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Proposed
291yara

SCHEDULE 41 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO41.

BRIDGE ROAD ACTIVITY CENTRE – PRECINCT 1 BRIDGE ROAD WEST

1.0 Design objectives

To support mid-rise development that maintains the visual prominence of the highly intact heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscape.

To support high quality taller development on the north side of Bridge Road between Lennox Street and Church Street which transitions to the adjacent low-rise residential neighbourhoods.

To ensure development retains view lines to the Pelaco Sign, the Richmond Town Hall Clocktower and the spire and belfry of St Ignatius Church.

To ensure development enhances the pedestrian experience through street activation and passive surveillance, the creation of new through-block links and protecting sunlight access to the southern side of Bridge Road, Church Street, Lennox Street and Alexander Reserve.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Bridge Road with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Bridge Road where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmark, the Former Napier Hotel at 2 Bridge Road.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 1 Bridge Road West

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	38-44 Bridge Road - 10 m Elsewhere - 6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface B		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	None specified	13m
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. Elsewhere - 0m
Minimum upper level setback	None specified	6m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings.

Built form	Mandatory requirement	Preferred requirement
		11m maximum for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.
Minimum upper level setback	72 Bridge Road – 6m	6m for heritage 3m for other buildings
Interface F		
Maximum street wall height	None specified	8m
Maximum and minimum street wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Bridge Road, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Lennox Street and Church Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

A permit should not be granted to construct a building or construct or carry out works that would cause any additional overshadowing of the following space between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- Alexander Reserve.

Interface to residential properties in NRZ or GRZ requirements

- Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.
- Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.
- Development at the rear of 72 Bridge Road must be set back an additional 3m above the street wall in addition to heights and setbacks in Figure 1 of this schedule.

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmarks (as shown on Plan 1 and listed below):

- the Pelaco sign when viewed from:
  - Tram Stop 13 on Wellington Street immediately west of Simpson Street (View 1);
  - the footpath on the north west corner of Wellington Parade (View 2); and
  - south-west corner of intersection of Church Street and Hodgson Terrace (View 3).
- the tower belfry and spire of St Ignatius Cathedral when viewed from:
  - the tram stop at the intersection of Victoria Street and Church Street (View 1); and
  - the north east corner of the Bridge Road and Church Street intersection (View 2).
- the cornice and iron balustrade, clock stage, pyramidal roof and flag pole of the Richmond Town Hall when viewed from:
  - south-west corner of Lennox Street and Bridge Road intersection (View 1).

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed ‘in the round’ and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

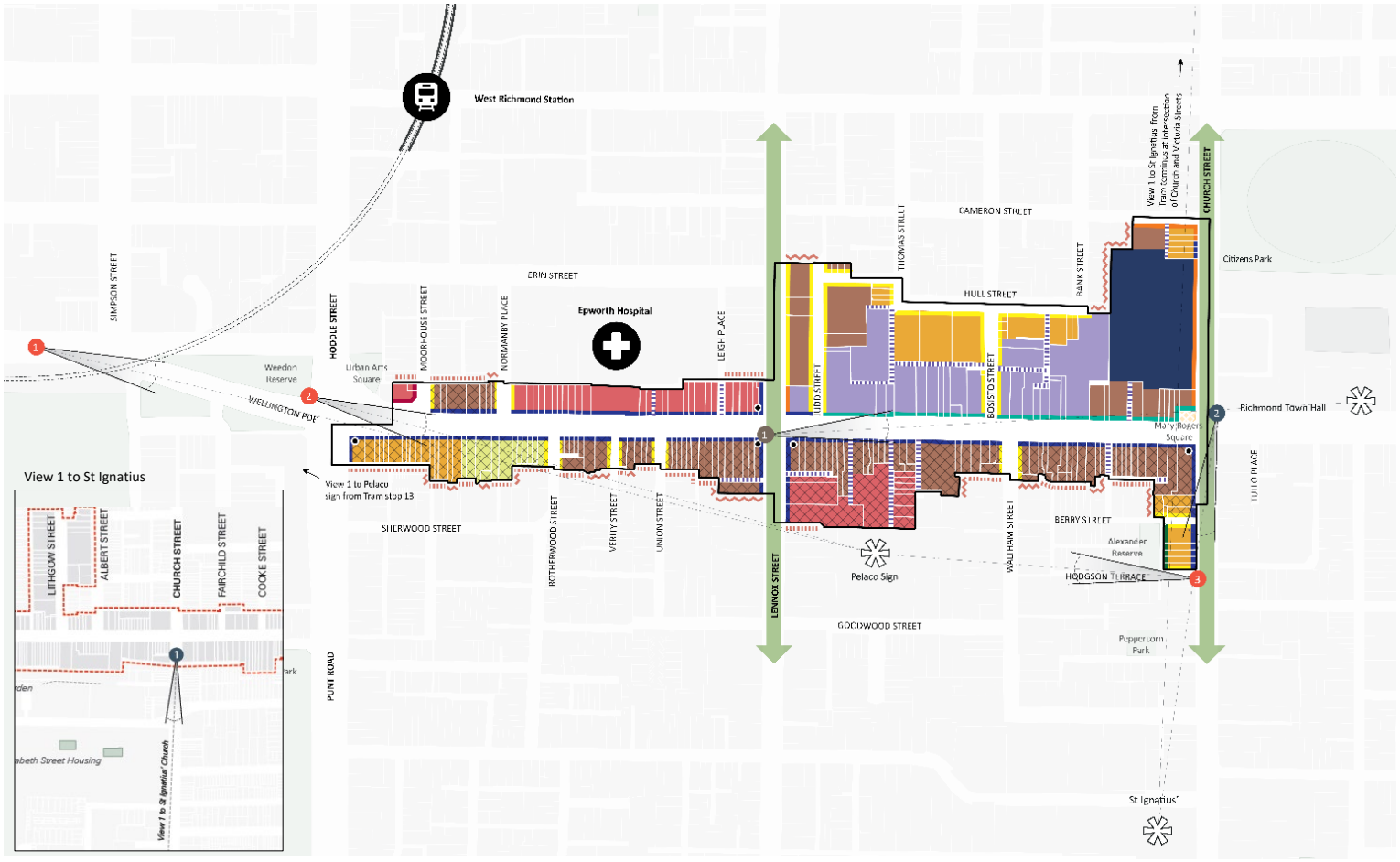
Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Development should consider creating ground level publicly accessible pedestrian connections or linkages as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Plan 1: Height and Interface Plan – Precinct 1 Bridge Road West



Legend

- Precinct Boundary
- Train station

Public realm & open space
- Urban space (Mary Rogers Square)
- Green streets - Key pedestrian/cycle routes

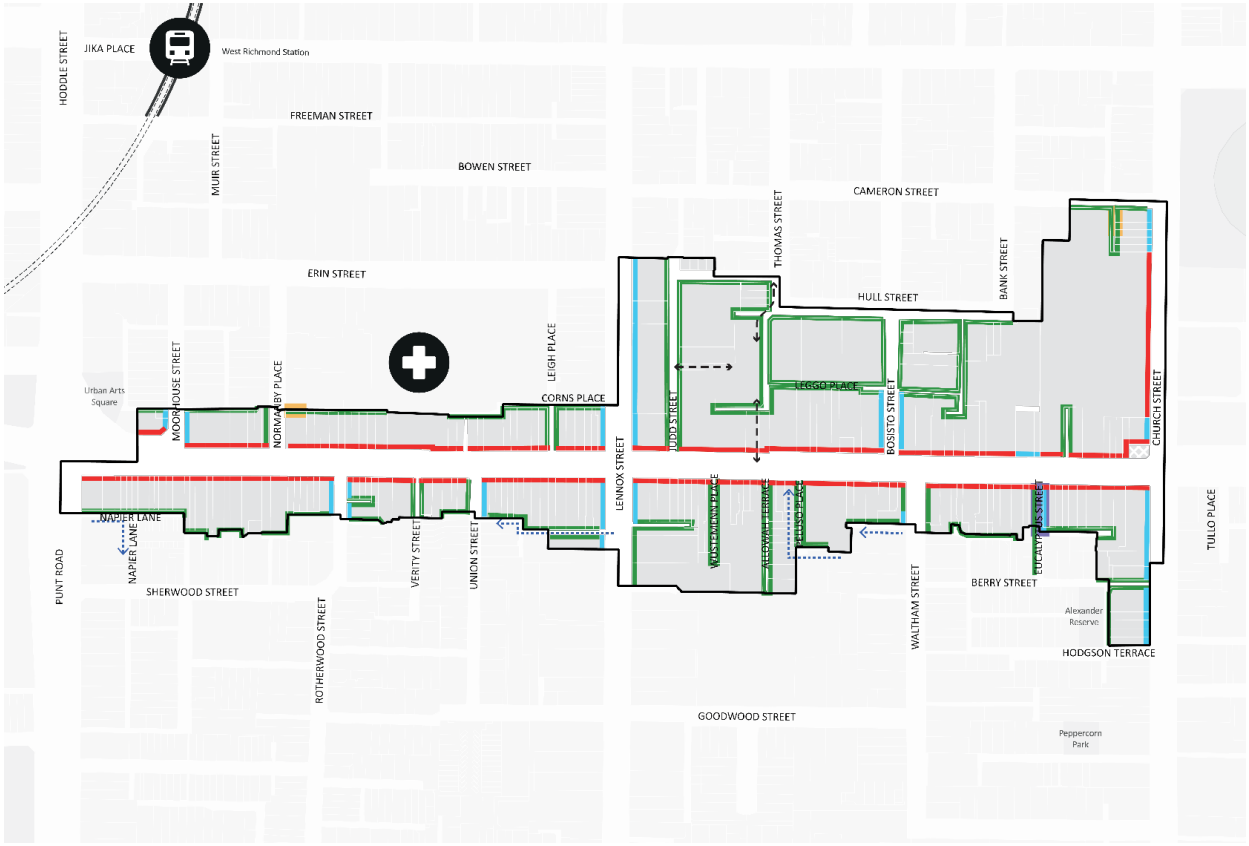
NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.

Building heights
- 11m
- 15m
- 18m
- 21m
- 28m
- 40m
- Mandatory heights
- Heritage building on major corner

Street wall height and setback interface ref
- A
- B
- C
- E
- F
- H — Residential interface (direct abuttal)
- H — Residential interface (laneway)
- I

Views to landmarks
- Landmark
- View cone & line
- 1 Pelaco sign
- 1 St Ignatius' Church
- 1 Richmond Town Hall

Plan 2: Access and Movement Plan – Precinct 1 Bridge Road West



Legend

- Precinct Boundary
- Access Preferred
- Access Not Preferred
- Access Not Supported
- Train Station
- Potential Future Shared Zones
- Passing Areas
- Potential Pedestrian Links
- Setbacks
- Potential Future One Way Streets

NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Bridge Road and from local streets.
- The prominence of the heritage street wall in the vistas along Bridge Road, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

- The impact of the development on view lines to the Pelaco sign; the Richmond Town Hall; and the belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

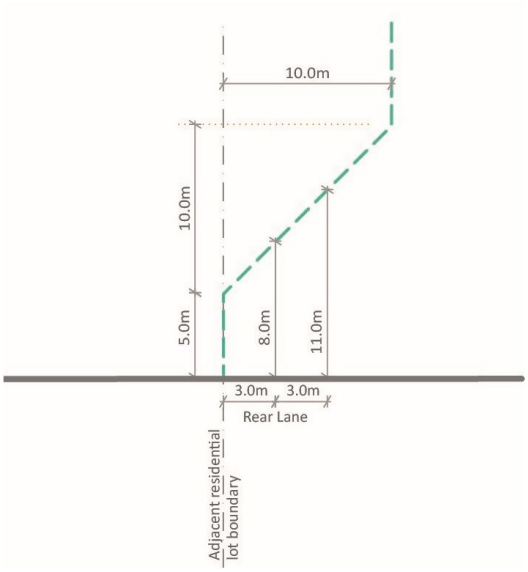
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Bridge Road – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 41 – Interface to residential properties in NRZ or GRZ



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SCHEDULE 42 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO42.

BRIDGE ROAD ACTIVITY CENTRE – PRECINCT 2 BRIDGE ROAD SOUTH

1.0 Design objectives

To support lower mid-rise development that maintains the visual prominence of the highly intact heritage street wall and respects the architectural form and qualities of heritage buildings and the heritage streetscape.

To ensure development retains view lines to the Richmond Town Hall Clocktower and the spire and belfry of the St Ignatius Church.

To retain the visual prominence of the return facades of corner heritage buildings and local landmarks.

To ensure development enhances the pedestrian experience through street activation and passive surveillance along Bridge Road and side streets and protects sunlight access to Church Street and Burnley Street.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Bridge Road with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Bridge Road where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmarks - The Vine Hotel, 254 Bridge Road and the Spread Eagle Hotel, 372 Bridge Road.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks for Precinct 2 Bridge Road South

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m minimum	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. Elsewhere - 0m
Minimum upper level setback	None specified	6m minimum
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.
Minimum upper level setback	None specified	6m minimum for heritage 3m minimum for other buildings
Minimum upper level setback	3m minimum for heritage buildings.	6m minimum for other buildings
Interface I		

Built form	Mandatory requirement	Preferred requirement
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from centreline of laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Bridge Road, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Church Street, Gleadell Street, Griffiths Street, Gardner Street, Coppin Street (north of Bridge Road) and Burnley Street measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmarks (as shown on Plan 1 and listed below):

- the tower belfry and spire of St Ignatius Cathedral when viewed from:
  - the tram stop at the intersection of Victoria Street and Church Street (View 1);
  - the north east corner of the Bridge Road and Church Street intersection (View 2); and
  - Citizens Park at the entrance from Highett and Gleadell Street intersection (View 3).
- the cornice and iron balustrade, clock stage, pyramidal roof and flag pole of the Richmond Town Hall when viewed from:
  - south-east corner of Burnley Street and Bridge Road intersection (View 2).

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

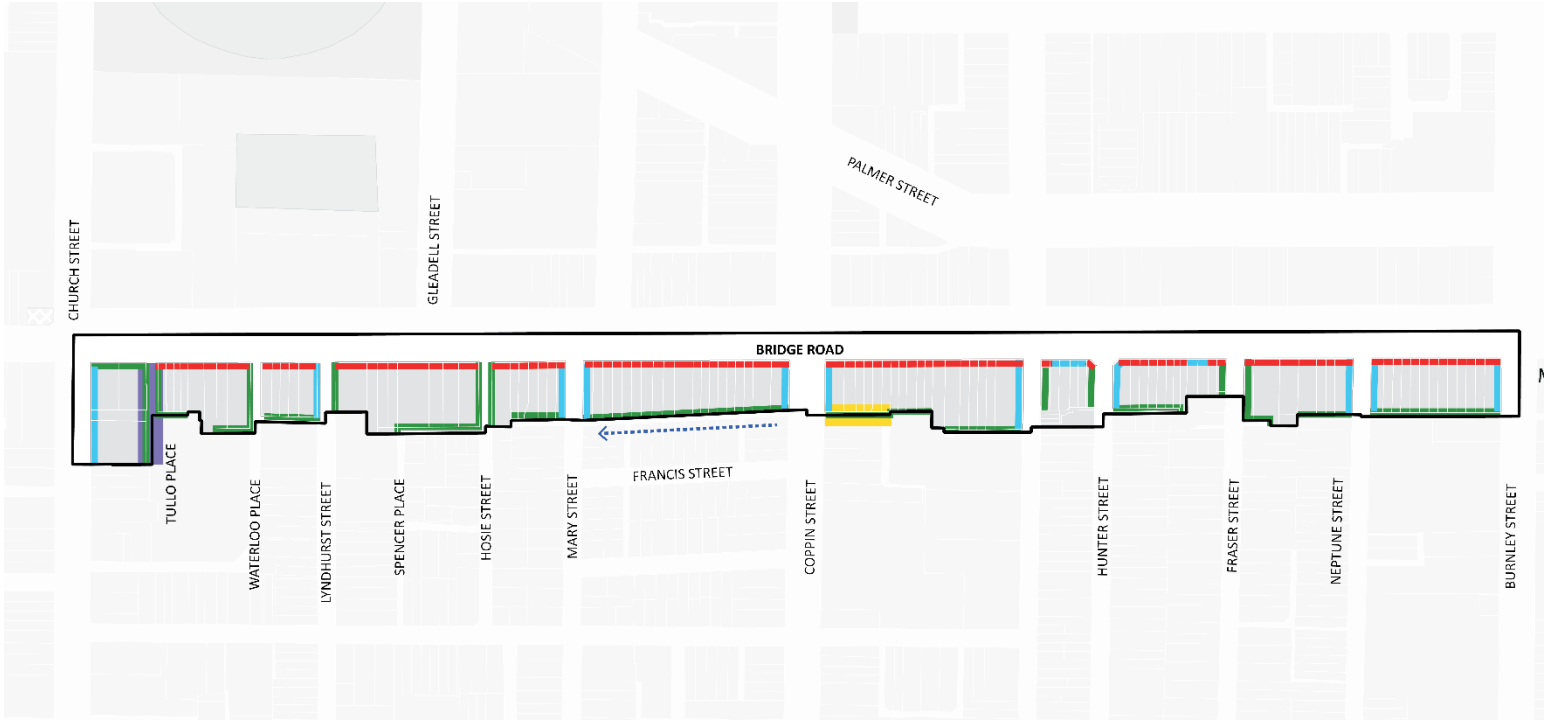
Plan 1: Height and Interface Plan – Precinct 2 Bridge Road South

Legend

- Precinct Boundary
- Public realm & open space
  - Green streets - Key pedestrian/cycle routes
- Building heights
  - 18m
  - Mandatory heights
  - Heritage building on major corner
- Street wall height and setback interface ref
  - A
  - C
  - E
  - H — Residential interface (direct abuttal)
  - H — Residential interface (laneway)
  - I
- Views to landmarks
  - Landmark
  - View cone & line
  - 1 St Ignatius' Church
  - 1 Richmond Town Hall

NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.

