



Brimbank
City Council

DRAFT Brimbank Industrial Design Guidelines

December 2020

Contents

INTRODUCTION	5
1.1 Background	6
1.2 State Led Planning for Industrial and Commercial Land	8
1.3 Purpose	10
1.4 Objectives	10
1.5 Application of draft BIDG	10
1.6 Relationship to the Brimbank Planning Scheme	12
1.7 Overview	12
PART A	14
SUBDIVISION & SITE MASTER PLANNING	
1.1 Objectives	15
1.2 Site context plan and analysis	16
1.3 Street network	17
1.4 Lot design	17
1.5 Lot size	17
1.6 Public open space	18
1.7 Heritage	18
1.8 Site master planning	19
PART B	20
DEVELOPMENT & BUILDING DESIGN	
5.1 Objectives	21
1.2 Building design	22
1.3 Building height	25
1.4 Vehicle parking and movement	26
1.5 Waste and storage	27
1.6 Lighting	27
1.7 Fencing	27
1.8 Signage	28
1.9 Heritage buildings	28

PART C	30
MATERIAL & COLOUR PALETTE	
1.1 Objectives	31
1.2 Material & colour palette	32
PART D	34
LANDSCAPING & WATER SENSITIVE URBAN DESIGN (WSUD)	
1.1 Objectives	35
1.2 General	36
1.3 Car parking areas	37
1.4 Water sensitive urban design	38
PART E	40
PRECINCT SPECIFIC SETBACK REQUIREMENTS & GATEWAY SITES	
1.1 Objectives	41
1.2 Sunshine North	44
1.3 Sunshine West	46
1.4 Sunshine	48
1.5 Derrimut	50
1.6 Tullamarine	54
1.7 Keilor Park	56
1.8 Kealba	58
1.9 Keilor East	60
APPENDIX	62
1.1 Colour Palette	64
1.2 Planting Species	66



Introduction



1.1 Background

Brimbank Industrial Land Strategy

The draft Brimbank Industrial Design Guidelines (draft BIDG) are a key action of the Brimbank Industrial Land Strategy 2018 (BILS). The BILS recognises that the quality of development, landscaping and maintenance, appropriateness of existing subdivision patterns, open space and infrastructure across industrially zoned land in the municipality varies greatly.

The BILS also identifies that industrial land that was developed with the support of industrial design guidelines generally has better quality private spaces, functions well, and is better maintained than areas not subject to design guidelines.

In these circumstances design guidelines are used to help assess new applications for a planning permit for the subdivision or development of private land, and in some cases may also have an impact on the public realm, where land is being subdivided.

It is, therefore, important to note that unless it is part of the subdivision process, design guidelines cannot always address all existing deficiencies related to the public realm, traffic and transport or maintenance of private property in industrial areas. However, alongside other Council programs, they can assist in improving the look and feel, safety and environmental performance of industrial areas over time.

There are currently 20 different sets of design guidelines that apply to industrial land in Brimbank. Some land is additionally, or alternatively, subject to restrictions on subdivision and development through the use of covenants registered on title or Section 173 Agreements. This means that currently different restrictions/guidelines apply both within and across industrial precincts throughout Brimbank.

As such, the BILS includes an action to review, update and consolidate existing industrial design guidelines, and to prepare guidelines for Industrial Areas (as defined by the BILS) where they do not currently exist.

The BILS further identifies that existing guidelines generally lack consideration of matters such as; how to deal with heritage sites (including Aboriginal Cultural Heritage), responding to native vegetation and habitat values, how to approach the subdivision of land, Environmentally Sustainable Design (ESD) and Water Sensitive Urban Design (WSUD).

These matters do require consideration under State and local government provisions in the Brimbank Planning Scheme and are therefore seen as a 'gap' within the current suite of guidelines.

Draft Brimbank Industrial Design Guidelines

The draft BIDG were prepared by using the general, and precinct specific, analysis and recommendations of the BILS as a starting point. Data collected at the time of the BILS was confirmed or updated and site visits were undertaken.

An urban design analysis of each of the Industrial Areas specifically addressed by the draft BIDG was prepared that included a review of relevant background information and an issues and opportunities assessment. All existing design guidelines were reviewed as part of this process, with consideration given to where existing requirements had worked well, where improvements could be made, and where there are opportunities to streamline requirements across the various precincts. Figure 1 outlines the process that was undertaken in the development of the draft BIDG.

Draft Brimbank Industrial Design Guidelines Methodology

Collection of Background Information:

- Covenants / Section 173 agreements
- Existing design guidelines
- Canopy tree coverage
- Site visit photos and observations
- Number of undeveloped sites
- Key & sensitive interfaces
- General concerns from Council Statutory Planning and Planning Enforcement teams with industrial development



Review of Background Information:

- Identify problems with existing guidelines and their implementation
- Identify covenants and agreements, which cannot be varied without removing / altering the agreement
- Identify existing guidelines which are obsolete or contradict current planning policy
- Draft preliminary set of guidelines for each precinct (preliminary set made no change to estates with existing setback and height requirements)
- Recommendations for further work outside the scope of this project
- Identification of gateway sites
- Identification of existing / potential public open space

Required New Inclusions into Guidelines:

As recommended by BILS, new guidelines should include:

- Water Sensitive Urban Design (WSUD)
- Environmentally Sustainable Design (ESD)
- Crime Prevention Through Environmental Design (CPTED)
- Heritage & Aboriginal Cultural Heritage

Other policy to be considered:

- Brimbank Urban Forest Strategy
- Brimbank Climate Emergency Plan



First Draft of Brimbank Industrial Design Guidelines (BIDG)

- Preliminary precinct guidelines refined into a single document, with a section included for any precinct specific guidance.
- ESD, WSUD, Heritage, and CPTED principles considered and introduced



Internal Review

The Draft Brimbank Industrial Design Guidelines are reviewed by internal departments.



Final Draft of Industrial Design Guidelines

Draft Brimbank Industrial Design Guidelines modified where appropriate to incorporate comments from internal review

Figure 01: Draft Brimbank Industrial Design Guideline Methodology

1.2 State Led Planning for Industrial and Commercial Land

The draft BIDG sits within the broader context of regional and State planning policy. The Melbourne Industrial and Commercial Land Use Plan (MICLUP) was released in April 2020 and is the State government framework for industrial and commercial land use and development in the metropolitan region.

The MICLUP identifies industrial land within the Melbourne metropolitan area, including Brimbank, and places it into a number of defined precincts. These precincts generally accord with the precincts identified under the BILS, however, the MICLUP adds an additional layer of policy by categorising industrial land as part of either a) State-significant Industrial Precinct (SSIP), b) Regionally-significant Industrial Precinct (RSIP) or c) Locally-significant Industrial Precinct (LSIP). Figure 2 shows the categorisation of the BILS precincts within this State planning policy framework.

In accordance with the MICLUP, the purpose of each of these categories is provided below.

State-significant Industrial Precinct (SSIP):

Purpose: "To provide strategically located land for major industrial development linked to the Principal Freight Network and transport gateways.

They will be protected from incompatible land uses to allow continual growth in freight, logistics and manufacturing investment."

Regionally-significant Industrial Precincts

Purpose: "To provide opportunities for industry and business to grow and innovate in appropriate locations for a range of industrial and other employment uses that can contribute significantly to regional and local economies.

They will be retained and planned to allow a range of industrial and other employment uses, and where appropriate, new and emerging types of businesses that require access to affordable and well-located land to grow and innovate.

They may serve broader city functions, or support activities which benefit from scale with some precincts offering opportunity to transition to a broader range of employment opportunities offering a higher amenity to workers and economic vibrancy."

