30m from the setback reference line, which restricts development due to flooding constraints.

#### Recommendation

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Recommended ground level building setback</strong></td>
<td>The 2015 Strategy recommended a 25m mandatory setback from the closest property boundary to river. No change to this setback is recommended. This setback:</td>
</tr>
<tr>
<td></td>
<td>• Generally aligns with the natural landform, siting development away from the steep bank topography.</td>
</tr>
<tr>
<td></td>
<td>• Protects the established band of tree planting along the river’s edge.</td>
</tr>
<tr>
<td></td>
<td>• Reflects the existing pattern of development.</td>
</tr>
<tr>
<td></td>
<td>• Avoids further encroachment of buildings into the river corridor.</td>
</tr>
<tr>
<td></td>
<td>There is limited opportunity to achieve greater setbacks as most sites have been recently developed.</td>
</tr>
<tr>
<td><strong>Recommended maximum building heights &amp; minimum upper level setbacks</strong></td>
<td>The 2015 Strategy recommended:</td>
</tr>
<tr>
<td></td>
<td>• Mandatory maximum height of 11m within 5m of the Mandatory Minimum Setback Line (MMSL)</td>
</tr>
<tr>
<td></td>
<td>• Mandatory maximum height of 18m for development 5 to 15m from the MMSL</td>
</tr>
<tr>
<td></td>
<td>• Discretionary height of 18m for development beyond 15m from the MMSL</td>
</tr>
<tr>
<td></td>
<td>No changes to these heights and setbacks are recommended. This built form envelope:</td>
</tr>
<tr>
<td></td>
<td>• Provides gradation of building height at the river’s interface, helping to reduce the visual prominence of building elements over 11m in height.</td>
</tr>
<tr>
<td></td>
<td>• Allows flexibility of design for areas beyond 15m of the MMSL, reflecting the existing mixed development pattern, which includes a number of higher scale buildings.</td>
</tr>
<tr>
<td><strong>Recommended control boundary</strong></td>
<td>Properties within approximately 100m of the river’s edge, comprising the street block to Victoria Street, are within area recommended for management.</td>
</tr>
<tr>
<td></td>
<td>Buildings in this area are highly visible from viewing locations and trails and require management.</td>
</tr>
</tbody>
</table>
## Current & Ex-Industrial Character Type - Area A (River Street)

### Criteria | Matters for Consideration
--- | ---

#### Existing landscape character

<table>
<thead>
<tr>
<th>Character Type</th>
<th>Current &amp; Ex-Industrial - River Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural landscape character</td>
<td>In this location land is generally flat but drops suddenly and steeply to the water’s edge. The river’s course is straight in this location. Vegetation along the Main Yarra Trail and within building setbacks help to screen views to buildings, and parkland on the opposite bank forms a green backdrop to the river.</td>
</tr>
<tr>
<td>Pattern of viewing</td>
<td>These sites can be viewed from the parkland on the opposite bank, the Victoria and Hawthorn Bridges, the Main Yarra Trail, as well as from the waterway itself.</td>
</tr>
<tr>
<td>Interaction of built form &amp; landscape</td>
<td>The river banks form a steep rise from the river’s edge. Commercial buildings of varying scales are built up to the crestline of the river corridor. Some larger buildings have been converted or extended for residential use and new apartments have been constructed. Most buildings present a 2-3 story scale at the river interface.</td>
</tr>
</tbody>
</table>

#### Future landscape directions

| Strategic context | A variety of zoning controls apply to the location. Commercial 1 Zone (C1Z) provides for commercial areas for offices, manufacturing, bulky goods retailing and residential uses that are complimentary to the scale of the centre. Public Parks and Recreation Zone (PPRZ) which provides for areas of public recreation and open space and conserve areas of significance where appropriate. Public Use Zone 1 (PUZ1) which recognises public land use for public service and utility facilities. A small area of Industrial 1 Zone (IN1Z) is located back from the river’s edge, which provides for the manufacturing industry and associated storage and distribution of goods in a manner that does not affect the safety and amenity of local communities. No height controls apply to sites within these zones. The General Residential Zone (Schedule 2 & 3) seeks to provide for low density residential style development and sets a height limit of 8 metres. The Land Subject to Inundation Overlay applies to the river frontage of the location to a distance of approximately 20-30m from the setback reference line, which restricts development due to flooding constraints. |
| Desired outcomes | Elements of identified industrial heritage are retained. New buildings do not overwhelm the width and scale of the waterway. Natural topography of the river banks is retained. Further encroachment of built form into the river corridor is avoided. Strong landscaped edge to river and adjoining open spaces to screen views to buildings is maintained and strengthened. Tree canopy is retained and enhanced as the dominant visual element along the skyline. The waterway, river banks, riverside parkland and recreational trails are not overshadowed. |

