

22.03 URBAN DESIGN IN COMMERCIAL AND INDUSTRIAL AREAS

13/08/2015
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This policy applies to land in a Commercial 2 Zone or an Industrial 1, 2 or 3 Zone. It applies to all commercial and industrial areas in the City, except for activity centres which are dealt with separately in Clause 22.04, and Industrial 1 Zoned land at Keysborough and Lyndhurst which is the subject of the “Structure Plan – Dandenong South Industrial Area Extension”, SGS Economics & Planning, January 2009.

22.03-1 Policy basis

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Greater Dandenong has a strong industrial base. The Municipal Strategic Statement emphasises the importance of protecting this industrial base for the prosperity of the municipality. The Municipal Strategic Statement also acknowledges the need to improve community perception of the industrial image of the City.

This policy provides direction for the development of commercial and industrial areas. Particular parts of the policy relate to areas along main roads and at identified gateways to the City.

The policy focuses on urban design and landscaping to improve the appearance of commercial and industrial areas and to provide certainty and direction for ongoing private sector investment which are objectives of the Municipal Strategic Statement.

22.03–2 Objectives

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- To improve the appearance of all commercial and industrial areas, and particularly development along main roads and at identified gateway sites.
- To provide urban design solutions which respond to the type of road and the speed of the traffic using the road.

22.03-3 Policy

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It is policy that the following matters be taken into account when considering an application to use or develop land, including the subdivision of land and alterations to an existing building or works.

The design of new commercial and industrial estates and infill development

Context and setting for new estates

Before preparing layouts for new commercial or industrial areas, a full site analysis should be completed, including an assessment of the relationship of the proposal to:

- The topography and physical features of the site and any elements of cultural or heritage significance.
- Surrounding roads, pedestrian and bicycle paths and public transport.
- Open space, creeks and floodway systems.
- Views from the site.
- The location of utilities.
- Existing and proposed shops and other community facilities.
- Energy efficiency principles.

Estate and road layout

New commercial or industrial estates should cater for the needs of the particular activities likely to be attracted to the estate. Requirements will vary with the intended use, however the design of new estates should:

- Protect and enhance significant natural systems.
- Avoid layouts which back onto open space and creek reserves.
- Be serviced by sealed roads.
- Actively dissuade heavy traffic from entering residential streets.
- Incorporate a road hierarchy that will accommodate the anticipated traffic volume and vehicle types.
- If possible, incorporate roads with a geometric layout.
- Site substantial landscaping and attractive buildings around the borders.
- Avoid locating smaller factory sites along highly visible main roads.
- Provide small retail centres and open space in larger estates.

Lot size, shape and orientation

A commercial or industrial subdivision should:

- If possible, create lots that are relatively regular in shape.
- Create lots that enable buildings to be sited and aligned for solar efficiency.
- Provide layouts that group areas for small lots with shared parking and access.

Interface with other uses

The design of new commercial or industrial areas should:

- Preferably separate the commercial or industrial area from residential neighbourhoods by significant open space or a main road.
- Incorporate buildings that front, rather than back, onto an abutting public open space reserve, creek or floodway.

Engineering services

Lot layout and open space design should ensure that:

- All services, including electricity supply, are located underground.
- Road reserves provide sufficient space for through-traffic, median strips if appropriate, on-street parking, garbage collection services, street tree planting, nature strips and footpaths.
- Stormwater design can incorporate grass pollution traps and wetland filters.

Built form

The design of new buildings in a commercial or industrial area should emphasise the importance of “landmark” and gateway locations where applicable and:

- Complement the scale of nearby buildings.

- Incorporate innovative design approaches.
- Provide clear entrances, interesting facades and detailing.
- Emphasise the importance of “landmark” and gateway sites.
- Incorporate facades that address both streets on corner buildings.
- Locate office components to the front of the building.
- Integrate exterior elements of signage, plumbing, heating and ventilation systems into the building. Roof top services should be located out of sight from the street.

Other than “landmark” and gateway sites, new buildings should be a maximum of one storey higher than any adjacent building. If the new building abuts a residential site or area, it should be:

- Designed to ensure good sunlight access to any adjacent dwelling and its major area of private open space.
- Set back from the lot boundary a distance not less than half of the height of the proposed building plus 1.5 metres.