Locally-significant Industrial Precincts

Purpose: "To provide for a range of local industry and employment opportunities that support local communities and other businesses operating in the local area. They will be planned to support local service trades and the needs of smaller businesses servicing more localised markets. They should be retained for industrial or employment purposes unless a planning authority has identified them for an alternate non-employment purpose."

Where relevant, the draft BIDG has asked planning permit applicants to consider the purposes described above when preparing their response to the applicable guideline.

Industrial Precincts of Brimbank

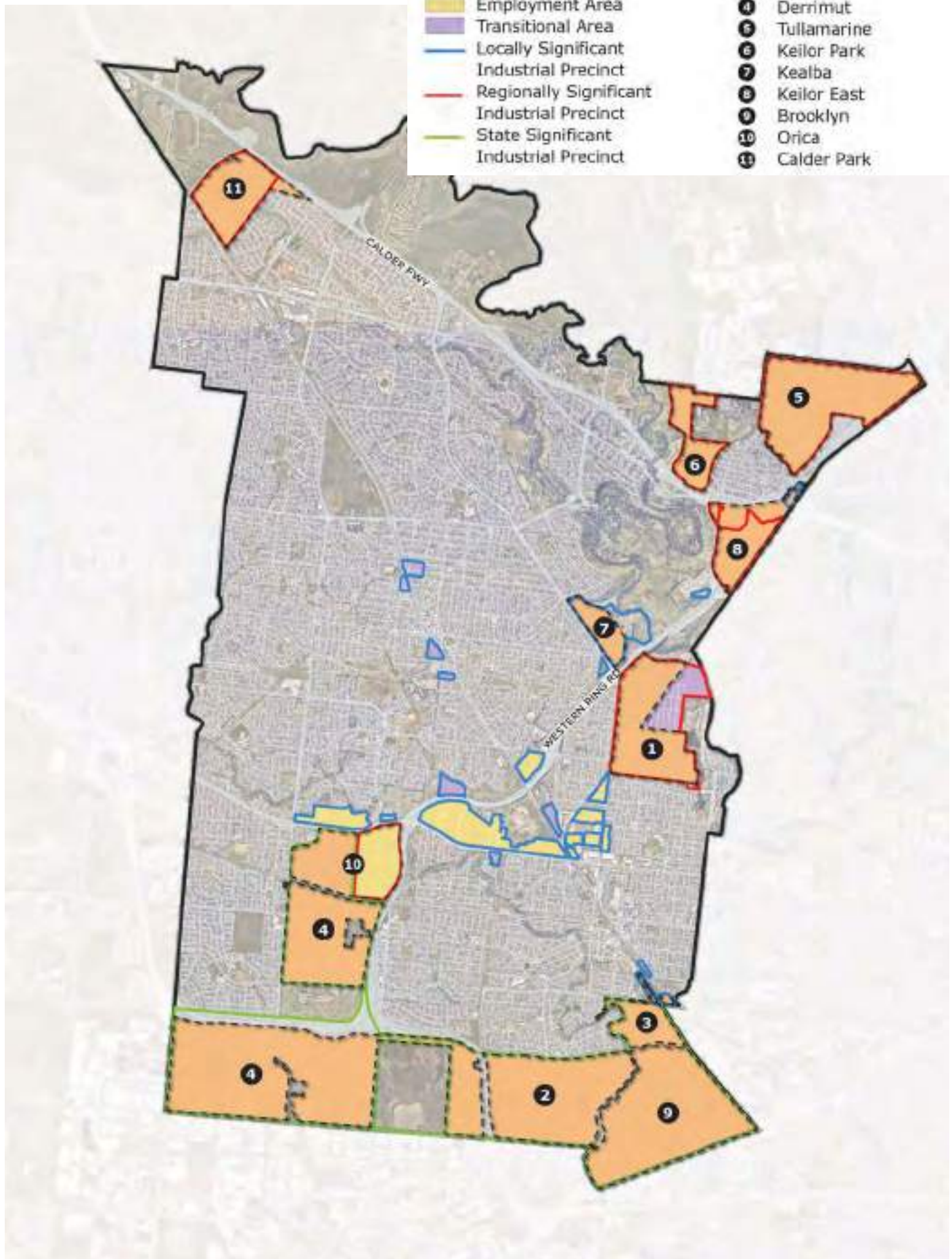


Figure 02: Precincts of Brimbank



1.3 Purpose

The draft BIDG provide a framework to guide and evaluate applications for subdivisions and development. The draft BIDG ensure that environmental, amenity and aesthetic matters are addressed and integrated with the practical requirements of industrial use and development. They aim to assist planning permit applicants and Council to design, assess and develop proposals that maintain, and where possible improve, the visual appearance, amenity, economic performance and ecological functions of industrial land.

1.4 Objectives

The objectives of these guidelines are:

1. To support renewal and appropriate industrial subdivision and development.
2. To encourage high quality design that responds to local conditions.
3. To improve the visual appearance and amenity of industrial land for workers, visitors and the local community.
4. To encourage the protection and enhancement of local biodiversity values and ecological systems.
5. To encourage a minimum 30% tree canopy coverage across industrial land.
6. To demonstrate how applicants may meet the environmental design and stormwater management objectives of the Brimbank Planning Scheme.
7. To provide infrastructure that is consummate with modern industrial development.
8. To ensure places or objects of local heritage significance and Aboriginal cultural heritage are appropriately considered and addressed within Industrial Areas.
9. To provide a clear framework for decision making.

1.5 Application of draft BIDG

Industrial Areas

The draft BIDG will apply to all planning permit applications for the subdivision or development of land within an Industrial Area as defined by the BILS, with the exception of the Brooklyn Industrial Area (see Figure 2).

The draft BIDG consist of general guidelines (Sections A to D) applicable to all Industrial Areas (except Brooklyn) and a separate section (Section E) for precinct specific guidelines.

Most Industrial Areas have precinct specific guidelines under the draft BIDG. However, specific precinct guidelines have not been prepared for the Orica and Calder Park Industrial Areas, as the guidelines contained within Section E have been drafted to respond to existing conditions, whereas the Orica and Calder Park Industrial Areas are largely undeveloped.

It is, therefore, recommended under the BILS that prior to the development of these precincts a Development Plan/Master Plan be prepared and approved by Council to provide further guidance as to the appropriate and specific development requirements of these precincts.

Brooklyn Industrial Area

Land within the Brooklyn Industrial Area has been excluded from the draft BIDG because it is already the subject of precinct specific design guidelines that were developed as part of the Brooklyn Evolution 2016 Strategy, which established a Structure Plan and Urban Design Framework for this precinct. These guidelines were implemented through Planning Scheme Amendment C177 in 2016, which introduced Schedule 11 to the Design and Development Overlay (DDO11).

Transitional and Employment Areas

The BILS identifies some precincts that are currently zoned for industrial uses but may in the future be considered for rezoning subject to further strategic work. These are defined as Transitional Areas or Employment Areas (see Figure 2). It is acknowledged that these areas may be subject to different strategic and design considerations in the future due to other work that may impact these locations (e.g. planning for the Sunshine National Employment and Innovation Cluster). However, in the absence of Council adopted alternative place specific guidelines and/or until such time as rezoning of the land has occurred, Sections A to D of the draft BIDG apply to planning permit applications for the subdivision or development of land in these areas.

Existing Industrial Design Guidelines and Restrictions

Subject to relevant approvals and consultation, the draft BIDG are intended to supersede any existing industrial design guidelines or restriction (except for the Brooklyn Evolution). This is to provide a more up-to-date and consistent approach to the use, development and management of industrial land in the municipality. However, the removal and replacement of these guidelines and restrictions are often through planning and/or legal processes and generally require consent of relevant parties to that agreement.