### Recommendation

<table>
<thead>
<tr>
<th>Building setbacks</th>
<th>The 2015 Strategy recommended a 25m setback from closest property boundary to river. In view of the new State Policy direction, it is recommended that this be increased to a 30m setback from the closest property boundary to river, which:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Avoids overshadowing of the riverside open space, Main Yarra Trail, river banks and waterway.</td>
<td></td>
</tr>
<tr>
<td>• More closely aligns with the natural landform.</td>
<td></td>
</tr>
<tr>
<td>• Protects the established band of tree planting along the river’s edge.</td>
<td></td>
</tr>
<tr>
<td>• Reflects the existing pattern of development.</td>
<td></td>
</tr>
<tr>
<td>• Avoids further encroachment of buildings into the river corridor.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum building heights &amp; minimum upper level setbacks</th>
<th>The 2015 Strategy recommended:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Mandatory maximum height of 11m within 5m of the Mandatory Minimum Setback Line (MMSL).</td>
<td></td>
</tr>
<tr>
<td>• Mandatory maximum height of 18m for development 5 to 15m from the MMSL.</td>
<td></td>
</tr>
<tr>
<td>• Discretionary height of 18m for development beyond 15m from the MMSL.</td>
<td></td>
</tr>
<tr>
<td>It is recommended that the built form envelope is revised:</td>
<td></td>
</tr>
<tr>
<td>• Mandatory maximum height of 11m within 10m of the MMSL.</td>
<td></td>
</tr>
<tr>
<td>• Mandatory maximum height of 18m for development 10 to 25m from the MMSL.</td>
<td></td>
</tr>
<tr>
<td>• Discretionary height of 18m for development beyond 25m from the MMSL.</td>
<td></td>
</tr>
<tr>
<td>This revised built form envelope responds to the new State Policy direction by:</td>
<td></td>
</tr>
<tr>
<td>• Avoiding overshadowing of the river banks and waterway.</td>
<td></td>
</tr>
<tr>
<td>• Helping to retain the existing predominant building scale of between 1-3 storeys at the river interface, as viewed from the waterway and opposite bank, by siting the 18m high building elements further back from the MMSL.</td>
<td></td>
</tr>
<tr>
<td>• Ensuring that building elements up to 25m in height within the discretionary height control area will not be visible from the waterway or the river’s edge on the opposite bank.</td>
<td></td>
</tr>
</tbody>
</table>

| Control boundary | Properties within approximately 150m of the river’s edge, generally comprising the street block adjoining the river, are within area recommended for management. Elevated topography of parkland on the opposite bank allows a high visibility of buildings within the City of Yarra’s river interface area which requires management. The Victoria Gardens Shopping Centre is outside the area recommended for management as it is covered by site specific planning controls. |
Proposed Minimum Setback
Current & Ex-Industrial Character Type - Area A (River Street)
Topography & Overlay Controls
Proposed Minimum Setback
Current & Ex-Industrial Character Type - Area A (River Street)
Zoning

Legend
- Municipal Boundary
- Setback Reference Line
- Mandatory Setback Line
- Cadastral Boundary
- C1Z
- C2Z
- CDZ
- GRZ
- IN1Z
- IN3Z
- MUZ
- NRZ
- PPRZ
- PLZ
- RDZ1
Proposed Minimum Setback
Current & Ex-Industrial Character Type - Area B (Victoria Crescent)

Context

Legend
- Municipal Boundary
- Setback Reference Line
- Mandatory Setback Line
- Discretionary Setback Line
- Cadastral Boundary
- DDO Boundary

Yarra Bend Park
Abbotsford Convent
### Current & Ex-Industrial Character Type - Area B (Victoria Crescent)