Setbacks

All development should enhance the streetscape character by reinforcing the street facades of existing buildings by:

- Matching the predominant front setbacks of surrounding buildings if these setbacks are typical, rather than the setback of immediately adjacent buildings if these do not conform to the character of the area.
- Reflecting the setbacks of the residential streetscape if the development fronts a residential street.
- Setting developments well back from creek frontages and remnant indigenous vegetation.

Storage areas

External plant, service yards and bulk storage areas should be confined to the rear of the lot. If this is not possible, the storage area should occupy a maximum of 40 per cent of the lot depth to the side of the building. Landscaping and fencing should be provided to screen side storage areas.

Fencing

Fencing can often be successfully integrated into building form and should be considered in the overall context of the development and the quality and character of the streetscape. In general, fencing should:

- Be set back to or behind the line of the building, so that it is less obtrusive and the building itself becomes part of the security solution, particularly along main roads.
- If possible, not be provided along front boundaries, to avoid the use of front areas for bulk storage. Any front boundary security fencing or fencing adjoining a creek frontage or open space should be “transparent” and unobtrusive.
- Be black poly coated if cyclone mesh fencing is used.

Landscaping

Landscaping should be designed as an integral part of any development and assist in creating a unified appearance and in improving the environmental quality of the area. Landscape areas which are narrow and poorly maintained should be avoided. Landscaping should be appropriate to the character of the particular area.

If a landscape area adjoins a car park, a screen wall or masonry kerb at least 150 millimetres high should be built on the boundary.

For detailed guidelines on landscape plans and landscape maintenance, refer to Landscape Guidelines for Town Planning Applications (City of Greater Dandenong, 1998).

Buildings at gateway locations and on main roads

Buildings in identified gateway locations and on main roads should contribute to the urban design importance of these locations by:

- Demonstrating excellence of design.
- Adhering to the Public Realm and Built Form Guidelines contained within the relevant Gateway Concept Plan (*City of Greater Dandenong Gateways Strategy, December 2011*).

Built form of buildings along main roads

New buildings along main roads can contribute significantly to the image of the route by:

- Fronting all buildings onto the route to maintain visual interest, encourage street activity and enhance public safety for pedestrians and cyclists.
- Ensuring that new buildings are in scale with the dominant pattern of the area.
- Matching the dominant setback from the road frontage.
- Using building materials that complement the dominant materials used in the area.
- Using building materials that do not reflect light or glare to the detriment of road users.

Landscaping and frontage setbacks along main roads

A high standard of landscape design should be achieved for frontage setbacks along main roads by:

- Designing the landscaping to complement the theme of the main road.
- Encouraging the use of large canopy trees. Clean trunked canopy trees provide a landscape setting, but also enable clear views to the building and associated signage.
- Using shrub material only if screening is required.
- Not locating security or high fencing in the frontage setback, but rather at or behind the building line.
- Locating storage areas behind the building line.
- Minimising car parking in the frontage setback and preferably restricting it to visitor parking.
- Locating large car parks behind the building line.

Buildings and works setback and landscaping design standards

Buildings and works setback and landscaping design standards that give effect to relevant elements of this policy for sites in specific areas and sites abutting a main road are set out in the table to this clause and the accompanying map.

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Policy references

City of Greater Dandenong Urban Design Strategy (Mike Scott & Associates with John Curtis, Lisa Riddle, Susan Ackroyd and Paul Goodison, 1998)

Landscape Guidelines for Town Planning Applications (City of Greater Dandenong, 1998)