In the interim, where there is a conflict between an existing industrial design guideline, restrictive covenant or Section 173 Agreement and the draft BIDG, the existing guidelines/restriction will prevail except where they are silent on an issue that the draft BIDG address. Any proposed changes to existing industrial design guidelines must be consistent with the draft BIDG.



1.6 Relationship to the Brimbank Planning Scheme

Operation

The Brimbank Planning Scheme contains the overarching objectives and application requirements to be met by planning permit applicants, including for industrial use and development.

The draft BIDG have been prepared to supplement rather than conflict with any existing policy in the Planning Scheme by providing practical and instructive examples of how industrial development can typically meet the requirements of the Planning Scheme. However, adherence with the draft BIDG may not satisfy all the requirements of the Planning Scheme or other applicable legislation (e.g. the Environment Protection Act 2017 or Aboriginal Heritage Act 2006) and applicants must also ensure all requirements contained within the Brimbank Planning Scheme and other relevant planning policy are met, not just those captured in this draft document.

For example, the Brimbank Planning Scheme includes a number of policies, requirements and guidelines aimed at protecting the safety and amenity of people based on the nature of specific industrial uses. These policies, requirements and guidelines are State based and may include measures to reduce the risk of harm to the public such as separation distances between particular industrial uses and sensitive uses, the use of physical barriers such as bund walls, or other operational, building and site design requirements. The draft BIDG do not attempt to address such matters and should be considered in conjunction with any applicable State legislation, policy, requirement or guideline.

Implementation

Once updated following consultation, and if approved by Council, a separate process will be undertaken to embed the final BIDG into the Brimbank Planning Scheme through a Planning Scheme Amendment. Options for how the final BIDG is best translated into the Planning Scheme will be considered after public consultation on the draft BIDG and in accordance with advice from the Department of Environment, Land Water and Planning. Draft Amendment documents will be subject to a separate statutory consultation process as part of the formal Amendment process.

It is intended that the final BIDG will supersede and replace all existing industrial estate design guidelines currently included as Reference Documents in the Brimbank Planning Scheme, with the exception of Brooklyn Evolution. Therefore, alongside any future Amendment process, Council may undertake other proceedings to pursue the removal of existing covenants and S173 Agreements as required following consultation.

1.7 Overview

These draft guidelines are segmented into a number of Parts (A – D), each dealing with a different aspect of subdivision or development, while Part E provides precinct specific variations. All Parts relevant to a proposal (subdivision and/or development) should be considered.

- Part A Subdivision and Site Master Planning
- Part B Development and Building Design
- Part C Material and Colour Palette
- Part D Landscaping and WSUD
- Part E Precinct Specific Setback Requirements and Gateway Sites
- Appendix 1 Colour Schedule
- Appendix 2 Plant Species

How to use this document

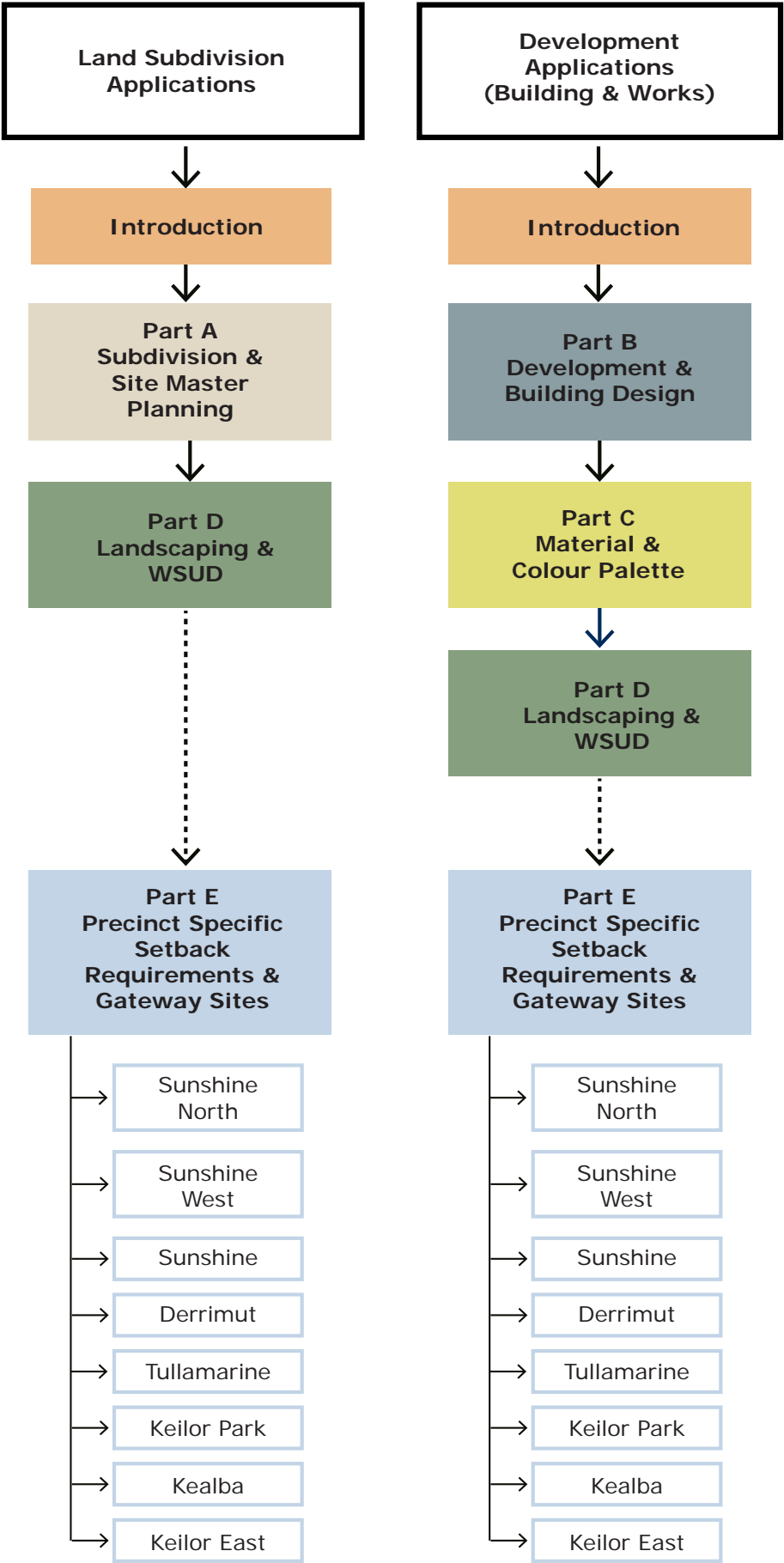


Figure 03: How to use this document



PART A

Subdivision & Site
Master Planning



Subdivision design has a lasting impact on how an industrial precinct develops, operates and integrates with surrounding areas. This section identifies objectives for desirable subdivision design followed by guidelines to achieve these objectives.

1.1 Objectives

The objectives for subdivision and site master planning are:

1. To ensure subdivision reflects the purpose of the relevant precinct's designation as a SSIP, RSIP or LSIP.
2. To ensure a variety of lot sizes are available across the municipality for small, medium and large scale operations.
3. To create lots of an adequate size to achieve appropriate access, landscaping and built form outcomes.
4. To ensure the design and layout of new industrial subdivision responds to the local characteristics of the site and its context.
5. To enhance the accessibility of industrial land to open space.
6. To provide a safe and attractive street network.
7. To allow for the safe and efficient movement of people and goods.
8. To encourage the uptake of sustainable personal transport.
9. To promote passive solar design through the orientation of the street network.
10. To avoid, minimise and offset the loss of protected native flora and fauna, in that order.
11. To recognise and enhance local biodiversity values where possible.
12. To ensure Integrated Water Cycle Management (IWCM) is considered in the design and layout of new estate subdivisions.
13. To ensure places of local heritage significance and Aboriginal cultural heritage sensitivity are identified and appropriately considered and addressed.