Plan 2: Access and Movement Plan – Precinct 2 Bridge Road South



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Bridge Road and from local streets.
- The prominence of the heritage street wall in the vistas along Bridge Road, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

- The impact of the development on view lines to the Pelaco sign; the Richmond Town Hall; and the belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

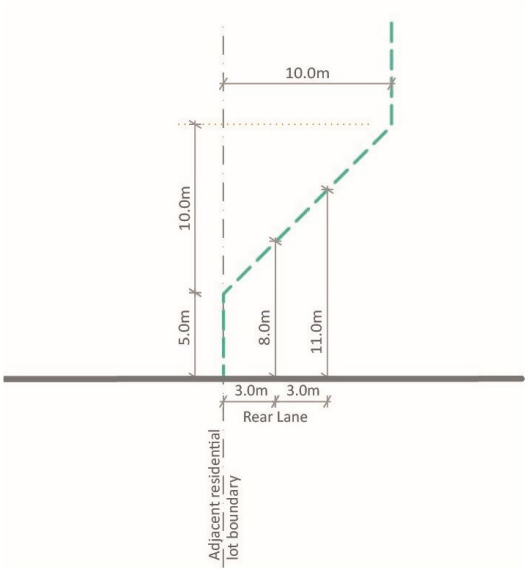
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Bridge Road – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 42 – Interface to residential properties in NRZ or GRZ



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SCHEDULE 43 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO43.

BRIDGE ROAD ACTIVITY CENTRE – PRECINCT 3 BRIDGE ROAD CENTRAL

1.0 Design objectives

To support lower mid-rise development that retains the visual prominence of heritage buildings, heritage streetscape, local landmarks and the visual separation and openness between the Richmond Town Hall and other heritage buildings.

To support high quality taller development on large sites behind Bridge Road which activate the street frontage and contribute to the public realm.

To ensure development retains view lines to the Richmond Town Hall Clocktower and the spire and belfry of St Ignatius Church.

To ensure development enhances the pedestrian experience through street activation and passive surveillance along Bridge Road and its side streets and protects sunlight access to Church Street, Gleadell Street, Griffiths Street, Coppin Street and the southern side of Bridge Road.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plans 1A and 1B of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plans 1A and 1B of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plans 1A and 1B of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Bridge Road with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Bridge Road where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmark, the Former Richmond Police Station, 319-323 Bridge Road.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 3 Bridge Road Central

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface B		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	None specified	13m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. Elsewhere - 0m
Minimum upper level setback	None specified	6m minimum
Interface I		

Built form	Mandatory requirement	Preferred requirement
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plans 1A and 1B:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Bridge Road, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Church Street, Gleadell Street, Griffiths Street, Gardner Street and Coppin Street (north of Bridge Road), measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plans 1A and 1B) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmarks (as shown on Plan 1A and 1B and listed below):

- the tower belfry and spire of St Ignatius Cathedral when viewed from:
  - the tram stop at the intersection of Victoria Street and Church Street (View 1);
  - the north east corner of the Bridge Road and Church Street intersection (View 2); and
  - Citizens Park at the entrance from Highett and Gleadell Street intersection (View 3).
- the cornice and iron balustrade, clock stage, pyramidal roof and flag pole of the Richmond Town Hall when viewed from:
  - south-west corner of Lennox Street and Bridge Road intersection (View 1);
  - south-east corner of Burnley Street and Bridge Road intersection (View 2); and
  - Citizens Park at the at Highett Street / Church Street entry and the central entry from Highett Street (Views 3 and 4).

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed ‘in the round’ and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a ‘Green Street – key pedestrian/cycle route’ identified on Plans 1A and 1B should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

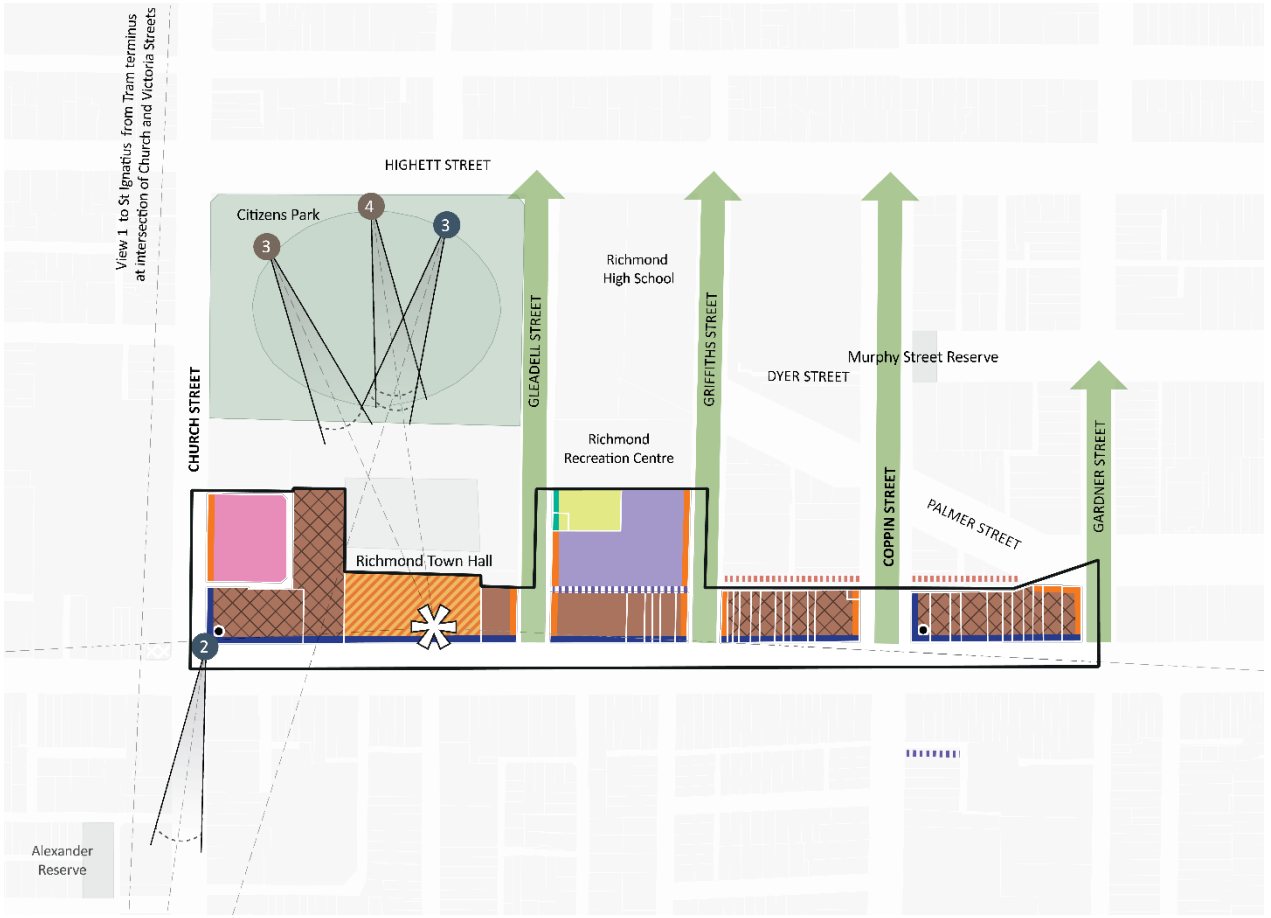
Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Plan 1A: Height and Interface Plan – Precinct 3 Bridge Road Central



Legend

Precinct Boundary

Public realm & open space

Green streets - Key pedestrian/cycle routes

NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.

Building heights

- 11m
- 15m
- 18m
- 24m
- 28m
- Mandatory heights
- Heritage building on major corner
- Limited development potential

Street wall height and setback interface ref

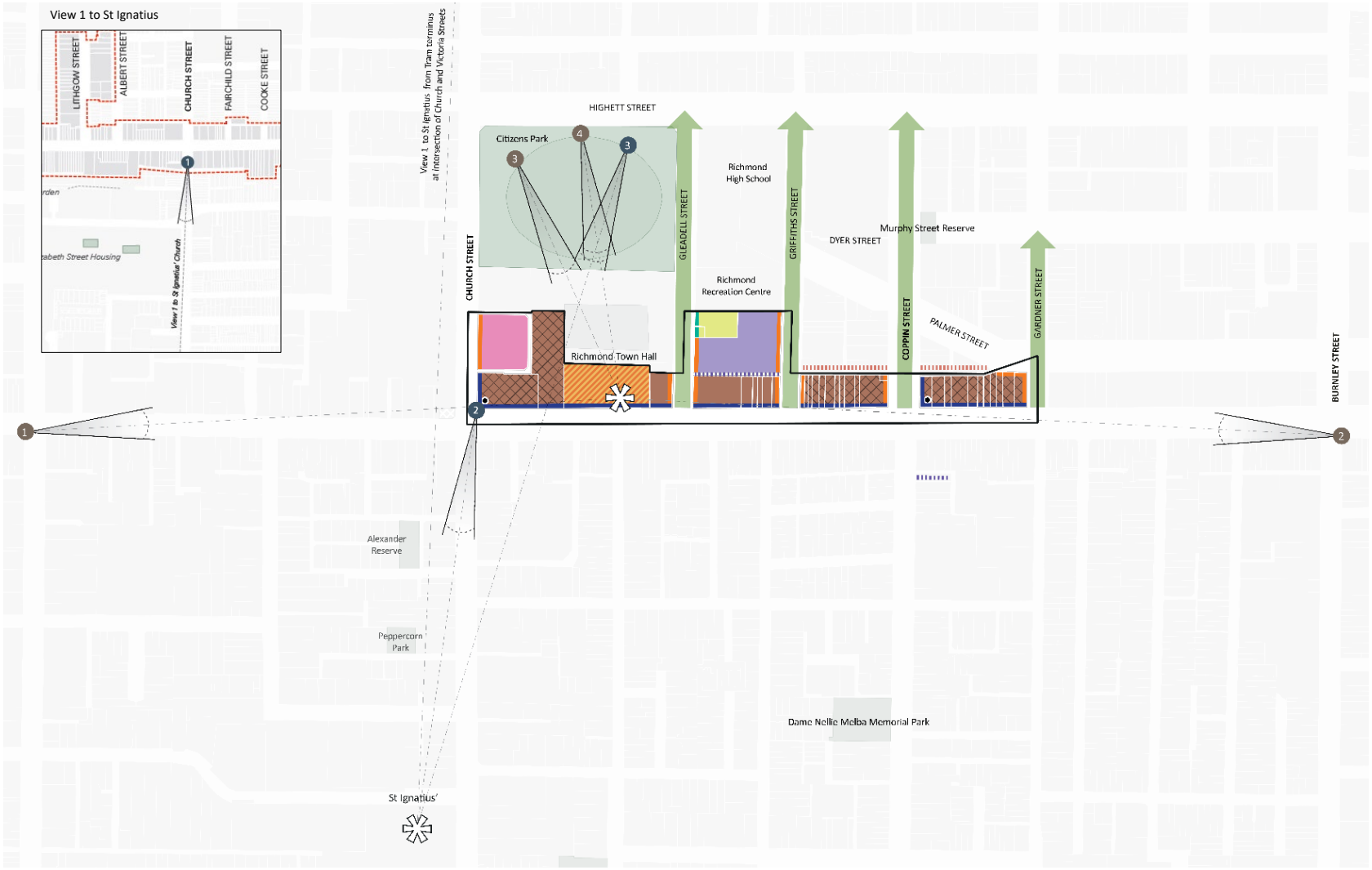
- A
- B
- C
- H Residential interface (laneway)
- I

Views to landmarks

- Landmark
- View cone & line
- 1 St Ignatius' Church
- 1 Richmond Town Hall

See Plan 1B for viewlines

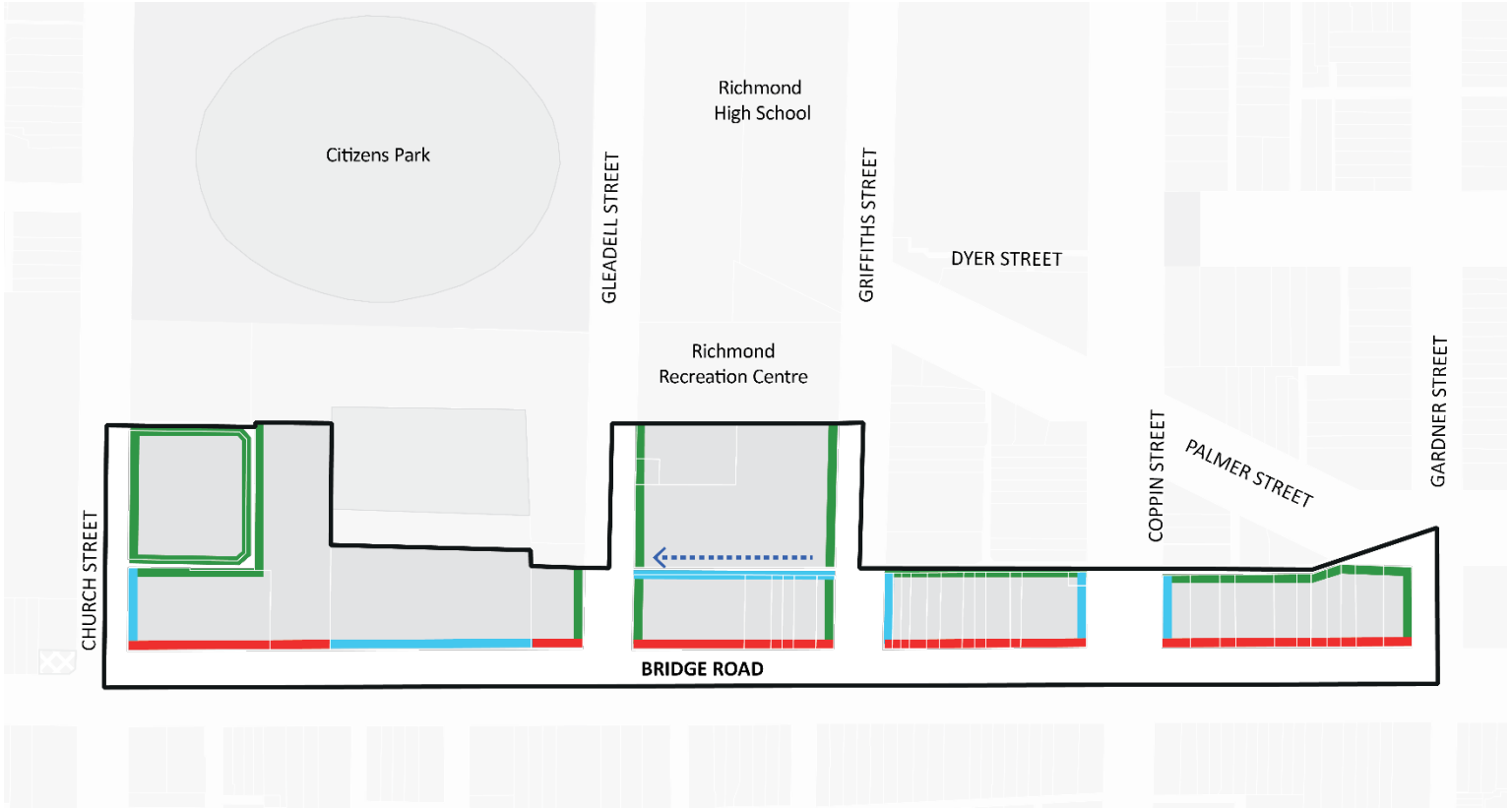
Plan 1B: Height and Interface Plan (Viewlines) – Precinct 3 Bridge Road Central