#### Existing landscape character

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character Type</td>
<td>Current &amp; Ex-industrial B - Victoria Crescent</td>
</tr>
<tr>
<td>Natural landscape character</td>
<td>In this location land is generally flat but drops suddenly and steeply to the water’s edge. The river’s course forms a tight bend around Yarra Bend Park, which creates a parkland promontory. Vegetation along the Main Yarra Trail and within building setbacks helps to screen views to buildings, and parkland on the opposite bank forms a green backdrop to the river.</td>
</tr>
<tr>
<td>Pattern of viewing</td>
<td>These sites can be viewed from the Yarra Bend Park and Yarra Boulevard on the opposite bank, Collins Bridge (Gipps Street pedestrian bridge) and the Main Yarra Trail, as well as from the waterway itself.</td>
</tr>
<tr>
<td>Interaction of built form &amp; landscape</td>
<td>The river banks form a steep rise from the river’s edge. Industrial, commercial and residential buildings, of varying scales, are built up to the crestline of the river corridor. Some larger, formerly industrial buildings converted or extended for residential or office use. This is a notable absence of vegetation at the river frontage of the Carlton United Brewery complex.</td>
</tr>
</tbody>
</table>

#### Future landscape directions

| Strategic context | A variety of zoning controls apply to the location. Commercial 2 Zone (C2Z) provides for commercial areas for offices, manufacturing, bulky goods retailing and other complementary uses. Industrial 1 Zone (IN1Z) provides for the manufacturing industry and associated storage and distribution of goods in a manner that does not affect the safety and amenity of local communities. Similarly Industrial 2 Zone (IN2Z) which provides for the manufacturing industry as well as the storage and distribution of goods. Public Parks and Recreation Zone (PPRZ) provides for areas of public recreation and open space and protect and conserve areas of significance where appropriate. Public Use Zone 1 (PUZ1) recognises public land use for public service and utility facilities. No height controls apply to land within these zones. The Neighbourhood Residential Zone (Schedule 1) seeks to provide for low density residential style development and sets a height limit of 8 metres. A strip of land along the river frontage is included in PAO2 which allows for the creation of a continuous linear park and trail adjacent to the river. The Land Subject to Inundation Overlay applies to the river frontage of this location to a distance of approximately 20-30m from the setback reference line, which restricts development due to flooding constraints. |

#### Desired outcomes

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elements of identified industrial heritage are retained.</td>
<td>New buildings do not overwhelm the width and scale of the waterway. Natural topography of the river banks is retained. Further encroachment of built form into the river corridor is avoided. Strong landscaped edge to river and adjoining open spaces to screen views to buildings is maintained and strengthened. Tree canopy is retained and enhanced as the dominant visual element along the skyline. The waterway, river banks and recreational trails are not overshadowed.</td>
</tr>
</tbody>
</table>