1.2 Site context plan and analysis

It is important that subdivision design responds to relevant local factors. This is best achieved through the use of a site context plan and analysis.

A1. In addition to any application requirements prescribed in the Brimbank Planning Scheme, prepare and provide site analysis and design response plans with any subdivision application that addresses the following items to inform the design of the subdivision:

- Surrounding land uses (existing and where relevant proposed)
- Existing and future (where applicable) transport networks including road, public transport, cyclist and pedestrian routes
- Surrounding built form character and heights
- Significant vegetation and other natural features
- Elevations
- Areas of Aboriginal Cultural Heritage Sensitivity (this may include a registered Aboriginal cultural heritage place, landscape or land within 200m of a waterway)
- Places of identified local Heritage Significance (i.e. subject to the Heritage Overlay)
- Drainage and potential flooding impacts
- Easements (e.g. high pressure gas pipelines, fuel pipelines or high voltage power lines)
- Servicing (electricity, gas, water, sewer, and telecommunications)
- Any significant views to and from the site
- Climatic considerations including prevailing winds and solar access.



Figure 04: Site context features influencing layout



Figure 05: Site context layout example

1.3 Street network

- A2. Orientate and design streets to capture any key landscape views to enhance the amenity of the precinct.
- A3. Connect new street networks with existing street networks to enhance permeability and to provide a street layout that is easy to navigate for vehicles, pedestrians and cyclists. Avoid court bowls.
- A4. Provide a logical road hierarchy that considers all road users including heavy vehicles, public transport, cars, cyclists and pedestrians (clearly indicate road hierarchy and treatments as part of subdivision application).
- A5. Appropriately integrate reserves into a subdivision for drainage corridors, native vegetation and open space.
- A6. Design the street network to facilitate buildings that address areas of the public realm (such as streets, waterways, railway lines and public open space) to improve passive surveillance and avoid unsightly blank interfaces.
- A7. New subdivisions must incorporate adequate street widths to provide for waste collection, emergency vehicles and walking and cycling infrastructure.
- A8. New industrial development must incorporate underground power and solar street lighting.

1.4 Lot design

- A9. Orientate streets/lots north-south and east-west wherever possible to promote passive solar design.
- A10. Design lots with provision for infrastructure to promote IWCM (i.e. shared water harvesting, treatment and reuse across multiple sites).
- A11. Create lots that are regular in shape and square to the street wherever possible for an efficient use of land and to promote a visually uniform streetscape.
- A12. Where possible orientate lots so that the primary frontage is to the higher order street.
- A13. Design the lot layout to ensure buildings have sufficient frontage to positively address areas of public realm such as streets, creek reserves and public open space.
- A14. Create larger lots where natural features reduce the developable area of the land.

1.5 Lot size

- A15. New subdivisions should create a variety of lot sizes. In determining the appropriate mix of lot sizes have regard to the purpose of the relevant SSIP, RSIP or LSIP, as applicable, in accordance with metropolitan strategic planning policy for industrial and commercial land.
- A16. Consolidation of lots is strongly encouraged, particularly in the Sunshine North and Keilor East Industrial Areas.
- A17. Avoid further subdivision of existing lots where it would compromise the ability of development to meet appropriate setback, landscaping, car parking and other relevant requirements, in accordance with these guidelines and the Brimbank Planning Scheme.

1.6 Public open space

- A18. The proposed subdivision of land with a boundary to the existing public open space network should provide an active frontage to public open space.
- A19. Council will look for opportunities to further enhance access to existing public open space and/or create new open space as part of any application for subdivision.

Note: In accordance with the Brimbank Planning Scheme, a public open space contribution is required as part of any subdivision of industrial land. This may take the form of a contribution of suitable land or cash to the equivalent value.

1.7 Heritage

- A20. The subdivision layout should maintain the original setting of any heritage place located on site, including the retention of any original external features that contribute to the significance of the heritage place.
- A21. The subdivision layout should support development that is sympathetic to the scale, bulk and setbacks of any heritage place/s located on site or adjacent to the proposed subdivision.
- A22. The subdivision layout must reflect any relevant requirements of an approved Cultural Heritage Management Plan (CHMP).

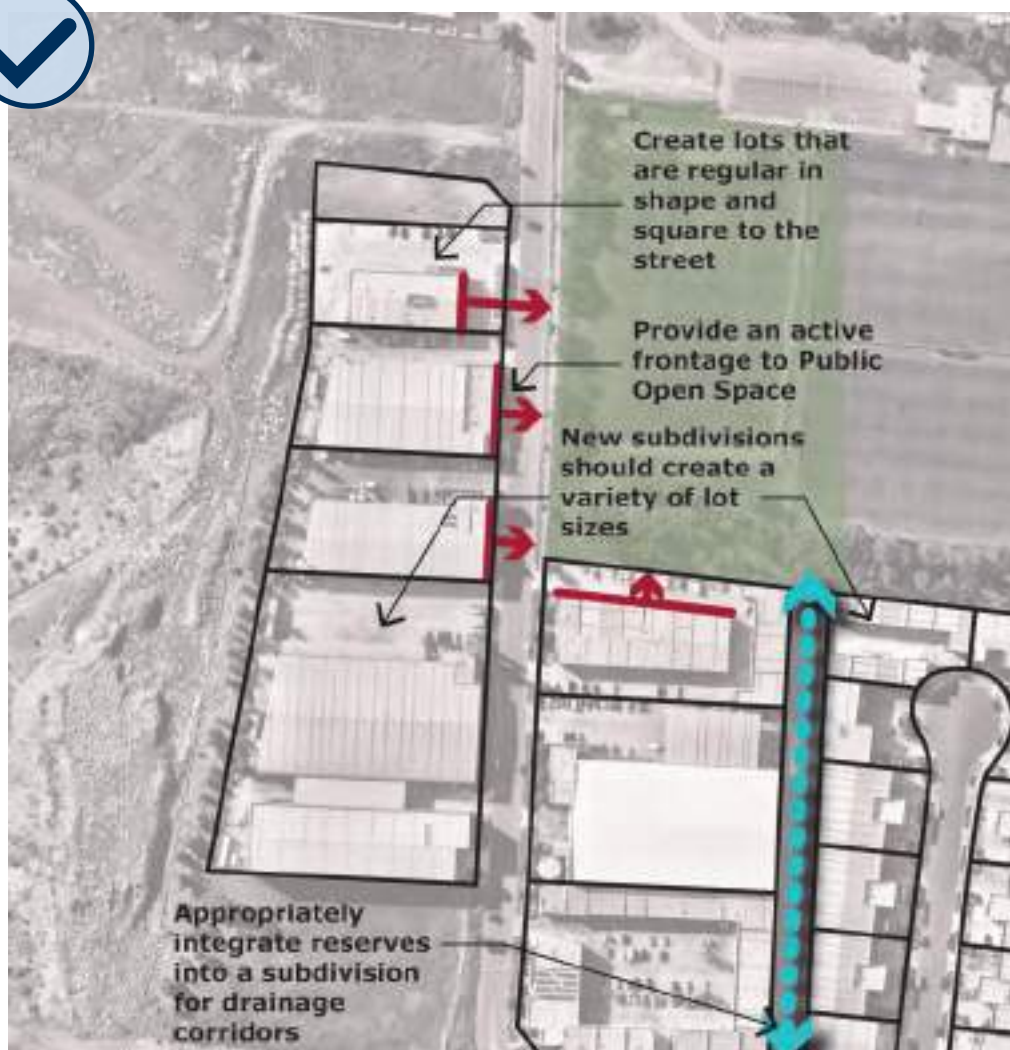


Figure 06: Example of supported subdivision layout

1.8 Site master planning

A23. For sites over 10,000sqm, 'zones' can be used to focus different aspects of on-site development, to magnify the benefit of co-locating some elements, for example:

- Paved zones – Areas comprising of large expanses of paving. These areas can be meaningfully enhanced with landscaped strips, and canopy trees, which beautify and at the same time reduce hot spots that contribute to urban heat island effect.
- Building zones – Areas comprising of predominately built form. Buildings should be located to be accessible to vehicles and pedestrians, while providing visual interest to locations viewable from the public realm.
- People zones – Areas comprising of access/pathways and congregation spaces. Design areas of the site with the greatest concentration of people to have greater architectural detail, and connection between indoor and outdoor spaces. People zones should be visually legible from adjacent roads, and consider accessibility to public open space/green spaces for staff break out areas, in addition to locations provided on each site.
- Green zones – Areas used for the retention and detention of stormwater on-site. These areas allow urban greening, which brings with it attractive and cooler micro-climate zones that people value. Green areas can include irrigated landscaping, water features, outdoor space for staff, green roofs or walls.
- Dry zones – Areas that do not require irrigation or maintenance. These areas can protect and enhance the biodiversity of flora and fauna that is indigenous to Brimbank. Dry areas can incorporate native grasses and vegetation, a bio-swale or a brown roof.



Figure 07: Site masterplanning zones example



PART B

Development & Building
Design



The design of a building or development plays an important role in creating attractive, sustainable and functional environments. Various elements such as, built form, placement of windows and entrances, architectural features and infrastructure come together in a way that influences how people engage with and use a space. Responding to existing features such as open space or heritage is important in creating an environment with a sense of place and longevity.

1.1 Objectives

The objectives of development and building design are:

1. To create attractive buildings and streetscapes.
2. To provide visual interest and engagement with the street.
3. To provide convenient and safe entry points for people of all abilities.
4. To reduce the visible impact of outdoor operations such as loading and unloading areas, utilities, services and storage.
5. To promote the use of walking, cycling and public transport for visitors and workers.
6. To enhance interfaces with residential areas, public open space and other sensitive interfaces.
7. To ensure new development protects and appropriately responds to identified heritage places or Aboriginal cultural heritage places, objects or values.
8. To demonstrate environmentally sustainable design (ESD) measures that could be adopted to meet the ESD objectives of the Brimbank Planning Scheme.

1.2 Building design

Development Siting

- B1. Customer service and office components must be provided closest to the street frontage to provide a clear point of contact for visitors to enhance human scale of the streetscape.
- B2. Office components should be provided at a minimum 40% of the height of the main building in order to achieve an appropriate proportion of office component activating the street.
- B3. Useable landscaped outdoor staff areas must be provided on lots greater than 2000sqm.
- B4. The provision of bicycle facilities such as secure bicycle racks, shower and change rooms is encouraged on all sites.
- B5. For corner allotments, buildings must provide feature treatments to ensure buildings address both street frontages.
- B6. Applications for the development of multiple small-scale 'factoryettes' on a single site should include an assessment of how the proposal responds to the purpose of the relevant SSIP, RSIP or LSIP, as applicable, in accordance with metropolitan strategic planning policy for industrial and commercial land.

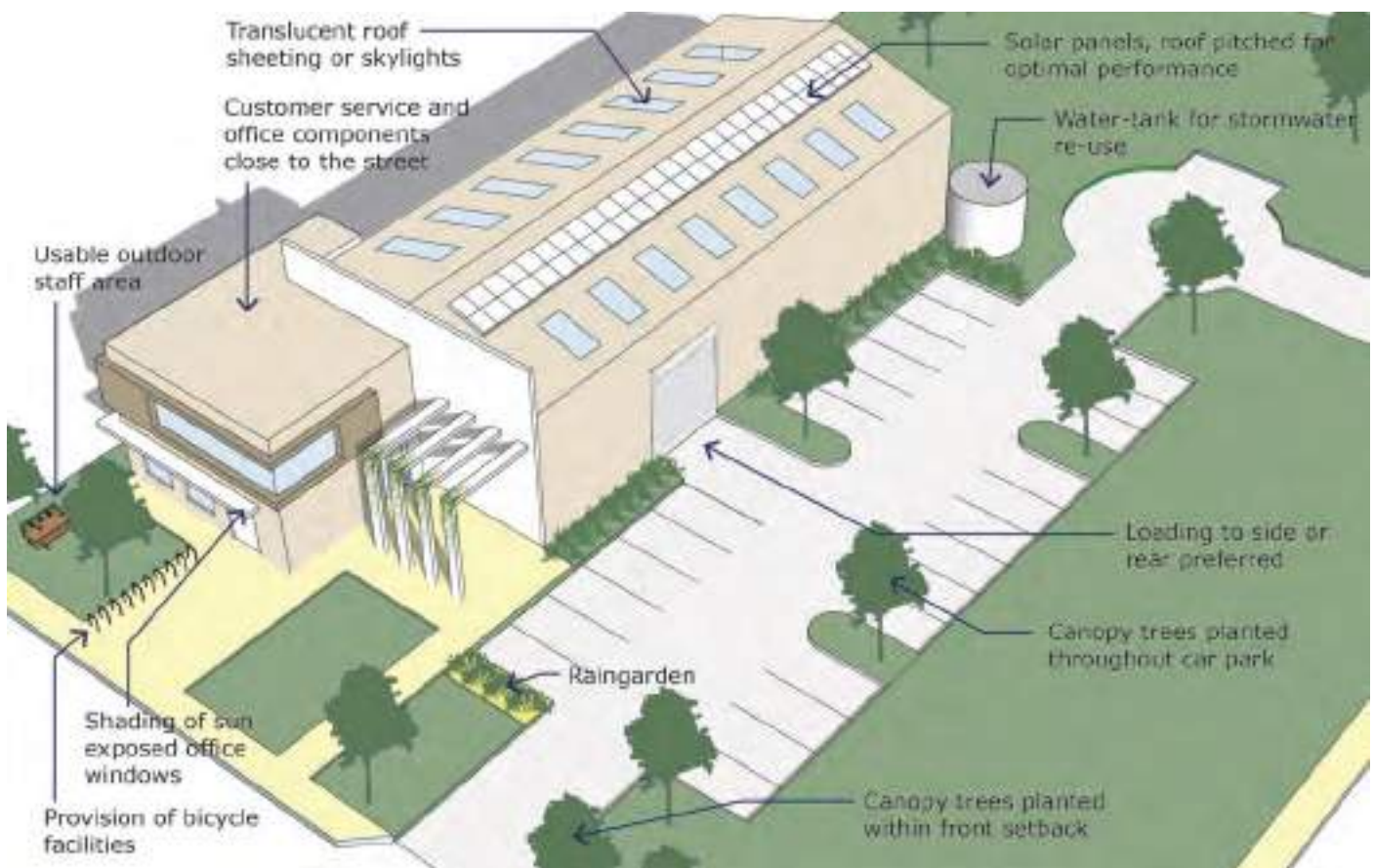


Figure 08: General principles for development siting

Gateway sites

- B7. Gateway sites identified in Part E to these guidelines should incorporate 'landmark' building design which may include elements such as taller built form than surrounding development, incorporation of artwork or signature design features onto building facades.



Figure 09: Gateway site example

Cladding

- B8. Building design should seek to reduce visual bulk by incorporating features like facade delineation and colour variation, particularly for large sections of facade.
- B9. Large scale murals on side or rear building facades that are visible from public spaces are encouraged and should promote a positive image that reflects the history or identity of the place or community.