Views to landmarks

- Landmark
- View cone & line
- 1 St Ignatius' Church
- 1 Richmond Town Hall

Plan 2: Access and Movement Plan – Precinct 3 Bridge Road Central



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Bridge Road and from local streets.
- The prominence of the heritage street wall in the vistas along Bridge Road, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

- The impact of the development on view lines to the Pelaco sign; the Richmond Town Hall; and the belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

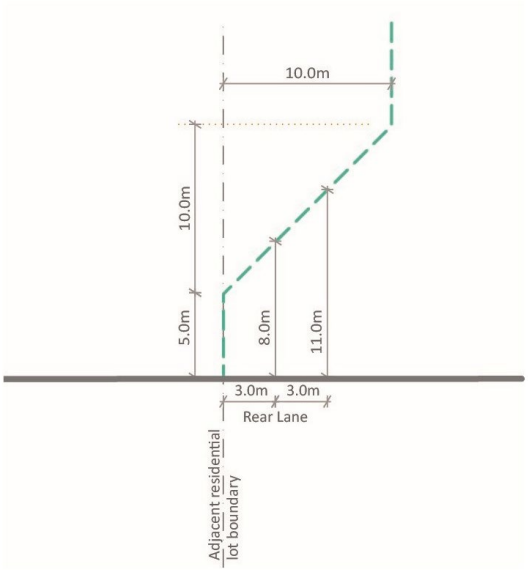
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Bridge Road – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 43 – Interface to residential properties in NRZ or GRZ



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SCHEDULE 44 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO44.

BRIDGE ROAD ACTIVITY CENTRE – PRECINCT 4 BRIDGE ROAD EAST SOUTH

1.0 Design objectives

To support mid-rise development on Bridge Road that maintains and reinforces the prominence of the street wall character.

To support taller development at 566 Bridge Road and 188-198 Burnley Street that provides a high quality transition to the adjacent Racecourse Heritage Precinct and lower scale residential areas, creates engaging street frontages and provides physical and visual permeability through breaks in the built form.

To ensure development maintains the visual prominence of local landmarks, Former Flour Mill and Grain Store Complex and Bridge Hotel, heritage buildings and heritage streetscapes.

To ensure development enhances the pedestrian experience through street activation and passive surveillance and protects sunlight access to Burnley Street.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Bridge Road with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Bridge Road where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmarks - the Former Flour Mill & Grain Store Complex, 534 Bridge Road (includes part 516-524 Bridge Road) and the Bridge Hotel, 642 Bridge Road.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 4 Bridge Road East South

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m minimum	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. 566 Bridge Road - 2m landscape setback Elsewhere - 0m
Minimum upper level setback	None specified	6m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. 566 Bridge Road - 2m landscape setback Elsewhere - 0m
Minimum upper level setback	None specified	6m for heritage buildings 3m for other buildings

Built form	Mandatory requirement	Preferred requirement
Interface F		
Maximum street wall height	None specified	8m
Minimum street wall setback	None specified	566 Bridge Road - 2m landscape setback Elsewhere - None specified
Minimum upper level setback	None specified	4.5m
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Bridge Road, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Burnley Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Development at 566 Bridge Road should provide a 6m landscape setback to the eastern boundary with the Racecourse Heritage Precinct and to the southern boundary to 65 Stawell Street.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

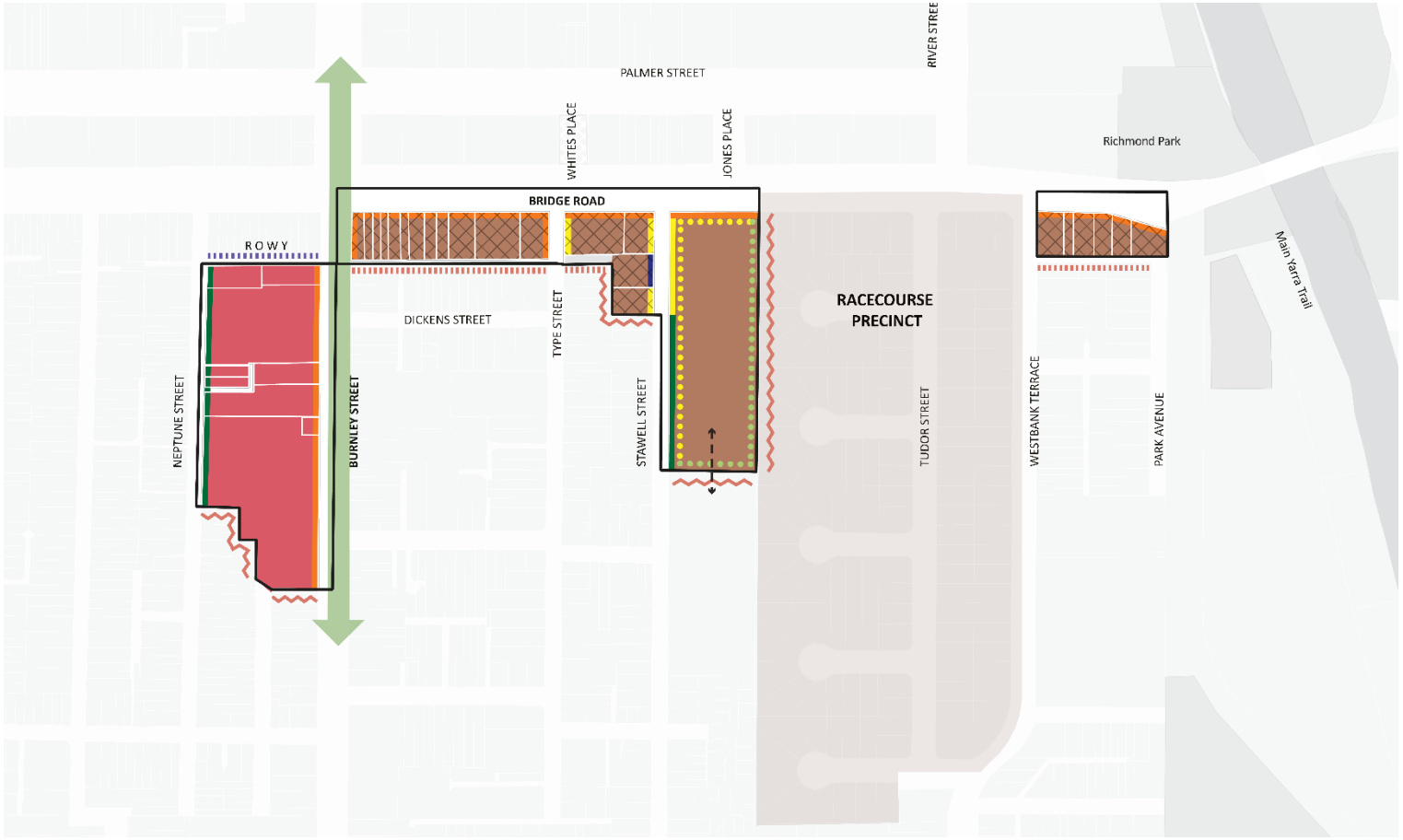
Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Development should consider creating ground level publicly accessible pedestrian connections or linkages as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Plan 1: Height and Interface Plan – Precinct 4 Bridge Road East South

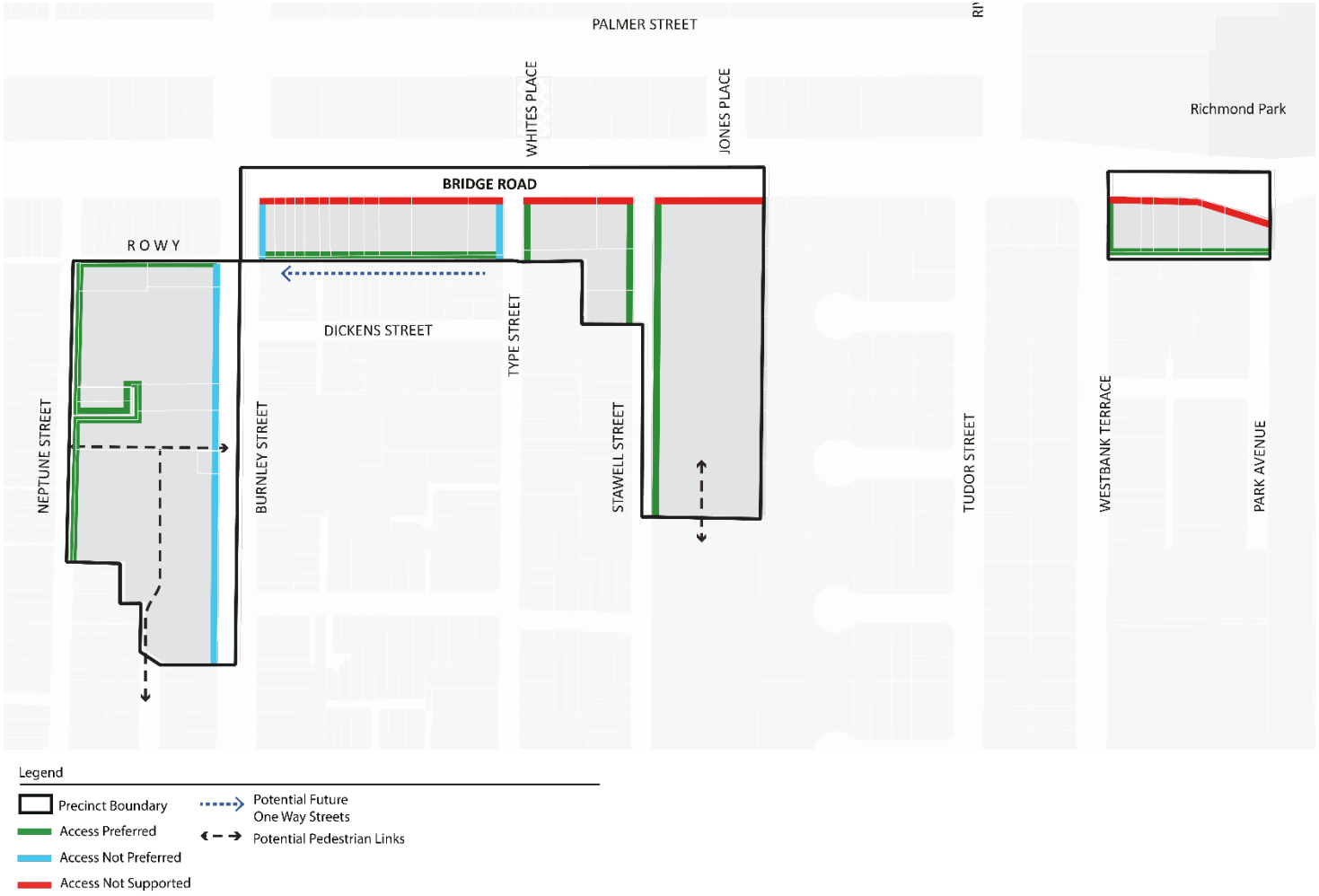


Legend

- Precinct Boundary
- Public realm & open space
  - Green streets - Key pedestrian/cycle routes
- Building heights
  - 18m
  - 21m
  - Mandatory heights
  - Heritage building on major corner
- Street wall height and setback interface ref
  - A
  - C
  - E
  - F
  - H — Residential interface (direct abuttal)
  - H — Residential interface (laneway)
  - I
  - 2m landscape setback
  - 6m landscape setback

NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.

Plan 2: Access and Movement Plan – Precinct 4 Bridge Road East South



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Bridge Road and from local streets.
- The prominence of the heritage street wall in the vistas along Bridge Road, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

- The impact of the development on view lines to the Pelaco sign; the Richmond Town Hall; and the belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

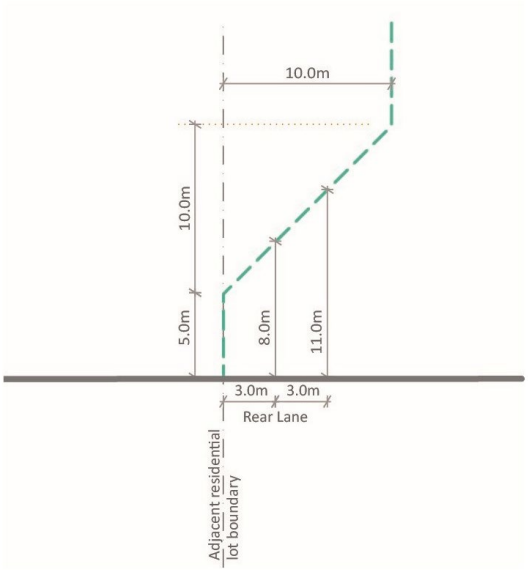
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Bridge Road – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 44 – Interface to residential properties in NRZ or GRZ



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SCHEDULE 45 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO45.

BRIDGE ROAD ACTIVITY CENTRE – PRECINCT 5 BRIDGE ROAD EAST NORTH

1.0 Design objectives

To support a new mid-rise character that creates a consistent taller built form edge on Bridge Road and Palmer Street and responds to the interface with industrial areas and low scale residential areas to the north.

To ensure development provides building separation and views to the sky above the street wall when viewed from the northern footpath of Palmer Street and/or the southern footpath of Bridge Road.

To ensure development maintains the visual prominence of the Royal Oak Hotel and other heritage buildings.

To ensure development enhances the pedestrian experience through street activation and surveillance and protecting sunlight access to the southern side of Bridge Road, Burnley Street and any potential future urban space at Whites Place.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;

- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Bridge Road with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Bridge Road where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmark, Royal Oak Hotel, 527-533 Bridge Road.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;

- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 5 Bridge Road East North

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m minimum	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	None specified	6m minimum
Interface D		
Maximum street wall height	None specified	15m
Maximum and minimum street wall setback	None specified	0m
Minimum upper level setback	None specified	4.5m

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.

- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Bridge Road, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Burnley Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmark (as shown on Plan 1 and listed below):

- the cornice and iron balustrade, clock stage, pyramidal roof and flag pole of the Richmond Town Hall when viewed from south-east corner of Burnley Street and Bridge Road intersection (View 2).