#### Recommendation

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommended building setbacks</td>
<td>The 2015 Strategy recommended a minimum mandatory setback of 16m at 25 Mayfield Street at 63 Church Street, and a 30m setback or an average setback taken from adjoining sites in other parts of this Character Type. It is recommended that the setback for 24 Mayfield Street and 63 Church Street be increased to 20m from the closest property boundary to river and for the remainder of the area the setback is increased to 30m from the closest property boundary to river. This reflects more accurately the siting of the existing buildings and achieves the greatest reasonable setback line possible. This setback:</td>
</tr>
<tr>
<td></td>
<td>* Generally aligns with the natural landform, siting development away from the steep bank topography. * Protects existing tree planting along the river’s edge. * Reflects the existing pattern of development. * Avoids further encroachment of buildings into the river corridor.</td>
</tr>
<tr>
<td>Recommended maximum building heights &amp; minimum upper level setbacks</td>
<td>The 2015 Strategy recommended:</td>
</tr>
<tr>
<td></td>
<td>• Mandatory maximum height of 11m within 5m of the Mandatory Minimum Setback Line (MMSL).</td>
</tr>
<tr>
<td></td>
<td>• Mandatory maximum height of 18m for development 5 to 15m from the MMSL.</td>
</tr>
<tr>
<td></td>
<td>• Discretionary height of 18m for development beyond 15m from the MMSL. It is recommended that the built form envelope is revised to achieve the new State Policy direction. For sites in Marine Parade and Harper Street:</td>
</tr>
<tr>
<td></td>
<td>• Mandatory maximum height of 8m within 15m of the MMSL.</td>
</tr>
<tr>
<td></td>
<td>• Mandatory maximum height of 11m for development beyond 15m from the MMSL. This revised built form envelope responds to the new State Policy direction by:</td>
</tr>
<tr>
<td></td>
<td>• Reducing the visual impact of commercial built form by moving building scale futher back from the river when viewed from the waterway or opposite bank.</td>
</tr>
<tr>
<td></td>
<td>• Relating to the scale of existing built form in the area.</td>
</tr>
<tr>
<td></td>
<td>• Limiting overshadowing of the river banks and waterway to the existing extent of built form and the IN1Z conditions. For the remainder of the area:</td>
</tr>
<tr>
<td></td>
<td>• Mandatory maximum height of 11m within 10m of the MMSL.</td>
</tr>
<tr>
<td></td>
<td>• Mandatory maximum height of 18m for development 10 to 25m from the MMSL.</td>
</tr>
<tr>
<td></td>
<td>• Discretionary height of 18m for development beyond 25m from the MMSL. This revised built form envelope responds to the new State Policy direction by:</td>
</tr>
<tr>
<td></td>
<td>• Helping to retain the existing predominant building scale of between 1-3 storeys at the river interface, as viewed from the waterway and opposite bank, by siting the 18m high building elements further back from the MMSL.</td>
</tr>
<tr>
<td></td>
<td>• Ensuring that building elements up to 25m in height within the discretionary height control area will not be visible from the waterway or the river’s edge on the opposite bank.</td>
</tr>
<tr>
<td>Recommended control boundary</td>
<td>Properties within approximately 100m of the river’s edge are within area recommended for management. Elevated topography of parkland on the opposite bank and the pedestrian bridge allow a high visibility of buildings within the City of Yarra’s river interface area which requires management.</td>
</tr>
</tbody>
</table>
Proposed Minimum Setback
Current & Ex-Industrial Character Type - Area C (Carlton United Breweries Site)

Legend
- Municipal Boundary
- Setback Reference Line
- Mandatory Setback Line
- Cadastral Boundary
- DDO Boundary
Current & Ex-Industrial Character Type - Area C ( Carlton & United Breweries Site)

### Existing landscape character

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character Type</td>
<td>Current &amp; Ex-Industrial C - Carlton United Breweries Site</td>
</tr>
<tr>
<td>Natural landscape character</td>
<td>In this location land is generally flat but drops suddenly and steeply to the water's edge. The river's course is straight along the brewery site frontage, then forms a broad bend as it flows downstream towards Victoria Street. The Yarra Bend Park forms a green backdrop on the opposite bank of the river.</td>
</tr>
<tr>
<td>Pattern of viewing</td>
<td>These sites can be viewed from the Yarra Bend Park, the Yarra Boulevard and the Main Yarra Trail on the opposite bank, the Warner Street pedestrian bridge and from the waterway itself.</td>
</tr>
<tr>
<td>Interaction of built form &amp; landscape</td>
<td>The river banks form a steep rise from the river's edge. The Brewery and other industrial and commercial buildings of varying scales are built up to the crestline of the river corridor. Some larger, former industrial buildings, converted or extended for residential or office use. This is a notable absence of vegetation at the river frontage of the Carlton United Brewery complex.</td>
</tr>
</tbody>
</table>

### Future landscape directions

| Strategic context | A variety of zoning controls apply to the location. Industrial 1 Zone (IN1Z) provides for the manufacturing industry and associated storage and distribution of goods in a manner that does not affect the safety and amenity of local communities. Public Parks and Recreation Zone (PPRZ) provides for areas of public recreation and open space and protect and conserve areas of significance where appropriate. Public Use Zone 1 (PUZ1) recognises public land use for public service and utility facilities. No height controls apply to these sites. A strip of land along the river frontage is included in PAO2 which allows for the creation of a continuous linear park and trail adjacent to the river. The Land Subject to Inundation Overlay applies to the river frontage of the location to a distance of approximately 20-200m from the setback reference line, which restricts development due to flooding constraints. Should this land be rezoned in the future to allow a change of use and redevelopment of the site, it is recommended that a masterplan is completed. This would direct the change of use, fully explore the site’s strategic development potential and set out the desired built form outcomes within this sensitive riverside context. |
| Desired outcomes | Elements of identified industrial heritage are retained. New buildings do not overwhelm the width and scale of the waterway. Natural topography of the river banks is retained, or rehabilitated where possible. Further encroachment of built form into the river corridor is avoided. Strong landscaped edge to river and adjoining open spaces to screen views to buildings is maintained and strengthened. Tree canopy is retained and enhanced as the dominant visual element along the skyline. The waterway, river banks and recreational trails are not overshadowed. |