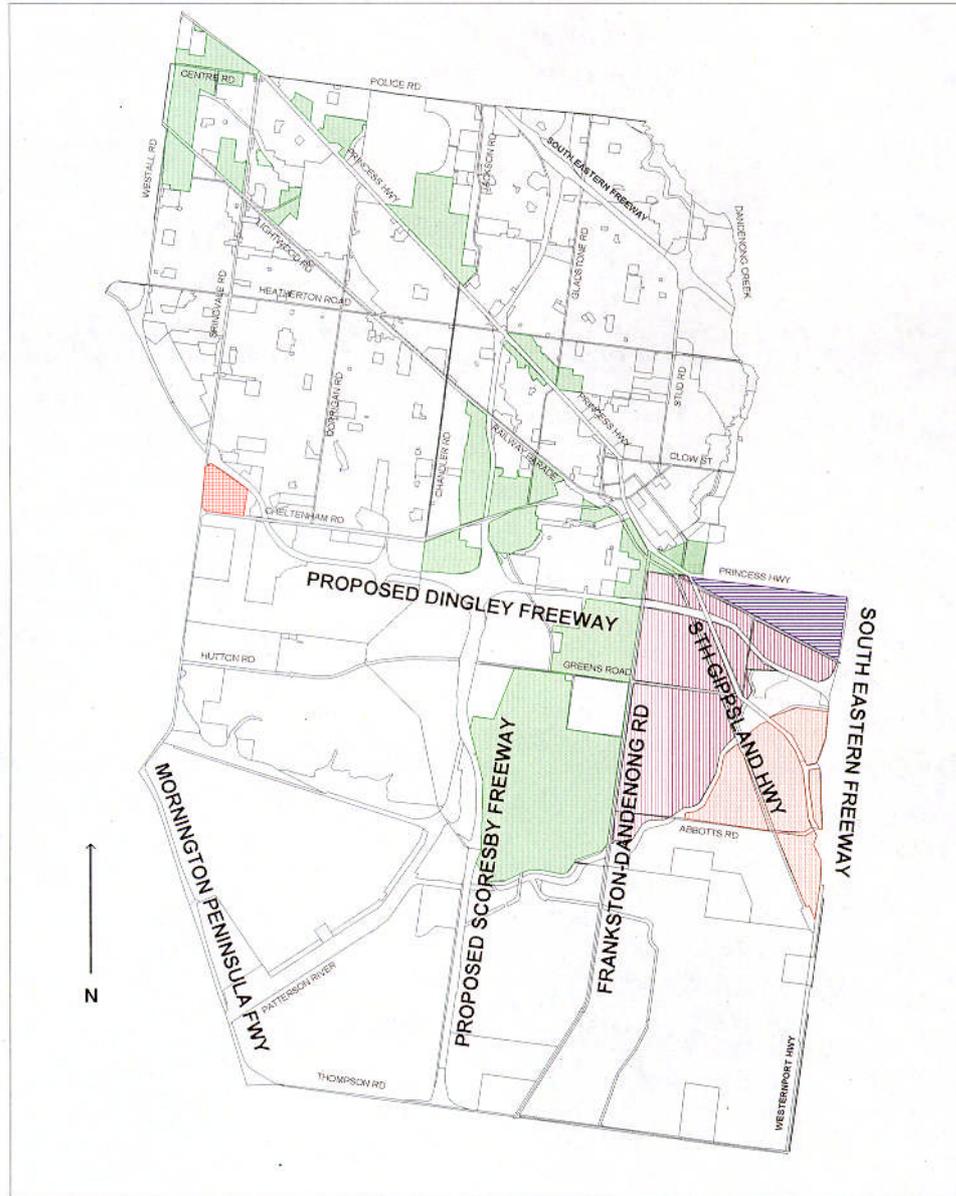
Table to Clause 22.03-3: Setback and landscaping design standards

Area	Setback design standard	Landscaping design standard
Area 1 as shown on the map to this clause	<p>Land zoned Industrial 1 and Commercial 2 south of the Eumemmerring Creek</p> <p>All buildings:</p> <ul style="list-style-type: none"> ▪ At least 28 metres from a tree reserve or service road along the South Gippsland Highway and Dandenong-Hastings Road (that is, 40 metres from the existing road reserve) and 6 metres from a side boundary. ▪ At least 10 metres from the frontage to the Pound Road extension, 6 metres from a sideage and 3 metres from a side boundary. ▪ At least 6 metres from the frontage to any other road and 3 metres from a sideage and side boundary. 	<p>A garden strip along the frontage or adjacent to a tree reserve as follows:</p> <ul style="list-style-type: none"> ▪ At least 20 metres wide along the South Gippsland Highway and Dandenong-Hastings Road. ▪ At least 10 metres wide along the Pound Road extension. ▪ At least 6 metres wide along any other road.
Area 2 as shown on the map to this clause	<p>Land generally bounded by Greens Road, Hammond Road, the Road Zone or Public Acquisition Overlay for the Scoresby Freeway and the Eumemmerring Creek</p> <p>All buildings at least 9 metres from the frontage and 3 metres from a sideage.</p>	<p>A garden strip at least 3 metres wide along the frontage.</p> <p>If a sideage setback is required, a garden strip at least 1.8 metres wide along the sideage.</p>
	<p>Balance of land in Area 2</p> <p>All buildings and works, including car parking spaces and associated access lanes, at least 9 metres from land in a Road Zone, Category 1, or a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road.</p> <p>This does not apply to:</p> <ul style="list-style-type: none"> ▪ Vehicle and pedestrian access 	<p>A garden strip:</p> <ul style="list-style-type: none"> ▪ At least 9 metres wide along the frontage to a road or road reserve located west of Chandler Road. ▪ At least 3 metres wide along the frontage to a road or road reserve located east of Chandler Road.