Figure 10: Negative cladding outcome



Figure 11: Positive cladding outcome

Environmentally Sustainable Design

B10. Environmentally Sustainable Design (ESD) must be incorporated into development. ESD Objectives can be met through various design aspects including:

- Shading of sun exposed office windows
- Glazed areas / windows designed and located to achieve adequate internal daylight, thermal performance and glare control
- Translucent roof sheeting or skylights to maximize the use of natural light, balanced with overall heat gain from sun exposure
- Basic roof insulation for maximization of thermal performance, particularly in office areas. Green or brown roofs are encouraged
- High level sashes, and rotating roof ventilators for natural ventilation
- Roofs pitched within 15-30 degrees to allow for optimal performance of solar panels (even if their installation is not part of the immediate proposal)
- Saw-tooth roofing to allow ample daylight if faced south to avoid overheating, as the glazing is protected from the sun. Ventilation can be readily provided on the vertical planes
- Installation of dimmable or daylight sensor LED lights to reduce unnecessary use of electricity.

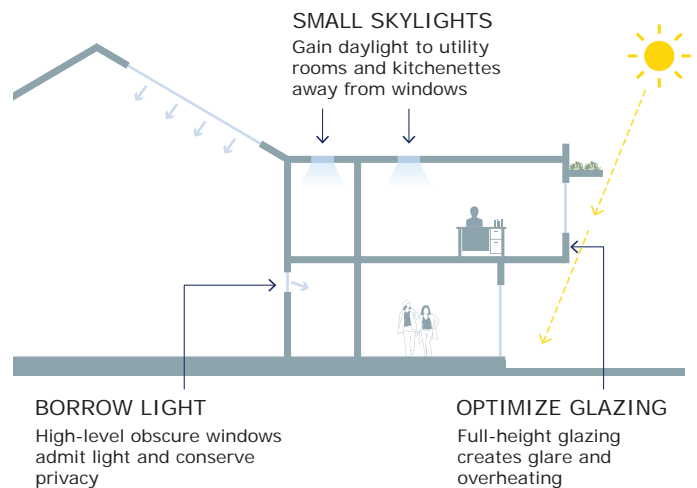


Figure 12: Natural sunlight

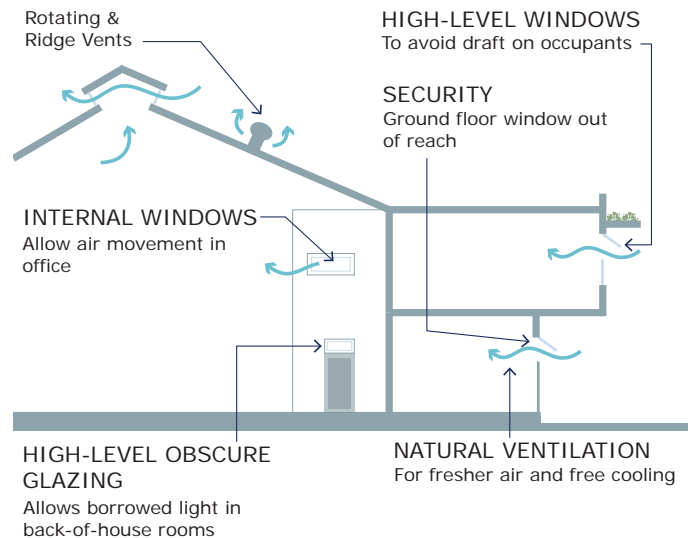


Figure 13: Natural ventilation

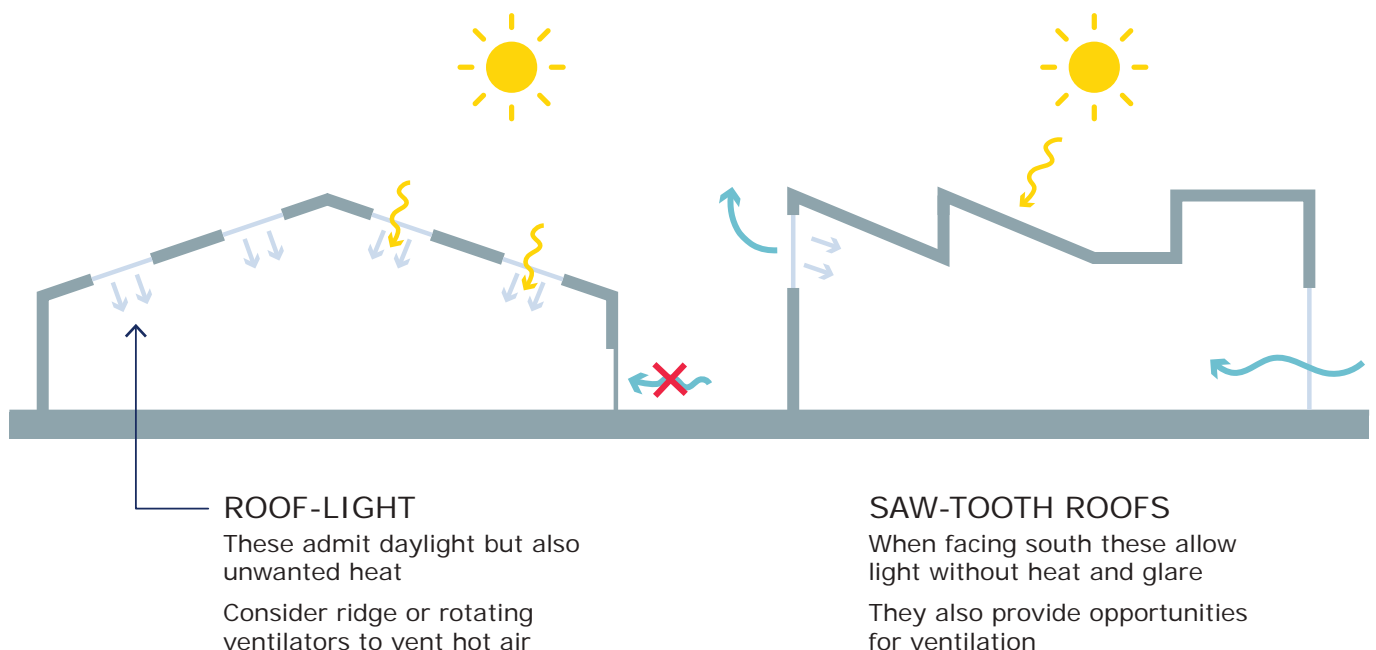


Figure 14: Unwanted heating considerations

1.3 Building height

- B11. Building heights must respond to the scale of the built form in the area, including existing industrial development.
- B12. Where a greater height is needed, the required height must be justified in relation to the use and the façade must be well articulated through additional building elements such as highlight materials, colour treatments or window glazing.
- B13. Built form opposite residential uses should step building heights from a maximum of 7m at the street frontage to a maximum of 9m except where the applicant can demonstrate the scale of the development is consistent with the residential character of the locality.
- B14. Shadow diagrams should accompany any site adjacent to a protected grassland reserve or sensitive use.