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed ‘in the round’ and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development should be designed to address the potential future urban space at Whites Place.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

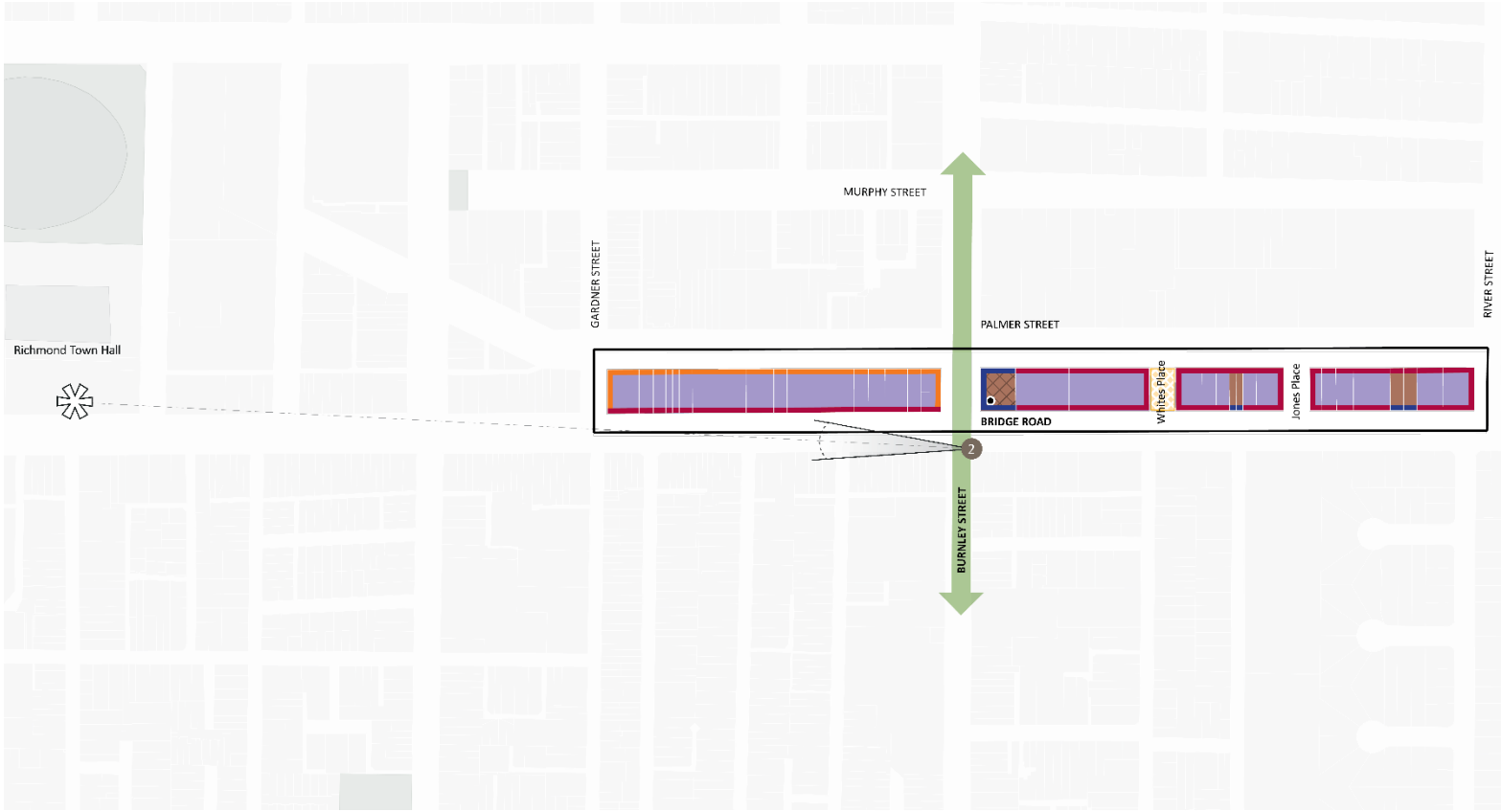
Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Plan 1: Height and Interface Plan – Precinct 5 Bridge Road East North



Legend

- Precinct Boundary
- Public realm & open space
  - Potential future urban space
  - Green streets - Key pedestrian/cycle routes
- Building heights
  - 18m
  - 28m
  - Mandatory heights
  - Heritage building on major corner
- Street wall height and setback interface ref
  - A
  - C
  - D
- Views to landmarks
  - Landmark
  - View cone & line
  - 1 Richmond Town Hall

NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.

Plan 2: Access and Movement Plan – Precinct 5 Bridge Road East North

NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Bridge Road and from local streets.
- The prominence of the heritage street wall in the vistas along Bridge Road, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

- The impact of the development on view lines to the Pelaco sign; the Richmond Town Hall; and the belfry and spire of the Ignatius' Cathedral.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- The profile and impact of development along Palmer Street when viewed from the north side of Palmer Street and the south side of Bridge Road.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways
- The impact of vehicular access arrangements on the operation of the tram routes along Bridge Road and Church Street.

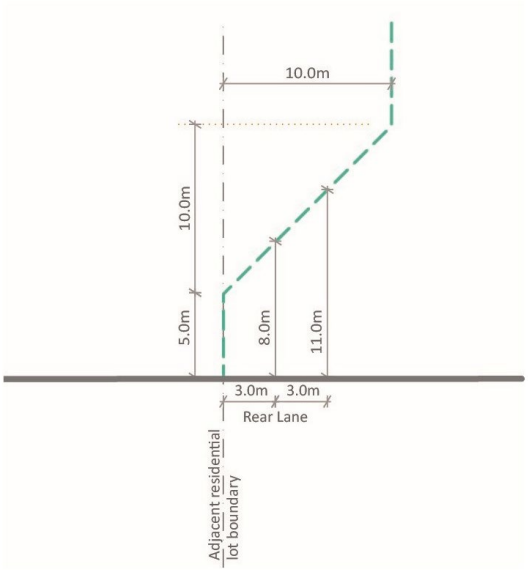
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Bridge Road – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 45 – Interface to residential properties in NRZ or GRZ



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SCHEDULE 46 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO46.

VICTORIA STREET ACTIVITY CENTRE – PRECINCT 1 VICTORIA STREET WEST

1.0 Design objectives

To support lower mid-rise development that maintains the prominence of the heritage street wall and local landmarks and respects the architectural form and qualities of heritage buildings and the heritage streetscape.

To enhance the prominent south-west corner of Hoddle and Victoria Streets through high quality taller development that creates a strong address to each street frontage.

To ensure development respects and appropriately transitions to the low scale heritage buildings in Regent Street.

To ensure development enhances the pedestrian experience through street activation and passive surveillance along Victoria Street and its side streets, including Little Hoddle Street and protects sunlight access to the southern side of Victoria Street and the open space opposite the Victoria Street Gateway.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;

- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along the northern side of Victoria Street with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Victoria Street where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmark, the former State Savings Bank, 231 Victoria Street.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;

- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 1 Victoria Street West

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface D		
Maximum street wall height	None specified	15m
Maximum and minimum street wall setback	None specified	0m
Minimum upper level setback	None specified	4.5m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.
Minimum upper level setback	None specified	6m for heritage buildings 3m for other buildings
Interface G		
Maximum street wall height	Retain existing street wall height for heritage buildings.	Other buildings – Match the parapet or roof height of the adjacent heritage building
Maximum and minimum street wall setback	Retain existing street wall height for heritage buildings.	None specified
Minimum upper level setback	7m for heritage buildings	7m for other buildings
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified

Built form	Mandatory requirement	Preferred requirement
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Victoria Street, measured from the property boundary to the existing kerb.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed ‘in the round’ and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a ‘Green Street – key pedestrian/cycle route’ identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

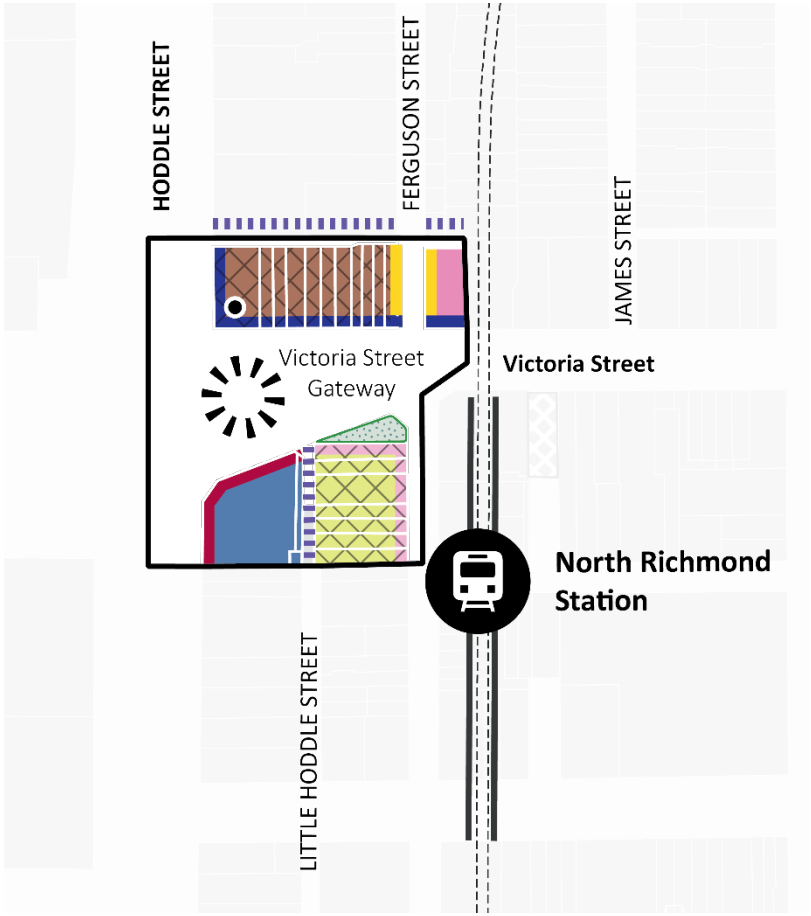
Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Plan 1: Height and Interface Plan – Precinct 1 Victoria Street West



Legend

- Precinct Boundary
- Potential future upgraded open space
- Train station

Building heights

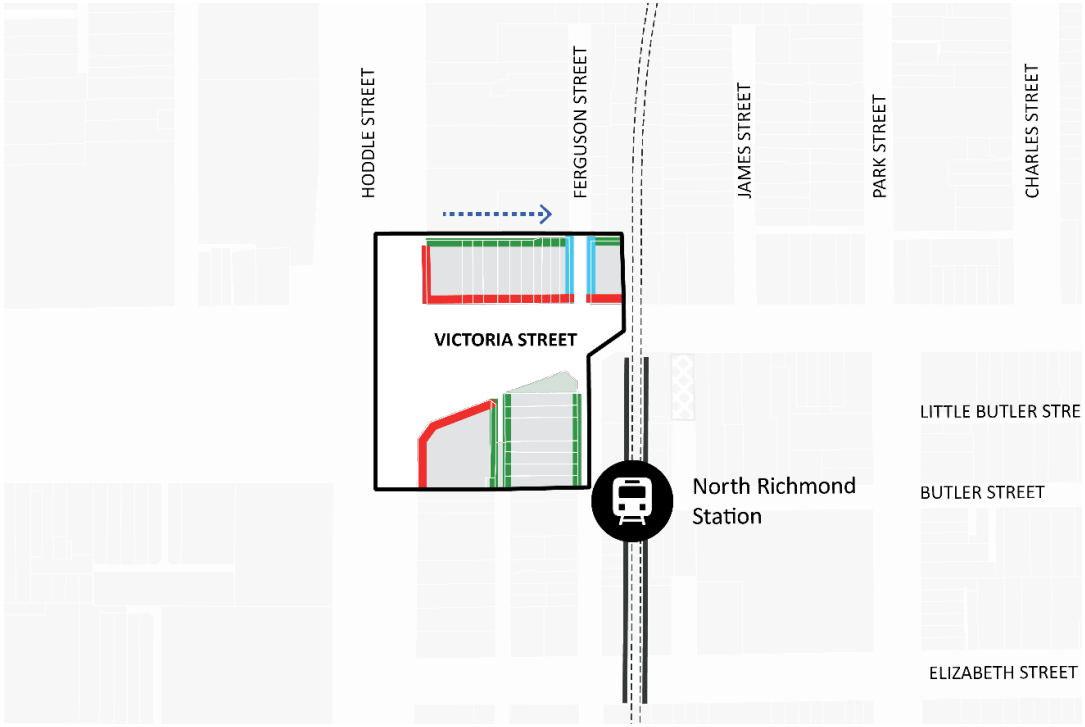
- 11m
- 18m
- 24m
- 34m
- Mandatory heights
- Heritage building on major corner

Street wall height and setback interface ref

- A
- D
- E
- G
- I

NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.

Plan 2: Access and Movement Plan – Precinct 1 Victoria Street West



Legend

- Precinct Boundary
- Access Preferred
- Access Not Preferred
- Access Not Supported
- Train Station
- Potential Future One Way Streets

NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Victoria Street and from local streets.
- The prominence of the heritage street wall in the vistas along Victoria Street, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

- The impact of the development on view lines to the Richmond Town Hall and Skipping Girl sign.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Victoria Street – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

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SCHEDULE 47 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO47.

VICTORIA STREET ACTIVITY CENTRE - PRECINCT 2 VICTORIA STREET CENTRAL

1.0 Design objectives

To support mid-rise development that maintains and reinforces the prominence of the existing street wall and fine grain character and pattern of shops and restaurants along Victoria Street.

To ensure development respects the architectural form and qualities of heritage buildings, local landmarks and the heritage streetscape.

To support high quality new buildings adjoining North Richmond Station with mixed uses that activate and improve pedestrian connections to the station, including a potential future urban space at Jonas Street.

To ensure development enhances the pedestrian experience through street activation and passive surveillance along Victoria Street and its side streets, enhancing pedestrian connections to the North Richmond Station and protecting sunlight access to the southern side of Victoria Street, Shelley Street, Charles Street, Nicholson Street and the Butler Street Park.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge. In the case of a heritage building that is set back from the street, the height is measured from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Victoria Street with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Victoria Street where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmark, Former National Bank, 261 Victoria Street, Abbotsford.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 2 Victoria Street Central

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. Elsewhere - 0m
Minimum upper level setback	None specified	6m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.
Minimum upper level setback	None specified	6m minimum for heritage 3m minimum for other buildings
Interface I		
Maximum side/rear wall height	None specified	11m

Built form	Mandatory requirement	Preferred requirement
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Victoria Street, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Shelley Street, Charles Street, Nicholson Street and Church Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

A permit should not be granted to construct a building or construct or carry out works that would cause any additional overshadowing of the following space between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- Butler Street Park.

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development should be designed to address the potential future urban space at Jonas Place.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

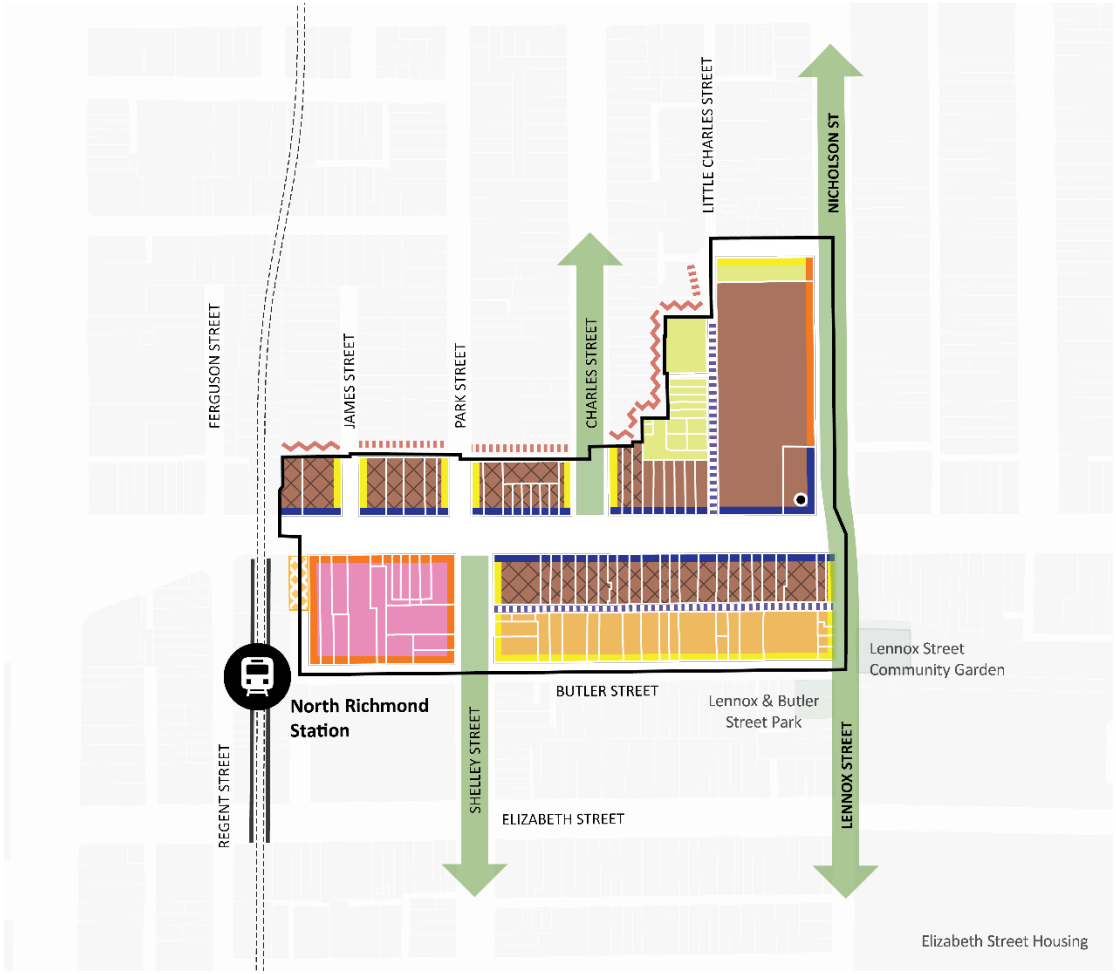
Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Plan 1: Height and Interface Plan – Precinct 2 Victoria Street Central



