

22.0127/09/2018
C218**22.01-1**10/10/2019
C225hume**INDUSTRIAL LOCAL POLICY****Industrial Areas and Business Parks**

This policy applies to land located in the Industrial 1 and Industrial 3 Zones. The Policy also applies to land in the Commercial 2 Zone shown on Map 1 of this Policy and identified below as:

- Precinct 1: Land bounded by Camp Road, Upfield Railway Line, Geach Street and Dallas Drive, Broadmeadows (known as Northcorp Industry Park);
- Precinct 2: Land bounded by Jack Roper Reserve and Merlynston Creek, Camp Road, Upfield Railway Line, and Western Ring Road, Broadmeadows;
- Precinct 3: Land to the north of the Tullamarine Freeway within Westmeadows and bounded by the Tullamarine Freeway to the south, Mickleham Road to the east and residential properties to the north;
- Precinct 4: Land to the south of the Tullamarine Freeway within Tullamarine and bounded by Mickleham Road, Derby Street, and Springbank Street;
- Precinct 5: Land within Tullamarine bounded by Melrose Drive, Post Office Street, Airport Drive, and Trade Park Reserve; and
- Precinct 6: Land within Tullamarine bounded by Annandale Road, Keilor Park Drive, Keilor Park Recreation Reserve, and Commonwealth land.

Land covered by Schedule 16 to the Development Plan Overlay is excluded from this policy.

Policy Basis

Industry and large scale business are key contributors to the City's strong employment base. The appearance and amenity of development strongly influences people's impressions of the City and the amount of investment by business and industry attracted to high quality environments.

Haphazardly developed or poorly designed industrial areas adversely affect the amenity and appearance of the City, particularly if the area is close to residential areas, major roads or natural heritage sites. It is important that industrial areas achieve a high architectural and landscape standard. Stormwater management, car parking provision and vehicular access are also important considerations.

The enhanced amenity and appearance of the City's industrial areas and gateways is a key objective in the MSS.

The City's main industrial areas are located adjacent to the Hume Highway in Cambellfield, Collaroo and Somerton or around Melbourne Airport in Tullamarine and Westmeadows. Sunbury and Craigieburn also contain industrial areas that accommodate mainly service and light industrial-type uses.

The City contains several business parks that offer a high quality industry and business environment and substantial employment opportunities. These parks have excellent access to the metropolitan freeway network and Melbourne Airport. It is important that these parks are promoted for their employment and investment potential and that development is of a high design and landscape standard.

The development of land around Melbourne Airport and along the Hume Highway, Hume Freeway and Donnybrook Road for employment uses and business growth are key strategies of the MSS.

The City of Hume contains state significant industrial land including waste and resource recovery facilities that are important infrastructure essential to meet the waste and resource recovery needs of the State and Metropolitan Melbourne. Waste and resource recovery facilities include materials recycling, refuse disposal (including operating and closed landfills), transfer stations and other facilities that manage, reprocess and dispose of waste.

Protection of these facilities is important and a balance must be struck between this and the use and development of land within proximity of these facilities.

Cooper Street is an important east-west arterial road which links Somerton and the Hume Highway industrial corridor with the City of Whittlesea. The industrial activities located adjacent to Cooper Street include large scale warehousing, manufacturing and distribution activity. Its proximity to national road, rail, air and port transport linkages, makes the Cooper Street precinct an ideal location for industrial development, reliant on good transport networks and freight movement.

The precinct also contains several natural heritage sites of significance. One of these is a grasslands community located on the south side of Cooper Street, between the proposed Hume Freeway Extension and Merri Creek, which is of State significance.