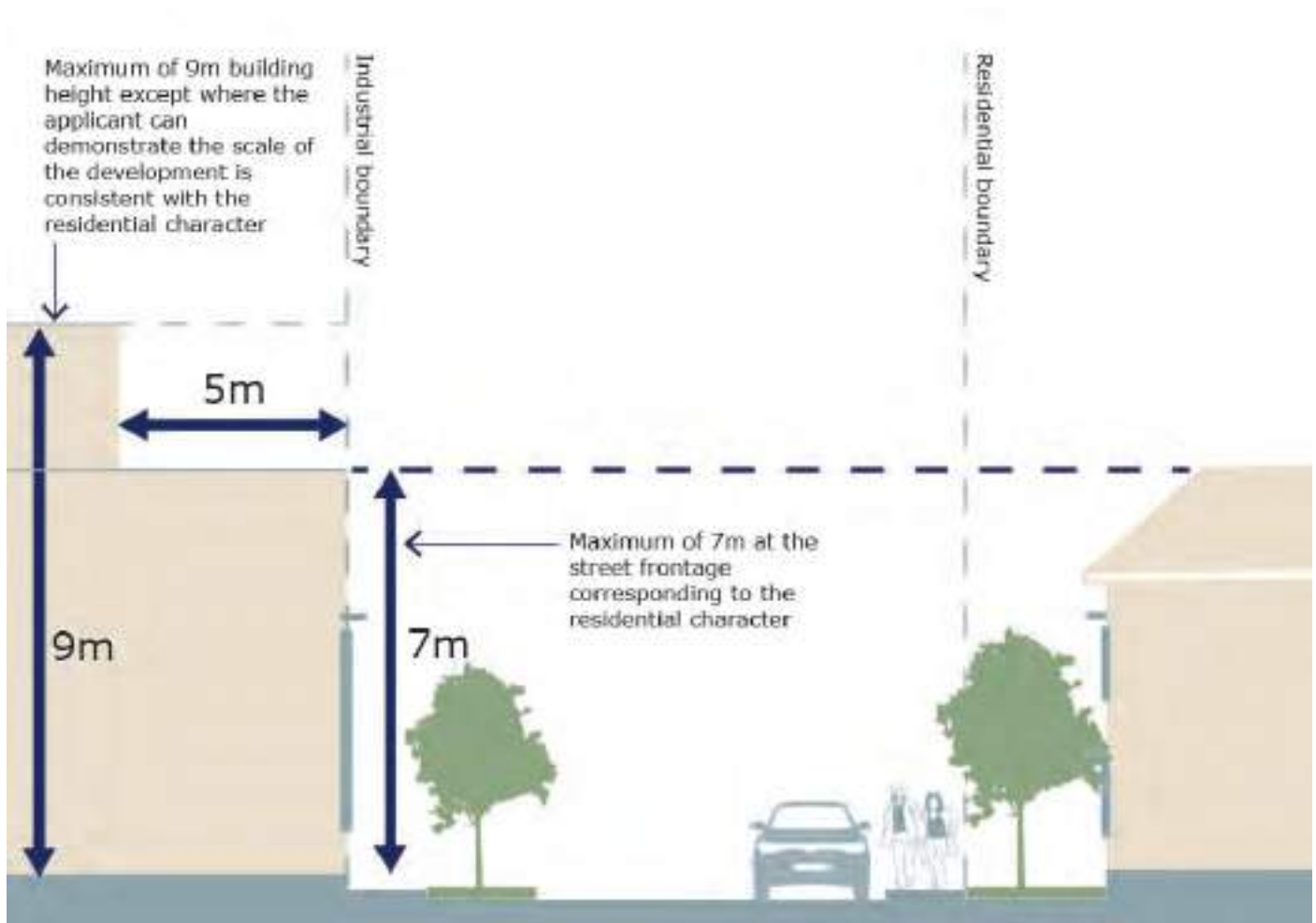


Figure 15: Industrial land upper level street setback to residential interface

1.4 Vehicle parking and movement

B15. For the purposes of assessing the viability of trafficable areas, plans must include:

- Both sides of the road
- Parking lanes on both sides of the road if applicable
- Swept paths for the largest vehicle proposed to use the site where vehicles are required to enter and exit the site in a forward manner. Swept paths must show access egress as well as internal maneuvering. Some vehicle sizes may require the path to be shown from the nearest arterial road
- Width of crossover and splays
- Width of internal access ways
- Dimensions of car parking spaces.

B16. Visitor car parking should be convenient and proximate to the office entry, while also minimising visual dominance from the street through the use of landscaping.

B17. All trafficable areas must but be sealed to the satisfaction of Council.

B18. Vehicle crossovers, including splay widths must be designed to suit the needs of the site, in line with Council guidance.

B19. Layout should be designed so that loading and servicing occurs at the side or rear.

B20. Avoid locating loading areas along boundaries adjoining sensitive uses.

B21. Loading bays that are visible from the public realm should be obscured with canopy tree planting at the site frontage.

B22. All loading/unloading of vehicles must occur on-site.

B23. Car park areas should allow for the roll-out of electric vehicle (EV) charging. Provision of commercial vehicle charging within individual loading bays is more readily resolved by individual tenants/owners. However, for employee/visitor car parking, providing appropriate electrical capacity which is pre-cabled for future charging bays is strongly encouraged.

Please note: Information about crossover and splay design can be found on Council's website under Engineering Standard Drawings.



Figure 16: Negative parking outcome with loading areas visible from public realm



Figure 17: Positive parking outcome using landscaping to minimise visual dominance

1.5 Waste and storage

- B24. Waste and storage should be internally located where possible.
- B25. If outdoors, waste and storage must be screened from public view and waste bins covered.
- B26. Waste/bin areas must be shown on plans.

1.6 Lighting

- B29. Car park areas that are obscured from public view should be lit at night for safety. Solar powered sensor lights are encouraged.
- B30. Lighting must be designed and baffled to prevent spill, care must be taken for sites adjoining sensitive areas, such as residential development or open space where wildlife may reside.
- B31. Light poles must not be higher than buildings.

- B27. Bins must not be stored in car parking spaces or in landscaped areas.
- B28. Where development involves demolition, materials should be reused or recycled where possible.

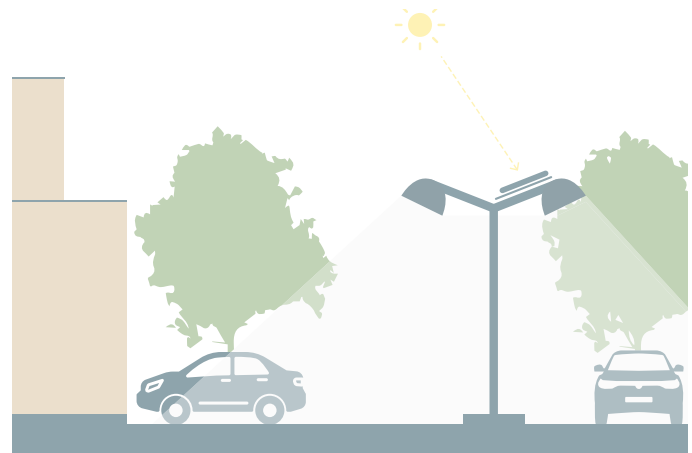


Figure 18: Car parks should be lit at night with solar powered sensor lights encouraged

1.7 Fencing

- B32. Fencing should be a maximum 1.8m in height.
- B33. Fencing should be constructed of Black PVC coated chain mesh or black vertical steel posts (not rounded tubular pool fence style).
- B34. Front gates on lots less than 600sqm should be sliding rather than inward or outward opening.

- B35. Fencing must allow clear views between the street and the site.
- B36. Barbed wire is prohibited.
- B37. Permeable fencing adjacent to a grassland reserve must be small enough to catch litter.