Legend

- Precinct Boundary
- Train station

Public realm & open space

- Green streets - Key pedestrian/cycle route
- Potential future urban space

Building heights

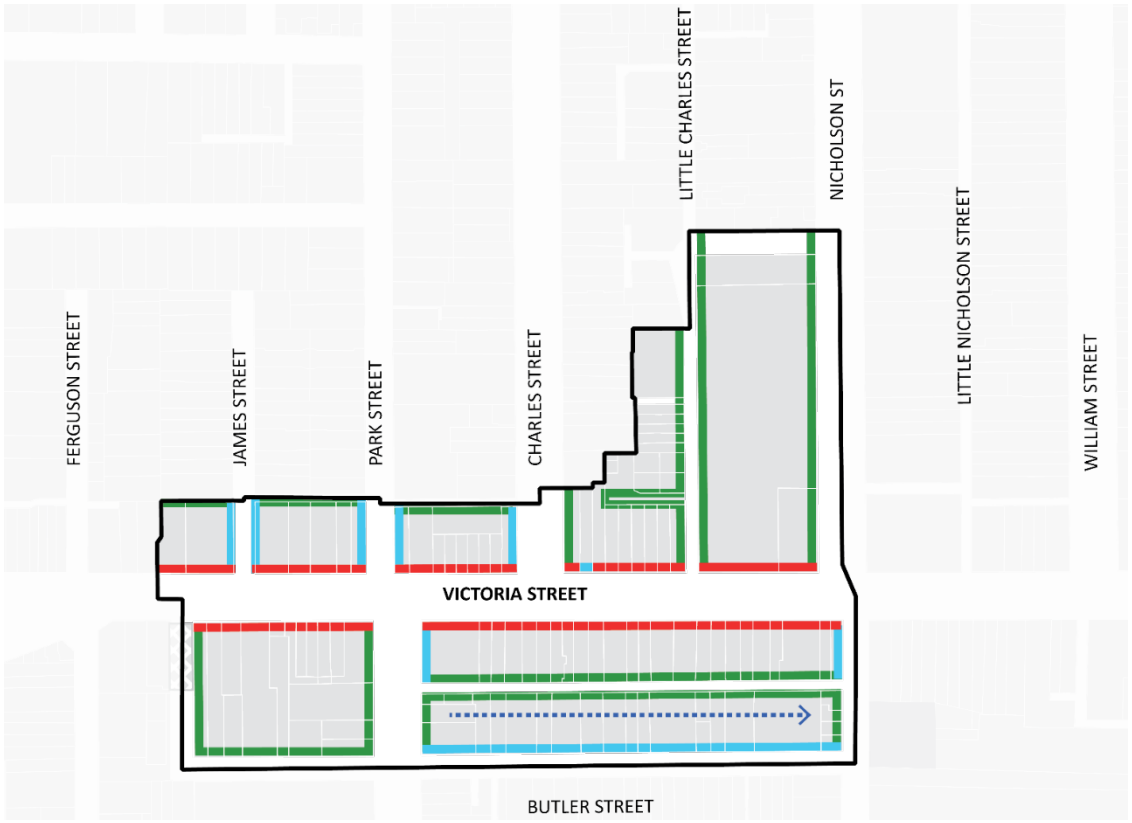
- 11m
- 15m
- 18m
- 24m
- Mandatory heights
- Heritage building on major corner

Street wall height and setback interface ref

- A
- C
- E
- H Residential interface (direct abuttal)
- H Residential interface (laneway)
- I

NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.

Plan 2: Access and Movement Plan – Precinct 2 Victoria Street Central



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Victoria Street and from local streets.
- The prominence of the heritage street wall in the vistas along Victoria Street, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.

- The impact of the development on view lines to the Richmond Town Hall and Skipping Girl sign.
- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

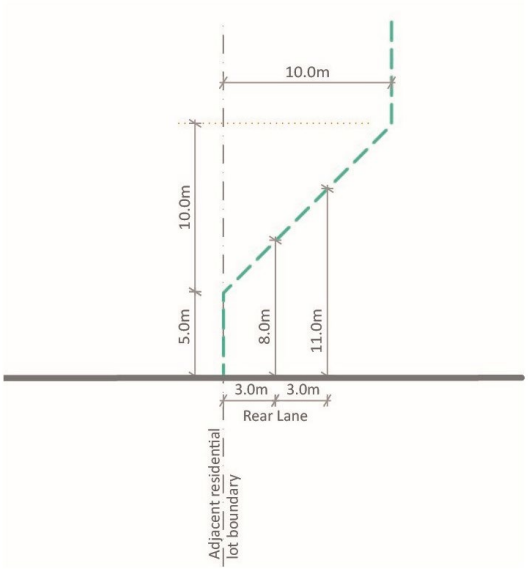
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Victoria Street – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 47 – Interface to residential properties in NRZ or GRZ



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SCHEDULE 48 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO48.

VICTORIA STREET ACTIVITY CENTRE - PRECINCT 3 NORTH RICHMOND STATION

1.0 Design objectives

To promote quality building design and a new mid-rise character on Hoddle Street that reinforces the importance of the boulevard and improves its pedestrian environment and landscape character.

To support a new mid-rise character on Regent Street and on the larger sites east of the railway line with lower built form at the interfaces with streets and the adjoining low-rise residential areas.

To ensure development maintains the visual prominence of heritage buildings.

To ensure development enhances the pedestrian experience through street activation and passive surveillance to all streets, including Little Hoddle Street and the streets leading to the North Richmond Station and protects sunlight access to Elizabeth Street – a key pedestrian and cycling route.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

Where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 3 North Richmond Station

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. Elsewhere - 0m
Minimum upper level setback	None specified	6m
Interface D		
Maximum street wall height	None specified	15m
Maximum and minimum street wall setback	None specified	0m
Minimum upper level setback	None specified	4.5m
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the southern footpath of Elizabeth Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed ‘in the round’ and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

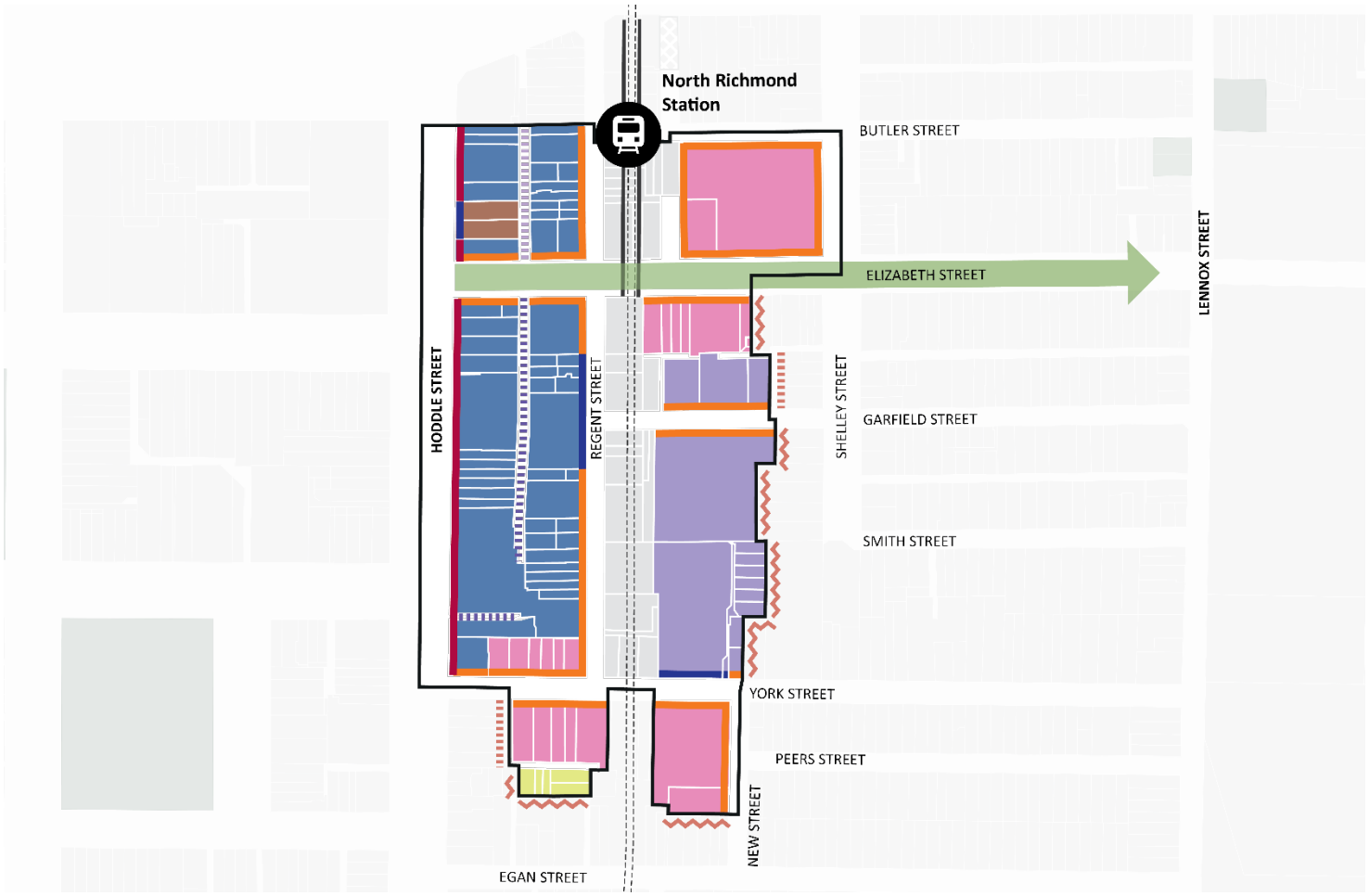
Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Development should consider creating ground level publicly accessible pedestrian connections or linkages as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Plan 1: Height and Interface Plan – Precinct 3 North Richmond Station



Legend

Precinct Boundary
Train station

Public realm & open space
Green streets - Key pedestrian/cycle routes

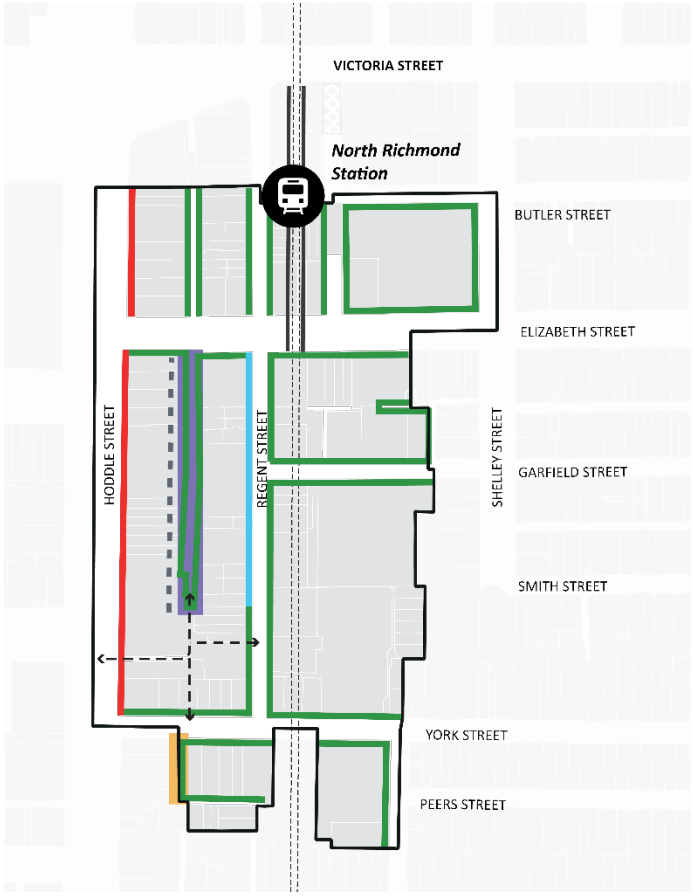
NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.

Building heights
11m
24m
28m
34m
Mandatory heights
Heritage building on major corner

Street wall height and setback interface ref
A
C
D
H
H
I

Residential interface (direct abuttal)
Residential interface (laneway)

Plan 2: Access and Movement Plan – Precinct 3 North Richmond Station



Legend

- Precinct Boundary
- Access Preferred
- Access Not Preferred
- Access Not Supported
- Setbacks
- Potential Future Shared Zones
- Potential Pedestrian Links
- Passing Areas

NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Victoria Street and from local streets.
- The prominence of the heritage street wall in the vistas along Victoria Street, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.
- The impact of the development on view lines to St Ignatius Church and Skipping Girl sign.

- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

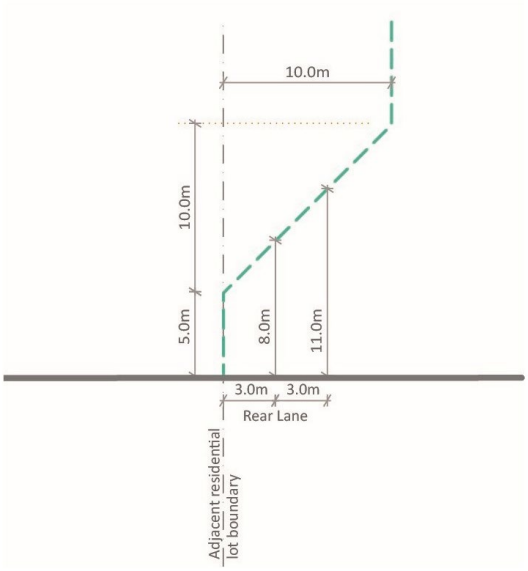
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Victoria Street – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 48 – Interface to residential properties in NRZ or GRZ



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SCHEDULE 49 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO49.

VICTORIA STREET ACTIVITY CENTRE - PRECINCT 4 VICTORIA STREET EAST

1.0 Design objectives

To support mid-rise development that maintains and reinforces the prominence of the existing street wall and fine grain character and pattern of shops and restaurants along Victoria Street.

To ensure development respects the architectural form and qualities of heritage buildings, local landmarks and the heritage streetscape in Victoria Street and along Lithgow Street.

To support a new mid rise character between Lennox Street and Church Street with high quality new buildings that activate and improve the public realm.

To ensure development enhances the pedestrian experience through street activation and passive surveillance on Victoria Street and its side streets, improved pedestrian connections from Victoria Street to Elizabeth Street and protecting sunlight access to the southern side of Victoria Street, Nicholson Street, Lithgow Street, Albert Street and Church Street.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Victoria Street with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Victoria Street where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmarks - the Former Duke of Albany Hotel, 323-325 Victoria Street and Former East Collingwood Hotel, 385 Victoria Street.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 4 Victoria Street East

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings	Elsewhere - 0m
Minimum upper level setback	25-33 Lithgow Street - 8m Elsewhere - 6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	None specified	6m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.
Minimum upper level setback	None specified	6m for heritage buildings 3m for other buildings
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified

Built form	Mandatory requirement	Preferred requirement
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Victoria Street, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Nicholson Street, Lithgow Street, Albert Street, Shelley Street and Church Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmarks:

- the tower belfry and spire of St Ignatius Cathedral when viewed from the tram stop at the intersection of Victoria Street and Church Street.