Objectives

- To provide a range of lot sizes to meet current and anticipated employment needs.
- To ensure that new development is well designed and will enhance the visual and streetscape amenity of the area, particularly along roads with a residential interface.
- To discourage non-industrial uses that have a negative impact on the operation of industrial uses or would be more appropriately located within a Commercial Zone
- To protect significant natural and cultural heritage sites wherever possible.
- To provide for effective stormwater management as part of new development proposals.
- To ensure that new development along major roads such as the Hume Highway and Cooper Street enhances the appearance and function of those roads.
- To establish and maintain a consistently high quality industry and business environment that protects and enhances the investment of those who choose to locate and work within, and the amenity of those who reside near, the City's business parks and industrial areas.
- To create an attractive park-like setting in the City's business parks focussing on ample landscaped open areas complemented by high quality architecture and urban design.
- To create gateway features at the intersection of Cooper Street with the Hume Highway to identify the Cooper Street precinct.
- To create a consistent built form and landscaping character along Cooper Street.

Policy

It is policy that:

Subdivision design

New subdivisions should provide a range of lot sizes that cater for different types of employment uses.

Subdivisions should be designed so that natural heritage sites become a feature or focus of the development, rather than backing onto these sites.

New lots should:

- be at least 4000 square metres in area, where adjoining a road included in a Road Zone.
- be at least 800 square metres in area, where adjoining any other road;
- have a frontage to a road that is at least 21.2 metres wide; and
- have a depth of at least 30 metres.

A clutter of small allotments along major road frontages or adjacent to non-industrial zones are discouraged.

Large, 'prestigious' style lots should be located on service roads along roads in a Road Zone.

HUME PLANNING SCHEME

High amenity, larger scale developments that will benefit from close proximity to the metropolitan freeway network and Melbourne Airport, are encouraged on Annandale Road.

Building setbacks

Except in established industrial areas where existing developments have created a uniform, new developments should be setback:

Location	Setback
Roads included in a Road Zone	20 metres from a front boundary (including at least a 3 metre landscape strip)
Any other road,	6 metres (including a 3 metre landscape strip) plus 0.5 metre per 1000 square metres of site area above 4000 square metres
Vineyard Road frontage,	A 20 metre wide, with a densely planted landscape strip to screen new development from view.
Side boundaries	5 metres (including a 1.8 metre wide landscape strip)
Northcorp Industrial Park	
Area A – Camp Road	As shown in the attached Northcorp Industry Building Areas plan
Area A – Northcorp Boulevard;	9 metres
Lakeside Drive	6 metres
Areas B, D-G	6 metres
Area C	5 metres
Annandale Road	
Keilor Park Drive and Annandale Road.	A landscaped area of at least 5 metres
All other frontages and sideages to a road.	A landscaped area of at least 3 metres

Architecture

Development adjacent to open space area or waterways should complement the scale and appearance of the open space area or waterway environs.

Buildings in Business Parks proposed for each site should seek to achieve a high standard of design.

Outbuildings and/or ancillary installations in Business Parks should be compatible with the design theme established by primary buildings on each site.

Plant and equipment in developments in Business Parks should be concealed or, in the case of freestanding structures, appropriately screened from view.

Buildings in Area A of the Northcorp Industrial Park should be designed and finished having a high regard to their prominent position in Camp Road. Specifically, buildings in this Area should address this frontage and Northcorp Boulevard and/or Lakeside Drive, where relevant.

Building materials and finishes

Buildings should be constructed in masonry or other material suited to the type of building and its use with appropriate use of glazing.

External walls should be painted or finished with a quality textured coating.

The use of timber as a dominant building material should be avoided

Except in the Cooper Street precinct buildings constructed of colourbond materials should be avoided.

In the Cooper Street Precinct a combination of colourbond steel and precast concrete should be used. Buildings constructed of galvanised iron should be avoided unless they are adequately screened from roadways and abutting properties.

Fencing

Fencing along the frontage of a site should be low, designed to have a high degree of transparency and be located behind the front landscape setback.

Side and rear boundary fences should be black plastic coated cyclone wire.

