

25/08/2016
C177**SCHEDULE 11 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO11**.

Brooklyn Industrial And Commercial Precinct**1.0**25/08/2016
C177**Design objectives**

- To maintain and strengthen the economic role of the precinct as a key employment node.
- To improve the amenity and appearance of the Brooklyn Industrial and Commercial Precinct.
- To create an attractive environment to work and visit.
- To ensure that development incorporates appropriate design measures that will protect surrounding residents and businesses from adverse visual, noise, odour or dust impacts.
- To ensure new development provides suitable internal access and connectivity throughout the precinct.
- To ensure best practice environmental design, operation and storm water reuse is used for new development and business operations.
- To improve water quality and discharge rates into Kororoit Creek and other drainage outlets.
- To improve the image and create a sense of identity for the precinct.
- To ensure high quality landscape treatments contribute positively to the street edges and to the setting of buildings.
- To minimise visual clutter, including excess signage and external storage.

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C177**Buildings and works**

A permit is required to construct a front fence facing a street frontage that exceeds:

- 1.2 metres in height in the Commercial 2 Zone.
- 2 metres in height in the Industrial 1 Zone.

A permit is not required for:

- Buildings and works associated with the provision of public open space.

Buildings and works should be constructed in accordance with the following requirements:

Access and connection

- Vehicle crossovers, driveways, access lands and car spaces must be treated with an all-weather seal or other durable surface. This requirement cannot be varied with a permit.
- Access to the site should be designed so that vehicles enter and exit the site in a forward direction.
- Access to the site should contribute to a safe, legible and attractive frontage.
- Visitor car parking spaces should be clearly defined and signed and located towards the primary street frontage.

- Loading facilities should not be located between any building on the land and the landscape buffer to the frontage of the site.
- Staff car parking is encouraged to be located to the side or rear of the development.
- Access for loading and deliveries should be separated from pedestrian accessways.
- Car parking areas within the site frontage should be designed to incorporate landscaping.
- Internal vehicle access lanes should be arranged to maximise truck-queuing opportunities on-site and avoid truck-queuing off-site.

For land within a Commercial Zone:

- Site frontages should be designed to allow for the future provision of on street bicycle paths.

Environmental conditions

- All external areas including storage areas, should be sealed and landscaped to prevent dust generation.
- Development should incorporate Water Sensitive Urban Design, stormwater treatment, detention and reuse initiatives.

For land within an Industrial Zone:

- Prior to the approval of new development on disused landfill sites, a 'land fill gas' assessment should be undertaken in accordance with the Best Practice Environmental Management – Siting, Design, Operation and Rehabilitation of Landfills (EPA publication 788.3, 2015).
- The stockpiling and storage of materials should accord with best practice.
- Facilities to remove dirt and mud from wheels should be provided where vehicles traverse unsealed areas.

For land used for shipping container storage:

- Areas used to stack shipping containers should be constructed and provided with an all-weather surface to withstand shipping container loads and lifting equipment.

Landscape

- Landscape areas should have a minimum width of 5 metres along street frontages and a minimum width of 2 metres for side streets.
- Boundaries to the Kororoit Creek or the Federation Trail should have a landscape area of a minimum 3 metres and be landscaped with indigenous species of local providence.

For land within a Commercial Zone:

- Development should contribute to the boulevard character of Geelong Road.

For land within an Industrial Zone:

- Mature trees should be retained where possible and incorporated into new development design.
- Landscape bunds that screen stockpiles must be landscaped and be constructed no more than 2 metres higher than the approved stockpile height. This requirement cannot be varied with a permit. The bunds should be engineered to support long term landscaping and irrigation.

- Development should provide outdoor breakout spaces and amenity areas for staff. These areas should be landscaped with shade trees and located away from adverse amenity impacts.

For land used for shipping container storage:

- Landscape areas used to screen or soften the appearance of shipping container stacks or waste storage areas should be of sufficient dimensions to accommodate effective screen planting, such as combinations of dense shrubs and high branching taller trees.
- Landscaping should be provided along road boundaries of land used for shipping container storage and should be of a sufficient width to fulfil the purpose of the landscaping (for example, to screen storage areas from view).

Image and identity

- Heritage buildings should be conserved and adaptively reused.
- Development should be of a contemporary architectural style.
- Building facades should provide visual interest.
- Blank walls should be avoided.
- Building plant equipment and building services should be screened, through the use of architectural features or building design and not be visible from the street frontage.
- Development along the Federation Trail or Kororoit Creek should provide an articulated frontage and provide passive surveillance.
- Rubbish storage facilities and enclosures, manufactured goods, raw product or other equipment associated with the use of the site should be located within a building or screened from view from the frontage of the site.
- Utilities and services should be located in underground conduits.
- Energy efficient lighting should be provided for security and navigation through the site.

For land within a Commercial Zone:

- A robust palette of materials and strong colours are encouraged, to reinforce the location of entrances and corners of the precinct along Geelong Road.
- Integrated art, identifiable architecture and/or landscaping are encouraged to mark the entrances and corners of the precinct along Geelong Road.
- Long walls constructed on a single plane should be avoided or softened through the use of varied building treatments and finishes and the location of feature entrances.

For land within an Industrial Zone:

- Buildings should be setback a minimum of 9 metres from the site frontage and 4 metres on a side street. Only set back landscaping and car parking will be permitted within this setback.
- Building materials should reflect the industrial nature of the precinct and include the use of corrugated iron, timber and textured concrete.

For land used for shipping container storage:

- The location, scale and height of container stacking should have regard to the scale and height of buildings on site, or buildings on adjoining land.
- Shipping containers stacked adjacent to landscape areas or property boundaries should be stacked in a tier or pyramid formation to reduce visual bulk.

Fences

For land within a Commercial Zone:

A front fence should:

- Not be higher than 2 metres.
- Be transparent.
- Be black or green plastic coated, if chain mesh.
- Not include barbed wire.

For land within an Industrial Zone:

A front fence should:

- If transparent, be black or green plastic coated.

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Subdivision

- Road access to the new lots should be at least 18 metres wide.
- New roads should provide footpaths and landscaping in road reserves.
- Provide sufficient off-street car parking, vehicle turning and standing areas.

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Advertising signs

- Signage should be integrated into the built form of the building.
- Free standing signage should be low and integrated into the front landscape treatment.
- Signage should be limited to avoid visual clutter and repetition.
- Shared signage is encouraged for multiple business sites.

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Decision guidelines

Before deciding on an application the responsible authority must consider, as appropriate:

- Whether the development has any adverse visual impact on adjacent areas of public open space.
- Whether new driveways and vehicle crossings have been located to avoid street trees.
- Whether the development will make a positive streetscape contribution.
- Whether any steps have been taken to minimise visual clutter caused by overhead services.
- Whether carparking vehicle access and service areas visually impinge on front setbacks and/or landscape buffers.
- Whether the landscape treatment in the front and side setbacks contribute to the enhancement and improved appearance of the precinct.
- For land within the Commercial 2 Zone, seek the views of the agency with the management and operation controls of the gas transmission infrastructure (APA Gasnet).
- For land with a frontage to Geelong Road, seek the views of VicRoads.

- For proposed land use and development that includes the emission of dust, particles, smoke or gas, above a height of 240m AHD, seek the views of Melbourne Airport.
- The design objectives of this Schedule.

6.0

Reference Documents

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The Brooklyn Evolution, February 2016

Greening the West – A Regional approach, Strategic Plan, 2013