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed 'in the round' and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a 'Green Street – key pedestrian/cycle route' identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

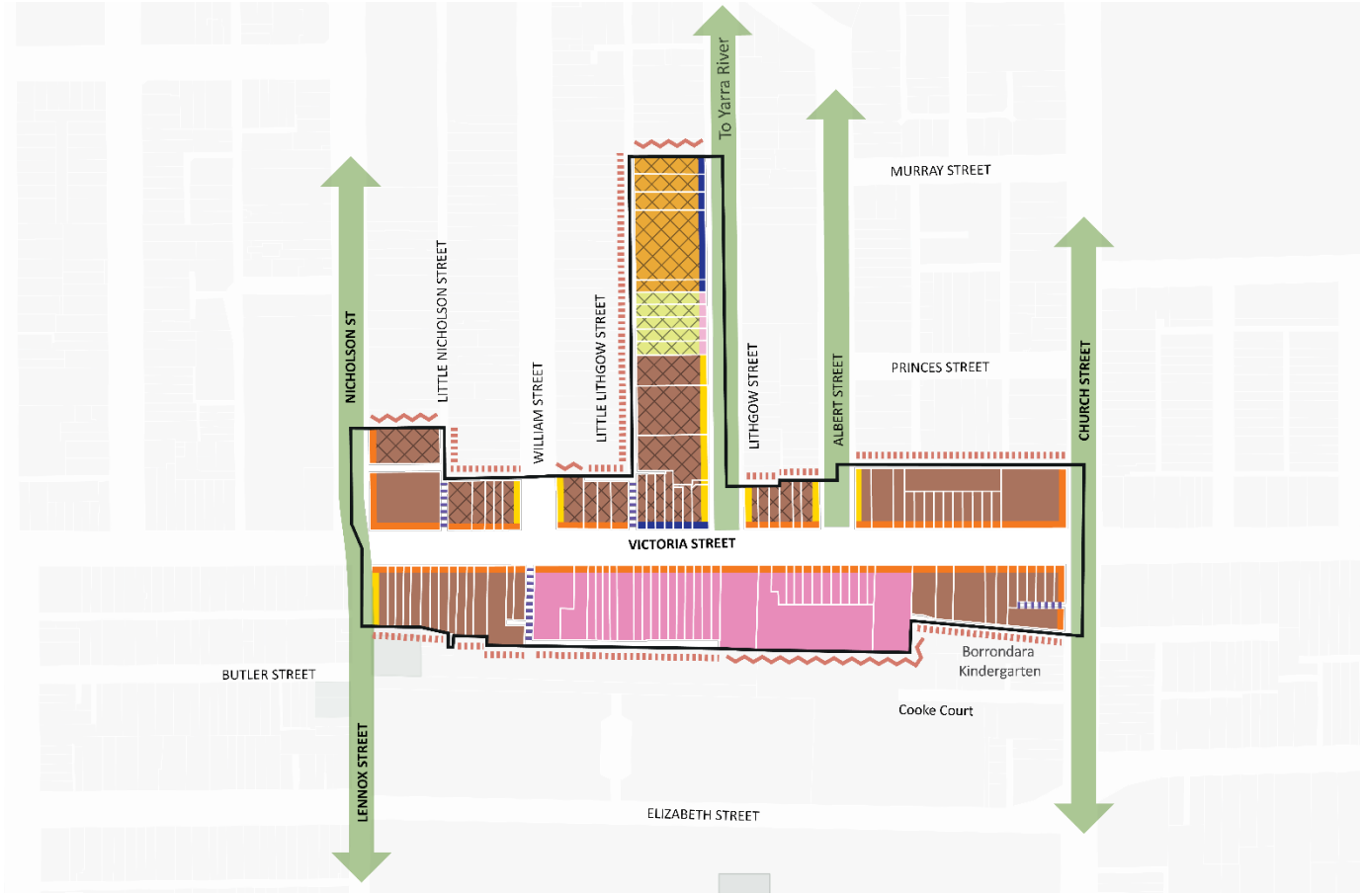
Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Development should consider creating ground level publicly accessible pedestrian connections or linkages as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Plan 1: Height and Interface Plan – Precinct 4 Victoria Street East



Legend

- Precinct Boundary
- Train station

Public realm & open space

- Green streets - Key pedestrian/cyclist routes

Building heights

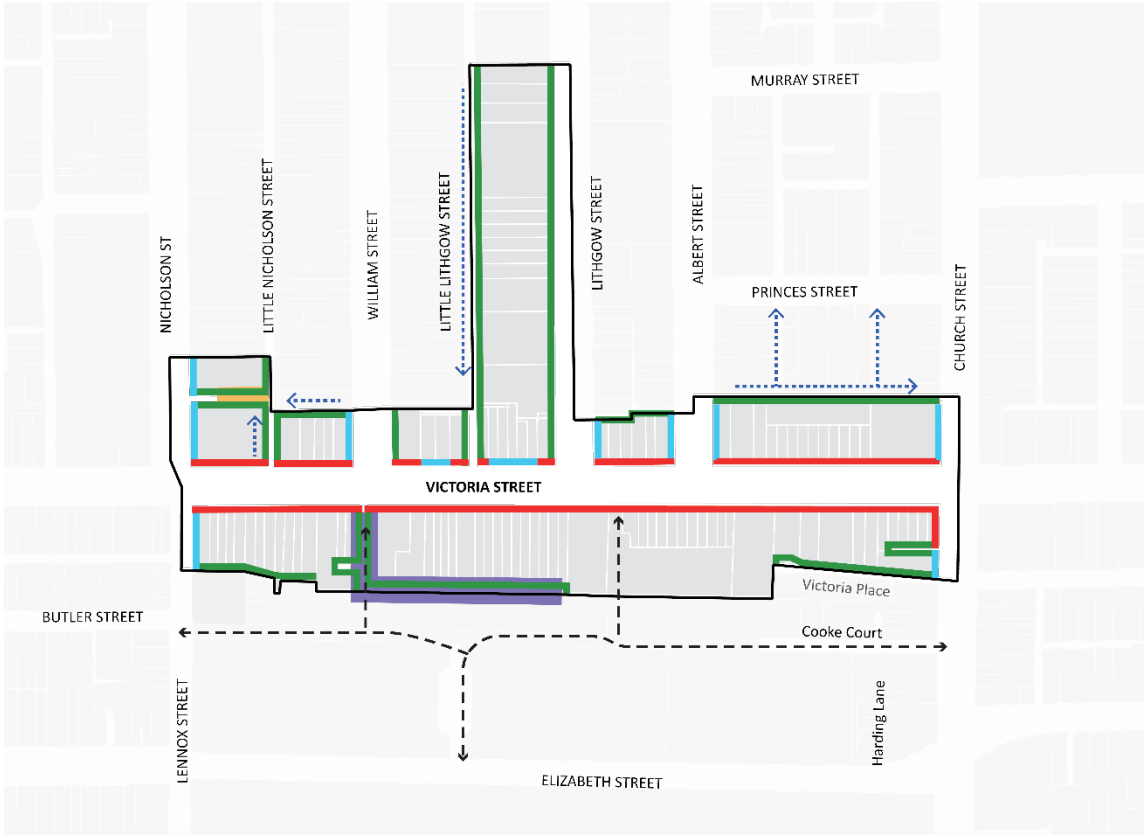
- 11m
- 15m
- 18m
- 24m
- Mandatory heights

Street wall height and setback interface ref

- A
- C
- E
- H
- H — Residential interface (direct abuttal)
- I — Residential interface (laneway)

NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.

Plan 2: Access and Movement Plan – Precinct 4 Victoria Street East



Legend

- Precinct Boundary
- Access Preferred
- Access Not Preferred
- Access Not Supported
- Potential Future One Way Streets
- Potential Future Shared Zones
- Potential Pedestrian Links
- Passing Areas

NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Victoria Street and from local streets.
- The prominence of the heritage street wall in the vistas along Victoria Street, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.
- The impact of the development on view lines to the St Ignatius Church and Skipping Girl sign.

- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

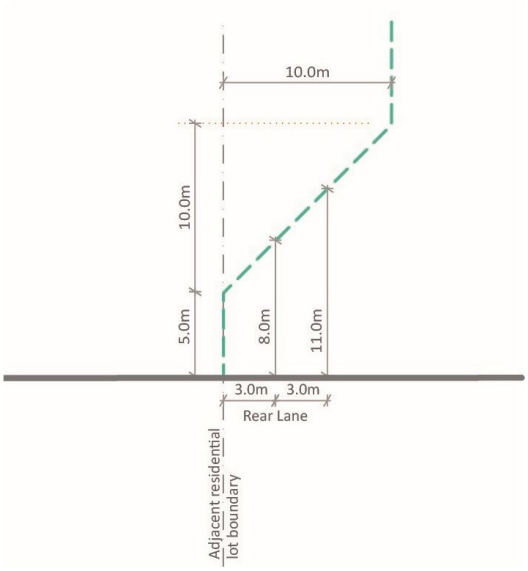
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Victoria Street – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 49 – Interface to residential properties in NRZ or GRZ



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SCHEDULE 50 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO50.

VICTORIA STREET ACTIVITY CENTRE - PRECINCT 5 VICTORIA STREET EAST END

1.0 Design objectives

To support a new mid-rise character that creates a consistent taller built form edge on Victoria Street, matching the street wall of developments in the Victoria Street East Precinct, and responds to the interface with industrial areas and low scale residential areas.

To ensure development respects the architectural form and qualities of heritage buildings and the heritage streetscape in Victoria Street.

To ensure development on large and/or consolidated sites provides building separation and setbacks that offers views to the sky above the street wall when viewed from the opposite footpath of Victoria Street.

To ensure development enhances the pedestrian experience through street activation and passive surveillance, improved pedestrian connections from the Yarra River/Birrarung and protecting sunlight access to the south side of Victoria Street, Church Street and Davison Street.

To ensure development responds to sensitive interfaces by providing a suitable transition to low scale residential areas and minimising amenity impacts on residential properties including overlooking, overshadowing and visual bulk impacts.

2.0 Buildings and works

A permit is required to construct a building or construct or carry out works, except for:

- rear ground floor extensions no higher than 4 metres above natural ground level;
- an alteration to an existing building façade provided:
  - the alteration does not include the installation of an external roller shutter;
  - in a C1Z and MUZ, at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing; and
- construction of an awning to an existing building that projects over a road, if it is authorised by the relevant public land manager.

2.1 Definitions

Heritage building means any building subject to a Heritage Overlay, graded as either Contributory or Individually Significant or any building on the Victorian Heritage Register.

Laneway means a road reserve of a public road 9 metres or less in width.

Parapet height does not include features such as brackets, pediments, urns, finials or other decorative elements.

Public realm means all streets and spaces open to the public but does not include laneways

Shared zone means a road or network of roads where pedestrians, cyclists, and vehicles share the roadway.

Street wall means the facade of a building at the street boundary, or, if the existing heritage building is set back from the street boundary, the front of the existing building.

Street wall height means the height of the street wall measured by the vertical distance between the footpath at the centre of the frontage and the highest point of the building, parapet, balustrade or eaves at the street edge or in the case of a heritage building if it is setback from the street from the centre of the building frontage to the highest point of the building, parapet, balustrade or eaves.

Upper level means development above the height of the street wall.

2.2 General design requirements

The following requirements apply to an application to construct a building or construct or carry out works.

A permit cannot be granted to vary a requirement expressed with the term 'must' or listed in a 'Mandatory' column of a table.

A permit cannot be granted to construct a building or construct or carry out works, which:

- exceeds the mandatory maximum building height and street wall height requirements shown in the Table 1 and the Height and Interface Plan 1 of this schedule.
- reduces the mandatory minimum street wall height and upper level setback requirements shown in Table 1 and the Height and Interface Plan 1 of this schedule.

Building heights requirements

A permit should only be granted to construct a building or construct or carry out works, which exceeds the preferred building height shown in the Height and Interface Plan 1 of this schedule where all the following requirements are met to the satisfaction of the responsible authority:

- the building elements permitted by the proposed variation satisfies the general design objectives in Clause 1.0 of this schedule and the relevant design requirements specified in this schedule; and
- the proposal will achieve each of the following:
  - greater building separation than the minimum requirement in this schedule;
  - excellence for environmentally sustainable design measured as a minimum BESS project score of 70%;
  - no additional overshadowing or overlooking of residentially zoned properties, beyond that which would be generated by a proposal that complies with the preferred building height; and
  - provision of end-of-trip facilities, including secure bicycle parking, locker and shower facilities and change rooms.
- where the proposal includes dwellings, it also achieves each of the following:
  - housing for diverse households types;
  - accessibility provision that achieves the standards in Clauses 55.07 and 58.05 (as relevant);
  - communal open space provision that exceeds the minimum standards in Clauses 55.07 and 58.03; and
  - secluded private open space provision that exceeds the minimum standards in Clauses 55.07 and 58.05.

Architectural features may exceed the preferred or mandatory height.

Service equipment and/or structures including balustrades, unenclosed pergolas for communal areas, shading devices, plant rooms, lift overruns, stair wells, structures associated with pedestrian access, green roof areas and other such equipment may exceed the preferred or mandatory height provided that each of the following criteria are met for the equipment or structure:

- Less than 50 per cent of the roof area is occupied by the equipment /structures (other than solar panels);
- The equipment and/or structures do not cause additional overshadowing of private open space to residential land, opposite footpaths, kerb outstands etc; and
- The equipment/structures does not extend higher than 2.6 metres above the maximum building height.

Street wall and Setback Requirements

A permit should not be granted to construct a building or construct or carry out works, which exceeds the relevant preferred maximum street wall height and/or reduces the relevant preferred

minimum setback requirements specified in this schedule unless the following are met, to the satisfaction of the responsible authority:

- The built form outcome that results from the proposed variation satisfies the design objectives in Clause 1.0 of this schedule;
- The built form outcome that results from the proposed variation satisfies the relevant design requirements specified in this schedule; and
- The street wall at ground floor level is designed to allow floor to floor ceiling heights suitable to accommodate commercial activity.

Projections such as building services and architectural features (other than shading devices, mouldings etc.), balconies, terraces and balustrades should not protrude into a setback.

Street Wall Requirements

Development should achieve a continuous street wall along Victoria Street with no front setback to a street, unless the subject site contains a heritage building with an existing front setback or a street setback is specified.

In locations outside of Victoria Street where heritage is not a constraint, development should consider providing:

- ground level setbacks (and above) to enhance the public realm and accommodate building entrances, spaces for outdoor dining, street level bike parking or landscaping. Ground level and above setbacks are strongly encouraged where they have been provided by nearby or neighbouring developments to achieve a consistent approach along a street frontage.
- a corner splay at minimum of 1 x 1 metre along the site's corner boundaries.

Infill development adjoining a heritage building should match the parapet height of the adjoining building for a minimum of 6 metres in length.

On corner sites where two different street wall heights are nominated, development should 'turn the corner' and continue the taller street wall height along the side street, with a transition to the lower street wall height along the side street towards the rear interface.

Upper Level Requirements

Development should:

- Incorporate an architectural expression at upper levels that is distinct from but complementary to the street wall.
- Be set back from the street wall to ensure that upper level additions as seen from the public realm do not detract from the character of the streetscape when viewed directly or obliquely along the street.
- contain upper level setbacks above the street wall within a maximum of two steps to avoid repetitive steps in the built form.

Upper level development for a development within a Heritage Overlay or on land immediately adjoining a heritage building should:

- be visually recessive and not visually dominate the heritage building and the heritage streetscape.
- retain the visual prominence of prominent corner buildings and local landmarks.
- avoid unarticulated façades that give a bulky appearance, especially from oblique views.
- avoid large expanses of glazing with a horizontal emphasis in the upper levels of development.

Development adjoining a heritage building should match the upper level setback of the heritage building for a minimum of 6 metres in length.

Upper level development above rows of identical or similar heritage buildings (such as terrace shops/residences) should be consistent in form, massing and façade treatment with any existing upper-level development above the same row of buildings.

For heritage buildings, upper level setbacks behind the street wall should be provided in excess of the minimum upper level setback where:

- it would facilitate the retention of a roof form and/or chimneys that are visible from the public realm, or a roof or any feature that the relevant statement of significance identifies as contributing to the significance of the heritage building or streetscape;
- it would maintain the perception of the three-dimensional form and depth of the building; and
- a lesser setback would detract from the character of the streetscape when viewed directly or obliquely along the street.