In the Cooper Street Precinct security fencing should be black chainmesh or steel. Screen fencing should be solid timber, 'earthy' coloured colourbond steel fencing is discouraged.

Car Parking and Access

A 1.5 metre wide landscaped area should be provided between car parking and buildings/side property boundaries to provide a visual contrast and ensure safe vehicular movements.

Large areas set aside for car parking should be provided with landscape islands to allow the planting of shade trees and shrubs.

A minimum of one (1) shade tree must be provided for every 10 car parks, distributed evenly across the site to ensure maximum shade potential

All car parking areas should be provided with suitable lighting to ensure safety and security of users after dark.

Car parking areas external to buildings are encouraged to be screened and designed so as not to be visible from Vineyard Road.

Loading and servicing areas should be designed as an integral part of the development on each site.

Land uses generating regular truck movements are to provide designated truck parking in addition to spaces provided within loading bays.

Storage and disposal of waste

Where possible, storage areas should be an integrated part of the design of buildings.

Outside storage areas should be screened and designed to prevent the proliferation of litter and other material within and beyond the site.

Frontage setbacks should not be used to store goods, materials or waste.

Lighting

All lighting should be located, directed and baffled to limit light spill beyond the site boundaries.

All premises should provide external lighting to ensure adequate site security.

Landscaping

Landscaping is to achieve a very high quality and appropriately scaled landscape in the front setback, and is to include shade trees

Where buildings are not built to side and rear boundaries, a landscape screen should be established along these boundaries

Northcorp Industry Park

Tree and plant species used in landscaping should accord with the Northcorp Industry Park Planning and Design Guidelines.

Development abutting Cooper Street

Basalt walls should be constructed:

HUME PLANNING SCHEME

- at the intersection of the Hume Highway and Cooper Street and at collector road intersections to act as signage walls and entry statements.
- along the Hume Highway and Cooper Street frontages wherever possible.

Bluestone threshold paving should be used at roads which intersect with Cooper Street wherever possible.

Boulevard planting should be established along the full length of Cooper Street, using similar planting styles and species.

Centre median and nature strips should be planted with street trees, utilising tree species recommended in the Cooper Street Precinct Strategy Landscape Design Guidelines.

Planting in new developments should be positioned to enhance entry walls at road intersections, using tree species recommended in Cooper Street Precinct Strategy Landscape Design Guidelines.

Understorey planting arranged in a massed formation should be used at entry/signage walls to create a visually striking groundplane.

The use of basalt plinths or endwalls, and solid timber or earthy 'coloured' colourbond steel fencing should be used along property frontages to Cooper Street.

Balance of Cooper Street precinct

- The provision of a landscape buffer incorporating landforming and planting should be provided along street frontages.
- Street planting should be provided in nature strips wherever possible, utilising species recommended in Cooper Street Precinct Strategy Landscape Design Guidelines.
- Lighting which is a simple boom and mast style powdercoated light that reflects the contemporary nature of the surrounding area should be used.
- The application of a bollard style that is reminiscent of rural post and rail fencing but constructed of materials reflective of the contemporary nature of surrounding development is encouraged.
- All steel work in new developments should be in non-reflective earthy colours.
- All new roads should have a footpath on at least one side.
- Where appropriate, roundabout aprons should be paved with local basalt, bluestone or with a material that is related to local basalt, such as exposed aggregate concrete. Brick, segmental pavers and other similar materials should be avoided. Roundabout intersections should only be used at major intersections and roundabout aprons are to be of sufficient width to protect planting in roundabout centre.
- Road entrances to new estates should be paved with local basalt or bluestone cobbles to indicate an entry or gateway.
- Advertising signs should not project above the building line.

Reference documents:

Hume City Council Industrial Development Strategy (Amended version, April 1995)

Cooper Street Precinct Strategy (1996); Cooper Street Precinct Landscape Design Guidelines (1996); Cooper Street Precinct Strategy Background Report (1996).

Northcorp Industry Building Areas plan