### Criteria Matters for Consideration

**Desired outcomes** Elements of identified industrial heritage are retained. New buildings do not overwhelm the width and scale of the waterway. Natural topography of the river banks is retained, or rehabilitated where possible. Further encroachment of built form into the river corridor is avoided. Strong landscaped edge to river and adjoining open spaces to screen views to buildings is maintained and strengthened. Tree canopy is retained and enhanced as the dominant visual element along the skyline. The waterway, river banks and recreational trails are not overshadowed.

**Interaction of built form & landscape** The river banks form a steep rise from the river's edge. The Brewery and other industrial and commercial buildings of varying scales are built up to the crestline of the river corridor. Some larger, former industrial buildings, converted or extended for residential or office use. This is a notable absence of vegetation at the river frontage of the Carlton United Brewery complex.

**Pattern of viewing** These sites can be viewed from the Yarra Bend Park, the Yarra Boulevard and the Main Yarra Trail on the opposite bank, the Warner Street pedestrian bridge and from the waterway itself.

**Natural landscape character** In this location land is generally flat but drops suddenly and steeply to the water's edge. The river's course is straight along the brewery site frontage, then forms a broad bend as it flows downstream towards Victoria Street. The Yarra Bend Park forms a green backdrop on the opposite bank of the river.

### Recommendation

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Matters for Consideration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building setbacks</td>
<td>The 2015 Strategy recommended a minimum mandatory setback of 30m from the closest property boundary to river. No change to this setback is recommended. This setback:</td>
</tr>
<tr>
<td>• Generally aligns with the natural landform, siting development away from the steep bank topography.</td>
<td></td>
</tr>
<tr>
<td>• Protects existing tree planting along the river's edge.</td>
<td></td>
</tr>
<tr>
<td>• Reflects the existing pattern of development.</td>
<td></td>
</tr>
<tr>
<td>• Avoids further encroachment of buildings into the river corridor.</td>
<td></td>
</tr>
<tr>
<td>A masterplan to direct a change of use for this site should should consider a substantially increased setback (indicatively a minimum of 60m) in order to provide an opportunity for expanded riverside access and high quality open space.</td>
<td></td>
</tr>
</tbody>
</table>

**Recommended maximum building heights & minimum setback**

The 2015 Strategy recommended:

• Mandatory maximum height of 11m within 5m of the Mandatory Minimum Setback Line (MMSL).
• Mandatory maximum height of 18m for development 5 to 15m from the MMSL.
• Discretionary height of 18m for development beyond 15m from the MMSL.

It is recommended that the built form envelope is revised:

• Mandatory maximum height of 11m within 10m of the MMSL.
• Mandatory maximum height of 18m for development 10-25m from the MMSL.
• Discretionary height of 18m for development beyond 25m from the MMSL.

This revised built form envelope responds to the new State Policy direction by:

• Helping to retain the existing predominant building scale of between 1-3 storeys at the river interface, as viewed from the waterway and opposite bank; by siting the 18m high building elements further back from the MMSL.
• Reducing the visual impact of commercial built form by moving building scale further back from the river when viewed from the waterway or opposite bank.
• Siting building elements greater than 18m within the discretionary height control area further back from the river's edge.

A masterplan to direct a change of use for this site should should consider opportunities for strategically located higher scale built form. This would need to retain and enhance existing key view corridors, including:

• Foreground views of the site from the immediate context of the river banks and waterway.
• Limiting visibility of built form within the longer range views to the site from the Abbotsford Convent.

**Recommended control boundary** Properties within approximately 100m of the river’s edge as well as the large site of the Brewery are within the area recommended for management. Elevated topography of parkland on the opposite bank allows a high visibility of buildings within the City of Yarra’s river interface area which requires management.
Proposed Minimum Setback
Current & Ex-Industrial Character Type - Area C (Carlton United Breweries Site)

Legend
- Municipal Boundary
- C1Z
- C2Z
- IN1Z
- IN3Z
- MUZ
- PPRZ
- PUZ
- RDZ1

Yarra Bend Park

Yarra River Planning Controls Project City of Yarra Municipal Toolkit November 2016