Area	Setback design standard	Landscaping design standard
	<p>ways and landscaping works.</p> <ul style="list-style-type: none"> ▪ Land abutting the Princes Highway south of Foster Street. 	<ul style="list-style-type: none"> ▪ At least 1.8 metres wide along a sideage.
	<p>All land in Area 2</p> <p>No building or works nearer to the boundary of a residential zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school than the distance obtained with the following formula:</p> <p>Distance = $H/2+1.5m$</p> <p>where H = Height of building nearest the boundary in metres.</p>	<p>A garden strip in the setback area.</p>
<p>Area 3 as shown on the map to this clause</p>	<p>Land on the east side of Frankston-Dandenong Road, south of the railway line and west of the Eumemmering Creek</p> <p>All buildings at least 20 metres from the frontage and 4.5 metres from a sideage to the following roads or road reserves:</p> <ul style="list-style-type: none"> ▪ Frankston-Dandenong Road (south of the Dingley By-pass). ▪ The Dingley By-pass. ▪ The South Gippsland Freeway. ▪ Greens Road. ▪ The South Gippsland Highway (except if the land abuts a service access road). <p>If the site has a frontage to any other road or service access road of the South Gippsland Highway, all buildings at least 6 metres from the frontage and 3 metres from a sideage.</p> <p>No building or works nearer to the boundary of a residential zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school than the distance obtained with the following formula:</p> <p>Distance = $H/2+1.5m$</p> <p>where H = Height of building nearest the boundary in metres.</p>	<p>A garden strip at least 20 metres wide along the frontage.</p> <p>A garden strip at least 1.8 metres wide along a sideage.</p> <p>A garden strip at least 6 metres wide along the frontage.</p> <p>A garden strip at least 1.8 metres wide along a sideage.</p> <p>A garden strip in the setback area.</p>
<p>Area 4 as shown on the map to this clause</p>	<p>Land bounded by the Princes Highway, the South Eastern Freeway and the railway line</p> <p>All buildings at least 9 metres from the frontage and 4.5 metres from a sideage to a road or road reserve having a width of 15.2 metres or less.</p>	<p>A garden strip at least 9 metres wide along the frontage.</p>

Area	Setback design standard	Landscaping design standard
	<p>All buildings at least 20 metres from the frontage and 4.5 metres from a sideage to a road or road reserve having a width in excess of 15.2 metres.</p>	<p>A garden strip at least 20 metres wide along the frontage.</p>
	<p>No building or works nearer to the boundary of a residential zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school than the distance obtained with the following formula:</p> <p>Distance = $H/2+1.5m$</p> <p>where H = Height of building nearest the boundary in metres.</p>	<p>A garden strip in the setback area.</p>
<p>Area 5 as shown on the map to this clause</p>	<p>Land generally bounded by Springvale Road, Cheltenham Road and the Road Zone or Public Acquisition Overlay for the Dingley Freeway</p> <p>All buildings and works, including car parking spaces and associated access lanes, at least 20 metres from Springvale and Cheltenham Roads, 9 metres from the Road Zone or Public Acquisition Overlay for the Dingley Freeway, and 6 metres from roads in the estate.</p>	
	<p>No building or works nearer to the boundary of a residential zone, land used for a hospital or school or land in a Public Acquisition Overlay to be acquired for a hospital or school than the distance obtained with the following formula:</p> <p>Distance = $H/2+1.5m$</p> <p>where H = Height of building nearest the boundary in metres.</p>	<p>A garden strip in the setback area.</p>

Map to Clause 22.03-3: Setback and landscaping design standards



LEGEND

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|  AREA 1 |  AREA 3 |  AREA 5 |
|  AREA 2 |  AREA 4 | |