

## Appendix C: Guidelines for Development

# Guidelines for Development within the Middle Yarra River Corridor

The following guidelines have been derived from a review of previous policy documents relating to the Yarra River corridor and further developed through the analysis and field work undertaken during this study. They implement the objectives that have been established and respond to the corridor's threats and pressures. The majority of guidelines are recommended for inclusion in the proposed overlay controls.

## Vegetation & Landscaping

Retain native vegetation, particularly established vegetation, mature vegetation and canopy trees on both public and private land along the Yarra River corridor.

Avoid vegetation removal wherever possible, including mature, dead and dying vegetation that provides habitat for significant fauna, except where risk or safety hazard requires removal.

Replace environmental weeds with indigenous vegetation.

When removing weeds for replacement with indigenous species, avoid erosion and design and phase the removal and the replacement planting so as to maintain adequate screening of buildings and works in the river interface.

Encourage the gradual phasing out of exotic vegetation and replacement with indigenous species, except where exotic vegetation:

- has recognised heritage or landscape significance;
- provides for recreation activities (for example, grasses for ovals); or
- is non-invasive and located outside the riparian zone and contributes to neighbourhood character objectives.

Provide permeable surfaces and minimise site coverage, to allow for water absorption and to support vegetation.

Provide adequate separation between any new development and the river frontage property boundary to allow sufficient space for the planting of indigenous vegetation, including canopy trees.

Screen existing and new buildings, structures and areas of hard surfacing with appropriately scaled informal landscaping, suitable to the indigenous landscape character of the river corridor, particularly when visible from the waterway, Main Yarra Trail and areas of public open space.

Ensure fences provided along the river frontage property boundary are low where practical, visually permeable, and finished with tones and colours that blend into the vegetation.

Avoid high, solid fencing that encloses and conceals the river frontage property boundary.

Where retaining walls are required, materials and facings should complement the landscape setting and be softened with appropriate screen planting.

Where terracing is required, it should be constructed of natural materials that complement the riverine environment, and landscaped with appropriate indigenous species.

Provide a landscaping plan to accompany any application for new development that demonstrates:

- protection and enhancement of the river corridor's vegetation dominant character;
- how erosion will be controlled;
- how ground disturbance will be minimised;
- how stability will be managed or improved;
- protection and rehabilitation of natural landforms;
- how the rate and quality of stormwater leaving a property will be controlled and pollutants filtered;
- the identification and protection of any significant vegetation;
- use of locally indigenous vegetation, including the replacement of any environmental weeds; and,
- use of appropriate approaches to ground preparation and vegetation retention and planting.

## Built Form & Development

### Siting, Height & Form

Relate the siting, scale, bulk and massing of development to the width and scale of the waterway and river banks.

Set back buildings from the river edge property boundary. Minimum setbacks for most private and some public land are specified in the Municipal Toolkits, a key output of this study.

Avoid buildings, including fences, in the riparian vegetation corridor.

Demonstrate that structures which must be located in the riparian corridor (such as paths, jetties, boat ramps and mooring facilities) do not cause adverse impacts including:

- disturbing remnant indigenous vegetation;
- detracting from the landscape character of the corridor; or,
- reduced enjoyment of users of the river and river corridor.

New buildings must not exceed 8 metres in height unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the height of the building must not exceed 9 metres.

Orientate buildings toward the river corridor, where appropriate.

Ensure that the siting of new development provides separation between buildings, to allow for views of the river landscape from public areas, including nearby streets.

The siting and massing of buildings should avoid obscuring views of the river corridor from public areas such as the Main Yarra Trail, public parks, bridge crossings and scenic viewpoints.

### Materials & Design Detail

Design buildings, including advertising signage, jetties, boat ramps and mooring facilities, to minimise visual intrusion into the landscape.

Utilise materials, colours and finishes that complement those occurring naturally in the area e.g. dark, muted colours and matt finishes, and lighter colours above the skyline.

Use non-reflective materials and finishes which reduce distant visibility.

Avoid visually dominant, sheer and unarticulated elevations.

Blank walls should be avoided for façades fronting the river. Consideration should be given to providing balconies or other design features, which break up the surface and provide visual interest.

Lighting incorporated into new development should use a white based light source. Yellow coloured lighting is discouraged.

Lighting should be designed to minimise light spill.

Light fittings and bases should be muted natural colours, and be finished with graffiti proof paint.

## Car Parking Design

Car parking areas should incorporate a water detention system to limit runoff.

Car parking areas should be located away from the river frontage, and should not be visible from the river frontage.

Accessways and car parking areas should have permeable surfaces.

## Boat Infrastructure

Boat infrastructure should be sited, designed and constructed according to Melbourne Water's *Guidelines for Approval of Jetties* (2011).

New jetties, boat ramps and mooring facilities should be avoided.

Jetties, boat ramps and mooring facilities must not require the removal or destruction of any indigenous vegetation.

Boat infrastructure should be designed and sited to enhance the natural landscape character of the immediate riverside environs.

Boat infrastructure should enhance the enjoyment of all users of the river and the Yarra River corridor and avoid detracting from other users access to the river.

Boat infrastructure should be designed and constructed in a manner that avoids destabilisation of the waterway bed and bank stability.

Boat infrastructure should minimise intrusion into the waterway and be constructed of durable timber or concrete in natural, muted colours.

Boat landings should be located parallel to the water's edge.

## River Health & Conservation

Ensure no further fill of flood-prone land.

Minimise cut and fill of embankments.

Avoid major earthworks.

Avoid development on land at risk of flooding or in proximity to the river.

Control development to minimise erosion potential and adverse impacts on river bank stability.

Provide stormwater management plans for large developments.

Ensure that development, including the planting or removal of vegetation, does not adversely impact the environmental values of the river corridor through:

- erosion;
- pollution of the local and regional waterways via the stormwater systems; and
- ground disturbance and instability of the natural landform.

Protect and manage areas surrounding sites of known environmental or cultural heritage significance in a manner which enhances significance and, on public land, provides opportunities for education and interpretation.

Avoid disturbance of sites known or likely to contain Aboriginal cultural heritage.

Ensure development avoids or minimises impacts that may degrade sites of environmental or cultural heritage significance.

## Open Space, Amenity & Access

Shared paths should be sited, designed and constructed according to Melbourne Water's *Shared Pathways Guidelines* (2009).

Develop and maintain shared bicycle / pedestrian trails along the river bank, subject to standards for flood protection and objectives for the protection of sites of environmental or cultural heritage significance.

Provide and maintain shared trails that do not adversely affect the ability of waterways, drains and floodways to convey flood flows.

Provide appropriate directional signage and signage informing path users of upcoming potential hazards throughout the trail network.

Develop and maintain a hierarchy of trails which includes unsealed, pedestrian-only paths, particularly on public parkland.

Consider visitor experience and public safety in public access areas and trails.

Ensure that development provides passive surveillance of public areas.

Ensure development maintains sunlight to public spaces and does not increase overshadowing of the river and the Main Yarra Trail.

## Other

The views of public authorities on use and development must be obtained as appropriate (e.g. Melbourne Water, Parks Victoria etc.).

Ensure structure planning of nearby activity centres considers the impacts of development and landscaping on the river corridor.