Table 1 - Street Wall Heights and Setbacks - Precinct 5 Victoria Street East End

Built form	Mandatory requirement	Preferred requirement
Interface A		
Maximum and minimum street wall height	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings.	Other buildings should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	Retain existing street wall setback for heritage buildings.	0m
Minimum upper level setback	316-326 Victoria Street – 8m Elsewhere - 6m	For buildings >15m, the uppermost level should be set back 9m minimum
Interface C		
Maximum and minimum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum and 8 minimum for other buildings. Match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building.
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings. 0m
Minimum upper level setback	None specified	6m
Interface D		
Maximum street wall height	None specified	15m
Maximum and minimum street wall setback	None specified	0m
Minimum upper level setback	None specified	4.5m
Interface E		
Maximum street wall height	None specified	Retain existing street wall height for heritage buildings. 11m maximum for other buildings
Maximum and minimum street wall setback	None specified	Retain existing street wall setback for heritage buildings.

Built form	Mandatory requirement	Preferred requirement
Minimum upper level setback	None specified	6m for heritage 3m for other buildings
Interface F		
Maximum street wall height	None specified	8m
Maximum and minimum street wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m
Interface I		
Maximum side/rear wall height	None specified	11m
Minimum side/rear wall setback	None specified	None specified
Minimum upper level setback	None specified	4.5m from the centreline laneway

Building separation requirements

Development should be well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Where development shares a common boundary and no interface treatment is shown in Plan 1:

- For building of less than or equal to 21 metres in height, upper level development should be set back a minimum of:
  - 4.5 metres from the common boundary, where a habitable window or balcony facing the common boundary is proposed on the subject site.
  - 3.0 metres from the common boundary, where a commercial or non-habitable window facing the common boundary is proposed on the subject site.
- For buildings greater than 21 metres in height, any development above the street wall or 15 metres in height (whichever is greater) facing the common boundary should be set back a minimum of 4.5 metres from that boundary.

Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

Where development consists of multiple buildings and/or separate upper levels, upper level development should be set back a minimum of:

- 9 metres from each other, where a habitable window or balcony is proposed; and
- 6 metres from each other where a commercial or non-habitable window is proposed.

Overshadowing requirements

A permit must not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September:

- any part of the southern footpath of Victoria Street, measured from the property boundary to the existing kerb.

A permit should not be granted to construct a building or construct or carry out works that would overshadow any of the following spaces between 10am and 2pm at 22nd September, unless the overshadowing would not unreasonably prejudice the amenity of the public space, to the satisfaction of the responsible authority:

- any part of the opposite footpath of Church Street and Davison Street, measured from the property boundary to the existing kerb (including any opposite kerb outstands, seating and/or planting).

Interface to residential properties in NRZ or GRZ requirements

Development should protect the amenity of existing residential properties in terms of visual bulk, overshadowing of private open space, overlooking and vehicle access.

Development with an interface to a property in the Neighbourhood Residential Zone or General Residential Zone (shown as Interface H on Plan 1) should not exceed the maximum heights and setbacks in Figure 1 of this schedule.

Views to landmarks requirements

A permit must not be granted to construct a building or construct or carry out works that would encroach upon views to the identified architectural elements of the following landmark (as shown on Plan 1 and listed below):

- the Skipping Girl sign when viewed from the footpath on the western corner of Victoria Street and Leslie Street (View 1).

Development should provide adequate setback and building separation to maintain clear sky between the identified architectural elements of the landmark and new development.

Design Quality Requirements

Development should achieve urban design and architectural excellence.

Development in the Commercial 1 Zone and/or Mixed Use Zone should incorporate floor to floor heights suitable for commercial activity of at least 4 metres at ground level, where heritage elements are not a constraint.

Development should:

- Incorporate vertical articulation in the street wall and upper levels that reflects and aligns with the prevailing pattern of subdivision and buildings.
- Be expressed ‘in the round’ and provide detail on all façades.

Development should avoid blank walls visible permanently or temporarily from the public realm.

Development should ensure any walls visible from the public realm are designed to provide visual interest to passing pedestrians through colour, texture or finishes.

Development should ensure taller buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook, good daylight and views to the sky above the street wall.

Development should break up buildings with a wide street frontage into smaller vertical sections or separate elements to provide breaks and modulation in the street facade.

Development should provide for street activation at ground level to create a pedestrian-oriented environment and enhance passive surveillance of the public realm.

Frontages at ground floor should incorporate awnings or verandahs, consistent with the form and scale of adjoining verandahs, into the façade design.

Development with a frontage to a ‘Green Street – key pedestrian/cycle route’ identified on Plan 1 should contribute to urban greening by introducing trees, ground cover, vertical and rooftop vegetation.

Vehicular access requirements

Development should provide vehicular access from rear lanes or from side streets in the preferred locations on Plan 2 of this schedule - Access and Movement Plan. Where access is provided to an arterial road, access should be limited to left-in/left-out.

Development with redundant vehicle access points must reinstate the kerb, line mark parking bays, and relocate any parking signs.

Vehicle ingress and egress into development, including loading facilities and building servicing, should be designed to ensure a high quality pedestrian amenity and limit potential conflict between vehicle movements and pedestrian activity.

Development indicated in Plan 2 as requiring a setback should include a rear setback, at ground floor, to facilitate the ongoing function of the laneway and allow for building services and car park access. The setback in the laneway should provide a minimum width between walls of 6.1m (including the existing laneway). Between ground level and first floor, a headroom clearance of 3.5 metres minimum should be achieved.

In locations where potential one way streets are indicated on Plan 2 but have not been implemented, development should consider ground floor setbacks or provision of passing areas within sections of the lane allow for building services and car park access.

Properties on the inside corner of bends in laneways or at intersections between two laneways should provide a minimum 3m x 3m splay to facilitate vehicle access or any alternative splay that facilitates movement by the B99 design vehicle, to the satisfaction of the Responsible Authority.

Car parking should be located within a basement or concealed from the public realm.

Pedestrian and Bicycle Access

Pedestrian access to buildings, including upper level apartments, should be from a street or a shared zone and avoid primary access from laneways. Where pedestrian access can only be provided from a laneway, the pedestrian entrance should be setback from the rear laneway or include a pedestrian refuge or landing and be well lit to enable safe access.

Development should facilitate the creation of a shared zone where properties abut a potential future shared zone as shown on Plan 2.

Pedestrian entrances should be clearly visible, secure and have an identifiable sense of address.

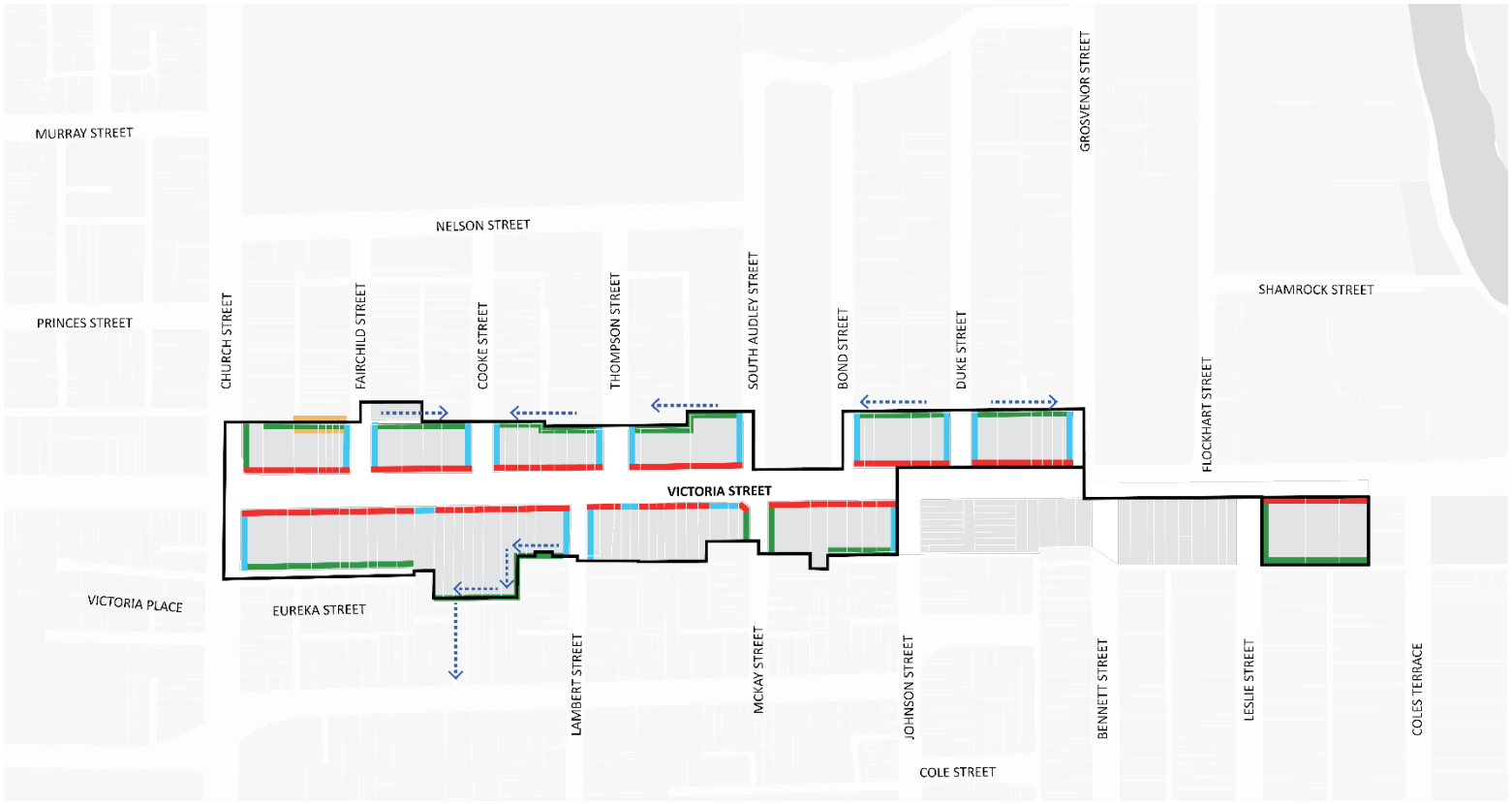
Resident and staff bicycle parking should be located and designed to be secure and conveniently accessible from the street and associated uses.

Plan 1: Height and Interface Plan – Precinct 5 Victoria Street East End

Legend

- Precinct Boundary
- Public realm & open space
  - Green streets - Key pedestrian/cyclist routes
- NOTE -- All heights are preferred maximum building heights except where mandatory maximum building heights are shown.
- Building heights
  - 15m
  - 18m
  - 21m
  - 24m
  - Mandatory heights
  - Heritage building on major corner
- Street wall height and setback interface ref
  - A
  - C
  - D
  - E
  - F
  - H
  - H
  - I
- Residential interface (direct abuttal)
- Residential interface (laneway)
- Views to landmarks
  - Landmark
  - View cone & line
  - 1 Skipping Girl sign

Plan 2: Access and Movement Plan – Precinct 5 Victoria Street East End



NOTE – Potential future shared zones and one way streets are subject to further assessment and consultation.

3.0 Subdivision

None specified.

4.0 Advertising signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site analysis and urban design context report which demonstrates how the proposal achieves the Design Objectives and requirements of this schedule.
- For development proposals for buildings over 15 metres in height should be accompanied by a wind study analysis to assess the impact of wind on the safety and comfort of the pedestrian environment on footpaths and other public spaces while walking, sitting and standing.
- A Traffic Engineering Report prepared by a suitably qualified traffic engineer that demonstrates how the development:
  - minimises impacts on the level of service, safety and amenity of the arterial road network (including tram services),
  - reduces car dependence and promotes sustainable transport modes, and
  - which includes an assessment of the impacts of traffic and parking in the Precinct including the ongoing functionality of laneway/s, where applicable.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether design excellence is achieved (including but not limited to building siting, scale, massing, articulation and materials).
- The design of the streetscape interface along the primary street frontage and its contribution to an active street environment.
- Whether the proposal contributes to and improves the pedestrian connectivity and amenity of the public realm.
- Whether the proposal contributes to and improves the pedestrian environment and other areas of the public realm.
- Whether the overshadowing impacts of the development on opposite footpaths and public spaces are minimised.
- The wind effects created by the development.
- The separation between buildings at upper levels when viewed from the opposite side of Victoria Street and from local streets.
- The prominence of the heritage street wall in the vistas along Victoria Street, Church Street, and local streets.
- Whether heritage buildings on street corners retain their prominence when viewed on both streets.
- Whether heritage buildings retain their three-dimensional form as viewed from the public realm.
- Whether upper level development above the heritage street wall is visually recessive and does not overwhelm the heritage buildings.
- The impact of the development on view lines to the St Ignatius Church and Skipping Girl sign.

- The design response at the interface with existing, low scale residential properties.
- If roof decks are proposed above the street wall, whether they are set back and are recessive in appearance.
- Whether the layout and appearance of areas set aside for vehicular access, loading and unloading and the location of any proposed car parking is practicable, safe and supports a pedestrian-oriented design outcome.
- The impact of development on traffic and parking in the nearby area, including on the functionality of laneways.
- The impact of vehicular access arrangements on the operation of the tram routes along Victoria Street and Church Street.

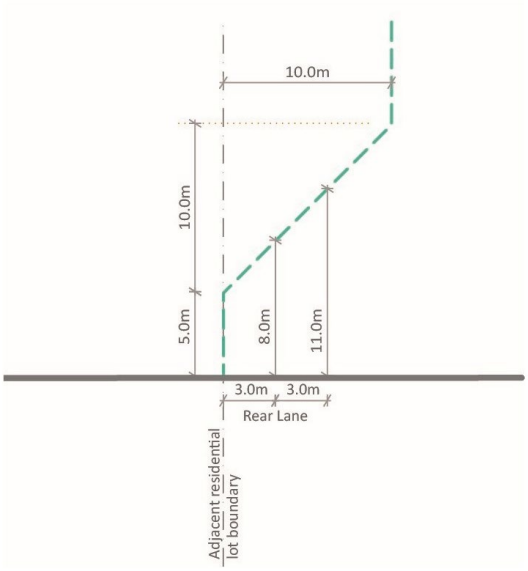
Reference documents

Bridge Road & Victoria Street Activity Centres - Review of Interim Built Form Controls - Analysis and Recommendations (MGS Architects and Urban Circus, April 2021)

Built Form Review: Victoria Street – Heritage Analysis and Recommendations (GJM Heritage, April 2021)

Traffic Engineering Assessment, Victoria Street and Bridge Road Activity Centres, Richmond (Traffix Group, April 2021)

Figure 1 to Schedule 50 – Interface to residential properties in NRZ or GRZ



21.11 REFERENCE DOCUMENTS

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Inner Regional Housing Statement (January 2006)

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21.12-2 Bridge Road Activity Centre

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Bridge Road has seen substantially change and development over the past ten years. It is distinguished by a predominantly fine-grain streetscape and buildings of heritage value, particularly on the southern side of Bridge Road. This lower scale-built form is contrasted by taller midrise development to the north of Bridge Road between Punt Road and Church Street, including Richmond Plaza (currently under construction).

It has an historic fabric of Bridge Road that is highly valued by the broader community.

Bridge Road provides an important health and civic role with the Epworth Hospital, Richmond Town Hall and other important civic and education uses.

Bridge Road enjoys high levels of access to the public transport network with tram routes operating on Bridge Road and Church Street and the railway line at the western peripheries.

The centre varies significantly along its length, with a cohesive and highly intact turn of the century 'High Street' with a prominent fine grain subdivision pattern, to a diverse and less historically intact retail and residential area towards the eastern end.

The activity centre features view a number of important Richmond landmarks, including the Richmond Town Hall Clock Tower, the Pelaco Sign and the spire of St Ignatius on the hill.

The preferred future character of each precinct reflects this diversity and supports the activity centre's role as a location for an extensive mix of retail, civic and commercial uses, and inner city living.

Figure 1 illustrates the boundary of the Bridge Road Major Activity Centre and some of the core precincts, which make up the centre:

- Precinct 1: Bridge Road West
- Precinct 2: Bridge Road South
- Precinct 3: Bridge Road Central
- Precinct 4: Bridge Road East South
- Precinct 5: Bridge Road East North

Noting the precincts do not cover the whole of the activity centre.

Vision

Bridge Road Activity Centre will continue to evolve as a vibrant and thriving mixed use centre that serves the day to day needs of the local residents and workers. It will feature well designed mid rise commercial and residential development whilst preserving the prominence of its intact heritage streetscape and buildings and maintaining amenity.

