

**22.16 INDUSTRIAL AREAS POLICY**

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This policy applies to all land in an Industrial 1 Zone.

**22.16-1 Policy basis**

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The industrial centres of Bulleen and Templestowe are located within high quality landscapes and vistas. These centres are also located in close proximity to residential neighbourhoods.

The industrial areas located within Doncaster Hill Activity Centre will be phased out over time as the area is developed for higher density living.

Clause 21.08 of the Municipal Strategic Statement recognises that there are no further opportunities for the development of new industrial centres within the municipality. It is therefore important to discourage the establishment of non-industrial uses in the Bulleen and Templestowe industrial centres and consolidate the industrial role of these centres. It is also important that use and development in the industrial centres does not have a detrimental impact on existing landscape and/or environmental values and/or nearby residential areas.

**22.16-2 Objectives**

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The objectives of this policy are:

- To ensure that land use and development in industrial centres is compatible with the surrounding landscape and/or environmental qualities.
- To ensure that abutting residential neighbourhoods are protected from amenity impacts and the safety of local communities is protected.
- To ensure that use, development and/or redevelopment of sites within the industrial centres are for industrial uses.
- To promote lot sizes and layouts which are appropriate to the needs of industry.
- To ensure that development is site responsive and achieves a high standard of sustainable urban design.
- To ensure that land used for vehicle access and parking is properly designed, constructed and drained.
- To ensure that subdivisions are designed to:
  - Include appropriate allocation of car parking
  - Provide suitable access
  - Ensure adequate provision of services.

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It is policy that:

**Urban design**

- Industrial development achieves a high standard of urban design and construction that promotes and improves:
  - site responsive design
  - visual appearance

- accessibility
- safety
- sustainable development
- appropriate building heights, setbacks and form that are compatible with the surrounding development and character of the locality in which the development is situated.
- The use of materials and colours that blend in with surrounding landscape will be encouraged in the industrial centres of Bulleen and Templestowe.
- Plant and equipment be located in mechanical rooms completely within the building envelope. Surface mounted roof equipment should not be considered unless fully screened, low profile and integrated with the architectural design of the building.
- Unightly areas and works (e.g. storage areas and waste bins) be screened from external view through the use of landscaping and/or fencing.

### **Use and development**

- Proposed use and development maintains and enhances the overall amenity of the area, particularly the protection of adjoining residential properties and/or neighbourhoods from unreasonable:
  - overlooking and overshadowing
  - noise, odours or emissions
  - light spill from security lighting to adjoining properties
  - impacts related to traffic, loading bay provisions/access and parking associated with the use of the site
  - impacts associated with external storage, including storage of waste
  - visual bulk.
- Non-industrial uses are discouraged in industrial areas, with the exception of Doncaster Hill, where industrial uses are expected to be phased out over time.

### **Landscaping**

- High quality landscape treatments are provided along road frontages.
- Edges of accessways are landscaped to soften the appearance of paved surfaces.
- A landscape buffer is provided to soften or screen views to development from adjacent land, particularly from residential properties and open space.

### **Car park and driveway construction**

- Car parking areas and driveways contribute to the function, safety and appearance of development by:
  - Being designed for convenient access, having well-defined vehicle entry points, clearly separating vehicular and pedestrian circulation, and enabling vehicles to exit the site in a forward direction onto abutting roads
  - Being surfaced, drained, constructed and line-marked in accordance with good engineering practice and, where appropriate, be in accordance with an engineering construction plan submitted to and approved by the responsible authority.
  - Encouraging paved surfaces and other hard standing areas to be constructed with dark coloured concrete or bitumen, coloured patterned concrete or brick paving

- Landscaping car-parking areas with appropriate canopy trees, where practical, and maintaining them in accordance with an approved landscape plan.
- Providing a planting strip of a minimum width of 1.5 metres along the residential boundary where at-grade car parking areas and driveways abut residential properties, in order to screen the parking area
- Minimising the height of basement car parks above ground level.
- Incorporating undercroft parking where appropriate, visually integrating multi-deck car parks with adjoining streetscapes.
- Car parks, accessways and set down areas should provide for safe and efficient traffic movement.
- Adequate space should be provided for waste removal vehicles to safely manoeuvre on site, where appropriate.

### **Subdivision**

- Applications for subdivision be accompanied by a site analysis of the site and surrounds showing:
  - Site shape, dimensions and size.
  - Orientation and contours.
  - Trees and other significant vegetation.
  - The siting and use of existing buildings on the site.
  - Street frontage features such as poles, street trees, and kerb crossovers.
  - Access points.
  - Drainage and infrastructure connections.
  - Easements.
  - Significant views to and from the site.
  - Noise and odour sources or other external influences.
  - Soil conditions, including any land affected by contamination, salinity or fill.
  - Any other notable features or characteristics of the site.
- The width of road and driveway pavement is appropriate for the number of lots and is adequate to enable convenient movement by service, emergency and waste collection vehicles.
- Communal or visitor car parking is provided within common property.

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### **Decision guidelines**

Before deciding on an application the Responsible Authority will consider as appropriate:

- The extent to which the proposal meets the objectives and directions of this policy.

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### **Policy references**

Manningham City Council (2002) *Doncaster Hill Strategy*, Manningham City Council, Doncaster.

Manningham City Council (2003) *Manningham City Council 2003-2006 Economic Development Strategy*, Manningham City Council, Doncaster