Local area implementation

Preferred Future Character

- Ensure new development supports and contributes to the future preferred character of each precinct:

  Precinct 1 – Bridge Road West is anchored by Epworth Hospital Health Precinct on Richmond Hill and the Richmond Plaza redevelopment on the corner of Bridge and Church Streets. This is complemented by a diverse mix of fine-grain retail, dining, offices and inner city living. The precinct's character and sense of place will continue to be defined by intact heritage streetscapes and heritage buildings along Bridge Road. This will be contrasted by taller built form in the Health Precinct and the newly established mid-rise character on the northern side of Bridge Road. The precinct will continue to be a focus for housing and employment growth within the activity centre with mid-rise development on larger infill sites on the north site between Lennox Street and Church Street and within the proximity of the Pelaco building, and lower scale development on narrow infill sites and shop-top redevelopment of heritage buildings.

Precinct 2 – Bridge Road South is a vibrant destination for dining, retail and services building on its distinctive heritage qualities. The precinct's character and sense of place is defined by its highly intact heritage streetscape with a consistent heritage street wall of largely two storey Victorian era retail and commercial buildings including distinctive corner buildings addressing Bridge Road and side streets. The precinct's sunny wide footpaths, fine-grain shopfronts and cafes with outdoor dining will provide activity and visual engagement for people on the street. The precinct will support lower midrise development on narrow infill sites and shoptop redevelopment of heritage buildings.

Precinct 3 – Bridge Road Central is the civic and community heart of Bridge Road Activity Centre. The precinct is anchored by the Richmond Town Hall and forms a key activity node within Bridge Road adjoining the important open space, Citizens Park as well as recreational facilities, two high schools, childcare and maternal health. The Town Hall forecourt will be enhanced as a key public space providing a setting for the Town Hall and the former police station with Gleadell Street and Griffiths Street enhanced as greener and more pedestrian focussed streets linking Bridge Road to the precinct's civic and community facilities. The precinct will support new housing and employment within mid-rise development of varying heights, widths and character while retaining the prominence of clusters of heritage buildings. Key views to across the precinct from Citizens Park and the corner of Bridge Road and Church Street to the iconic Richmond landmarks, the Richmond Town Hall and St Ignatius' spire and belfry will be maintained.

Precinct 4 – Bridge Road East South will be renewed as an employment focussed mixed-use and housing precinct. The prominence of the Former Flour Mill and Grain Store Complex (534-534A Bridge Road on the south-east corner of Bridge Road and Type Street will be maintained as a local landmark within the precinct. The precinct's character and sense of place will be transformed with well-designed midrise redevelopment of two large sites on Burnley Street and Stawell Street. This will compromise of multiple buildings which offer views to the sky from the street and establishes a varied skyline when viewed from surrounding areas. The Stawell Street redevelopment will provide a high quality transition to the Racecourse Heritage Precinct through landscaped setbacks.

Precinct 5 - Bridge Road East North will be transformed into a diverse mixed-use precinct as a preferred location for housing and employment growth within Bridge Road Activity Centre. The prominence of the Royal Oak Hotel on the north-east corner of Bridge Road and Burnley Street will be maintained to mark the centre to the precinct from the south and west. Elsewhere, the precinct's character and sense of place will be redefined by well-designed midrise development of up to 8 storeys with breaks between upper levels of buildings that provide views to the sky from the street and establishes a varied skyline when viewed from surrounding areas. This renewal will support a greater mix of uses, including residential, retail, offices and services and provide higher levels of street activation and visual engagement with the treelined streets of Bridge Road and Palmer Street and the potential new open space on Whites Place.

Economic Development

- Support sensitive reuse and adaptation of existing heritage buildings for a range of retail, entertainment and commercial uses.
- Support Precincts 1 and 2 as fine grain retail, dining and commercial precincts.
- Support Precinct 1 as a major health precinct within inner city Melbourne.
- Support Precinct 3 as a strong civic and education precinct.
- Retain a mix of commercial and offices uses on the Commercial 2 zoned land in Precinct 4.
- Facilitate opportunities for office and residential uses throughout the centre, principally above the ground floor.
- Facilitate a range of uses that cater for the everyday needs of residents, visitors and workers.

- Maintain and increase land uses that support street level activation and passive surveillance of the public realm.

Built Form and Heritage

- Provide for midrise development on the northern side of Precinct 1 (5 -12 storeys) that respects the heritage fabric and the adjoining low scale residential neighbourhoods.
- Retain the prominence of the intact heritage streetscape in Precinct 2 through well designed and visually recessive upper levels.
- Provide for a new midrise character (4-8 storeys) within Precincts 4 and 5 while ensuring tall buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.
- Ensure individually significant and contributory heritage buildings are retained to conserve the intactness of the original heritage streetscape.
- Maintain an intimate pedestrian scale at street level along Bridge Road.
- Ensure development respects the consistency and intactness of the heritage streetscapes and the unique architectural form and qualities of heritage buildings within the activity centre.
- Protect key views lines to the Pelaco Sign, Richmond Clock Tower and St Ignatius Church.

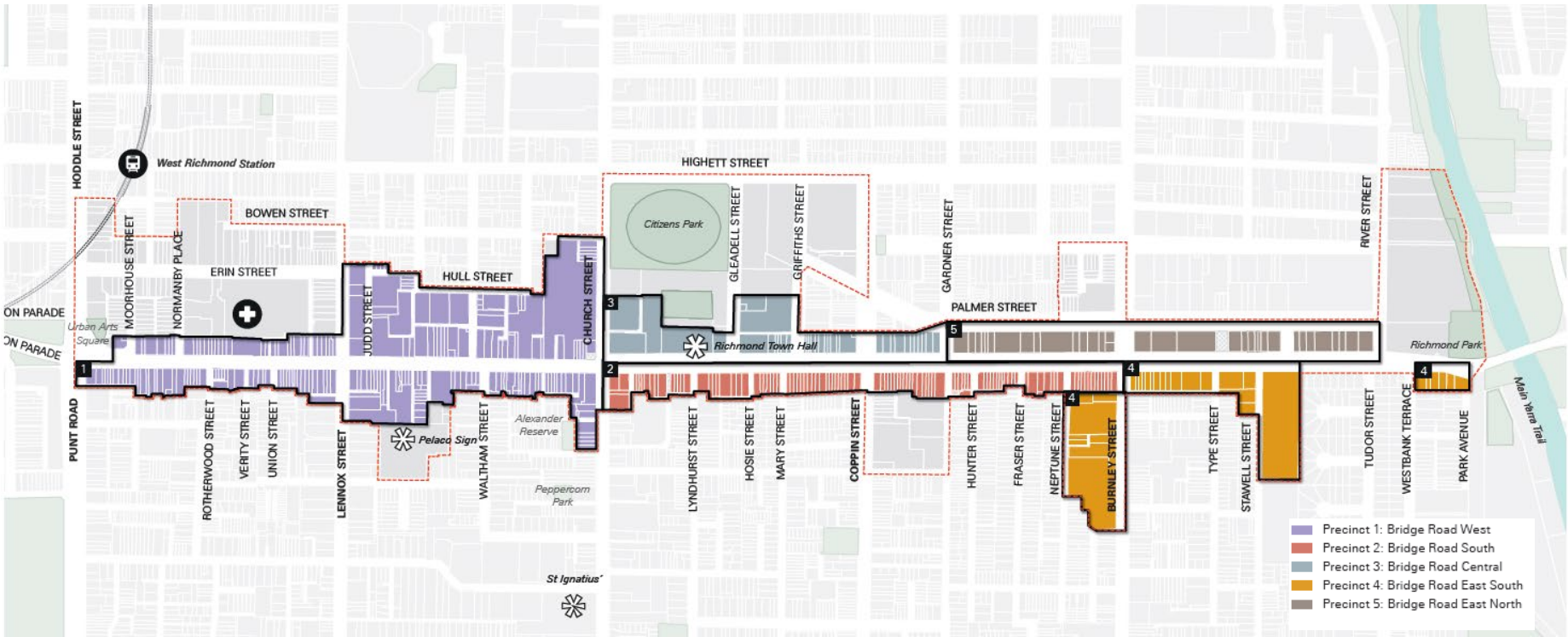
Access and Movement

- Facilitate safe vehicular access to and from new development through the provision of laneway widening and passing bays.
- Ensure that pedestrian movement is given priority along Bridge Road.
- Limit direct vehicular access onto Bridge Road, Church Street and Burnley Street.
- Facilitate new footpaths and shared zones to provide safe pedestrian access to buildings.
- Encourage the provision of vehicular access from either the side or rear of buildings.

Public Realm

- Maintain daylight and sunlight to the Bridge Road and identified ‘Green streets’ - key pedestrian/cycle routes and public spaces.
- Encourage enhancement of the amenity and appearance of the public realm.
- Facilitate new and improved pedestrian connections in Precinct 1, north of Bridge Road and on large sites in Precinct 4.
- Ensure that new development provides adequate weather protection for footpaths along Bridge Road, Burnley Street, and Church Street.

Figure 2: Key precincts in the Bridge Road Activity Centre



21.12-3 Victoria Street Acivtiy Centre

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Victoria Street is a much loved Major Activity Centre with a character strongly influenced by its Vietnamese heritage and local community.

Arrival at the activity centre from the west is defined clearly by a gateway plaza and the recognisable form of the railway bridge above the street while Victoria Gardens and recent residential developments to the east reflect larger historical industrial uses close the Yarra river interface.

The streetscape is characterised by fine-grain built form interspersed with heritage buildings particularly on corner lots and often connecting to green streets. An intact heritage streetscape to the west of the rail line includes retail hospitality venues often with outdoor dining and shopping with a northern aspect.

The activity centre is flanked by significant residential heritage precincts where transitions in built form ensure a balance between scale and renewal.

The renewal of the North Richmond public housing site will highlight the need to improve pedestrian permeability, facilitated by redevelopment opportunities along Victoria Street.

Current and ongoing industrial uses, such as the Carlton United Breweries site, close to the activity centre compliment the centre's role in providing diverse employment opportunities within the City of Yarra.

The preferred future character of each precinct will support the centre's diverse role as a location for a mix of retail and commercial uses coupled with inner city living.

The Plan in Figure 1 illustrates the boundary of the Victoria Street Major Activity Centre and some of the core precincts, which make up the centre:

- Precinct 1: Victoria Street West
- Precinct 2: Victoria Street Central
- Precinct 3: North Richmond Station
- Precinct 4: Victoria Street East
- Precinct 5: Victoria Street End

Noting the precincts do not cover the whole of the activity centre.

Vision

Victoria Street will continue to be a culturally diverse destination within the municipality. It will continue to evolve into a vibrant activity centre that serves the day to day needs of the local community whilst supporting employment, business and creative opportunities. The area will accommodate a diverse and growing population, with well located mid rise commercial and residential development.

Local area implementation

Preferred Future Character

- Ensure new development supports and contributes to the future preferred character of each precinct:

  Precinct 1 – Victoria Street West provides the entry to the activity centre from Victoria Parade. The distinctive sense of arrival is created by the Victoria Street Gateway and the narrowing street profile towards the elevated railway bridge. The precinct's character and sense of place is defined by the intact heritage streetscape on the northern side which is bookended by the prominent former State Savings Bank on the corner, and low-rise heritage dwellings along Regent Street. This will be complemented by mid-rise development on the south-eastern corner of the intersection of Hoddle and Victoria Streets creating a compact precinct of contrasting built form that places an emphasis on the architectural qualities of heritage buildings. The public realm of the precinct will be enhanced with a new high-quality pocket park at the Gateway Triangle.

Precinct 2 – Victoria Street Central will continue to be a vibrant destination for retail and cafes, restaurants and outdoor dining, enterprise and inner-city living. The precinct's character and sense of place will continue to be defined by its varied mix of intact heritage buildings and streetscapes, former industrial buildings which will be complemented by well-designed mid-rise development of varying scales. This will be achieved through lower midrise renewal above and behind existing shopfronts that retains the visual prominence of the heritage buildings and responds to lower scale residential areas on Butler Street, and well-designed taller mid-rise development adjacent to North Richmond station. The amenity and safety of the public realm of the precinct will be improved through an upgraded station entry space on Jonas Street and higher levels of street activation and passive surveillance to the station, streets and laneways within the precinct.

Precinct 3 – North Richmond Station will be dense mixed-use corridor and a focus of housing and employment growth situated on both sides of the railway line. The precinct's character and sense of place will be refined as former industrial buildings along Regent Street and around the North Richmond Station are developed for mid-rise development and well-designed taller commercial and office developments on Hoddle Street responding to its wider boulevard character. Future development will provide high-quality with higher levels of street activation, passive surveillance and visual engagement with the street to improve the amenity and safety for pedestrians, particularly for those travelling to and from North Richmond Station. This will be supported by upgrades to Little Hoddle Street as high amenity shared zone that strengthens pedestrian connections from Hoddle Street to Regent Street and the station. The scale of buildings will transition down in height towards lower scale residential areas to the south and east.

Precinct 4 – Victoria Street East will be renewed as a destination for retail, dining, and inner-city living. The precinct's character and sense of place will be fined by a consistent street wall comprising of a fine-grain pattern of shopfronts along Victoria Street with well-designed mid-rise development continuing this rhythm at the ground plane to provide higher levels of street activation and passive surveillance. Lithgow Street will support low to lower mid-rise development along that retains the fabric of existing heritage buildings and provides a respectful transition to low-rise residential areas. The amenity and walkability of the precinct for pedestrians will be enhanced through new and upgraded pedestrian connections between Victoria Street and Elizabeth Street which will provide green connections to future open spaces and the Elizabeth Street housing precinct.

Precinct 5 - Victoria Street End will continue to be a diverse mixed-use precinct consisting a range of retail, commercial and residential uses within new midrise developments of varying heights, widths and character. The precinct provides a transition to the taller mid-rise character in the Victoria Gardens Precincts. The character of this precinct will be defined by a diverse mix mid-rise development, including development of Victoria Era terraces, shops, and industrial heritage buildings and contemporary mixed-use buildings that are lower in scale than Victoria Gardens and its surrounding development.

Economic Development

- Support sensitive reuse and adaptation of existing heritage buildings for a range of retail, entertainment and commercial uses.
- Support Precincts 2 and 4 as Victoria Street's fine grain retail and dining precinct.
- Facilitate opportunities for office and residential uses throughout the centre, principally above the ground floor.
- Facilitate a range of uses that cater for the everyday needs of residents, visitors and workers.
- Maintain and increase land uses that support street level activation and passive surveillance of the public realm.

Built Form and Heritage

- Provide for new midrise development (5 -12 storeys) that respects the pockets of heritage fabric and the adjoining low scale residential neighbourhoods in Precincts 3, 4 and 5.
- Provide for lower midrise development (3-6 storeys) in Precincts 1 and 2 that respects the heritage fabric and the adjoining low scale residential neighbourhoods.
- Ensure development contributes to the evolution of Precinct 3, Precinct 4 and Precinct 5 into vibrant mixed-use precincts with built form that enhances the streetscape character.
- Ensure individually significant and contributory heritage buildings are retained to conserve the intactness of the original heritage streetscape.
- Maintain an intimate pedestrian scale at street level along Victoria Street.
- Ensure development respects a consistency and intactness the unique architectural form and qualities of heritage buildings within the activity centre.
- Ensure tall buildings are well spaced and sited to avoid visual bulk and provide equitable access to an outlook and good daylight.

Access and Movement

- Facilitate widened laneways and new laneways to provide for safe vehicular access to and from new development.
- Ensure that pedestrian movement is given priority along Victoria Street and the streets around the North Richmond Station.
- Limit direct vehicular access on to Victoria Street and Church Street.
- Facilitate new footpaths and shared zones to provide safe pedestrian access to buildings.
- Encourage the provision of vehicular access from either the side or rear of buildings.

Public Realm

- Maintain daylight and sunlight to the southern side of Victoria Street, key pedestrian/cycle routes and public spaces.
- Encourage enhancement of the amenity and appearance of the public realm.
- Facilitate new and improved pedestrian connections within Precinct 3 and within Precinct 4 from the DHHS housing sites.
- Ensure that new development provides adequate weather protection for footpaths along Victoria and Church Streets.

Figure 2: Key precincts in the Victoria Street Activity Centre