Figure 19: Negative fencing outcome with solid material attracting unwanted graffiti

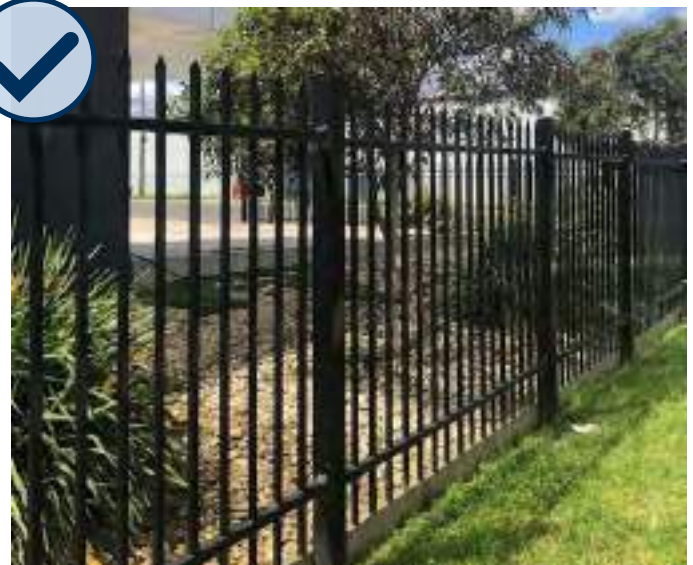


Figure 20: Positive fencing outcome using black verticle steel posts

1.8 Signage

General

- B38. Business identification signage must be incorporated into the building design and shown in proposed plans for new buildings.
- B39. Freestanding signage in the front setback should be limited to directional signage.
- B40. Internally illuminated and animated signage is discouraged at interfaces with reserves and open space.
- B41. Signage attached to front and side boundary fences is discouraged.
- B42. Decal signage fixed to areas of glazing (i.e. windows and doors) is discouraged.
- B43. Clear directional signage should be used to identify visitor parking areas.



Figure 21: Negative signage outcome



Figure 22: Positive signage outcome

1.9 Heritage buildings

General

- B44. Wherever possible heritage buildings should be retained and restored, including the reinstatement of altered and removed heritage features.
- B45. Works undertaken to a heritage building that detract from the heritage significance of a place should be removed.
- B46. For industrial heritage places that have an on-going industrial use, development should support the ongoing viability of the historic industrial use of the site where appropriate.
- B47. For industrial heritage places that no longer have an industrial use, sensitive adaptive re-use is encouraged.



Figure 23: St Augustine's Catholic Church, Keilor Park Precinct

Alterations and additions

- B48. Where possible, the building fabric of primary significance should be conserved, even when redundant to the ongoing industrial use of the site. In some cases changes required to allow the continuation of an industrial use that forms part of the heritage significance of the place may outweigh this guidance.
- B49. Alterations and additions to a heritage building should maintain the building's architectural integrity and character.
- B50. Alterations and additions should not obscure, alter or remove original features and details that contribute to the significance of the heritage place.
- B51. Alterations and additions should be distinguishable from the original building.
- B52. Alterations and additions to heritage buildings should be sympathetic to the heritage place in terms of scale, bulk and setbacks.
- B53. Alterations and additions should not introduce new building elements which are visible from the street.
- B54. Alterations and additions should not obscure views of the principal façade/s of surrounding heritage buildings (if applicable).

New buildings

- B55. New buildings adjacent to heritage buildings should have regard to the heritage building's statement of significance when considering a design response.
- B56. New buildings adjacent to heritage buildings should respect the scale, form, siting and setting of the heritage building.
- B57. New buildings adjacent to heritage buildings should not dominate adjoining heritage buildings.
- B58. New buildings adjacent to heritage buildings should employ a contemporary yet contextual design approach.
- B59. New buildings adjacent to heritage buildings should not obscure views of the principle façade/s or identified significant features of surrounding heritage buildings from the public realm.
- B60. New buildings adjacent to heritage buildings should use cladding, materials, colours and finishes that complement the existing heritage building/s.

Signage

- B61. Remnant historic signage should be retained where possible to assist in interpreting the previous uses and history of the place.
- B62. Advertising signs should not obscure any architectural features that contribute to the significance of the heritage building.
- B63. Advertising signs should not be internally illuminated, except where located at a distance from the heritage building.
- B64. Advertising signs installed on industrial buildings should be located flush to the building parapet and not project from the building façade.

A black and white photograph of a modern building with a large glass facade. The building has a prominent sign on the roof that reads "Excell Gray Bruni" next to a logo. The sky is cloudy. In the foreground, there is a paved area and some low-lying vegetation.

 **Excell Gray Bruni**

PART C

Material & Colour
Palette



The form of industrial development is often driven by functional requirements so the use of appropriate materials and colour can make a positive contribution to how well a building sits within its immediate context. Material and colour selection can make a building stand out or blend in and can provide texture and interest to a design. Materials and colours also have an effect on the indoor comfort and quality of a space as well as having a broader impact on the environment through heat absorption or reflection, embodied energy or ability to be reused or recycled.

1.1 Objectives

The objectives of Material and Colour palette are:

1. To create attractive buildings and visual interest even where the intended use dictates a solid form or large expanses of blank façade.
2. To reduce the environmental impact of materials used.
3. To ensure colour palettes used are appropriate to the locality and sensitive interfaces.

1.2 Material & colour palette

- C1. Light coloured roofs and paving should be used to reflect as much heat as possible, however, reflectivity and glare impacts must also be considered.
- C2. The cladding of any warehouse component should allow adequate daylight to safely illuminate the interior, except where it can be demonstrated that the intended use requires the interior to be devoid of sunlight.
- C3. Industrial development tends to use high-volumes of certain materials, particularly concrete. The impact of materials can be reduced in the following ways:
 - Concrete - Consider committing to the incorporation of Supplementary Cementitious Materials (SCM's) and/or use of recycled aggregate or water.
 - Timber – Consider committing to sourcing all timber from sustainably managed sources that hold third party verification (e.g. FSC/PEFC 'Responsible Wood').
 - Recycled content – Consider materials that include recycled content such as polyester insulation, recycled paving, bricks or timber.
- C4. Colours used should be appropriate to the location, and building and landscape design. Refer to Appendix 1.1 for examples of suitable colour schemes.
- C5. For sites adjacent to public open/green space (reserves, grasslands, creeks), materials should be utilised that reinforce the landscape such as timber and textured concrete.
- C6. Side and rear walls visible from a residential area or the railway line must be articulated, textured and painted to address the interface, and have graffiti proof paint applied to 3m above ground level where walls are accessible.
- C7. All concrete wall panels on side or rear facades must be painted or textured including where visible from a vacant site.
- C8. Use of bright, bold colours in large portions or that are not compatible with the muted tones of the natural landscape are discouraged.
- C9. Applications must provide labeled colour elevations or a colour and materials palette that clearly demonstrates the nature of the proposal.
- C10. External finishes should be of low reflectivity to minimize glare and reflection to surrounding areas.



Figure 24: Positive colour outcome



Figure 25: Positive material outcome

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PART D

Landscaping & Water
Sensitive Urban Design
(WSUD)



Provision of landscaping and WSUD within industrial development can contribute to a sense of amenity as well as play a crucial role in enhancing biodiversity and environmental values within the area. This section identifies objectives for landscaping and WSUD and guidelines to achieve these objectives.

1.1 Objectives

The objectives of Landscaping and WSUD are:

1. To enhance streetscape amenity and interfaces through landscaping.
2. To ensure the selection of plant species is suitable for the location and context.
3. To enhance local biodiversity values where possible.
4. To reduce the urban heat island effect of development.
5. To encourage a minimum 30% tree canopy coverage across industrial land.
6. To facilitate meeting the stormwater management objectives of the Brimbank Planning Scheme.

1.2 General

- D1. Any landscape plan submitted in support of an application should include the following details, as applicable:
- Title boundaries, easements and service locations
 - Detail of surface finishes of pathways and trafficable areas
 - A planting schedule of all proposed trees, shrubs and ground covers, including botanical names common names, pit sizes, sizes at maturity, and quantities of each plant
 - Services and structural elements such as light poles, street trees, cycle parking and storage areas
 - Any required irrigation measures
 - Any WSUD measures.
- D2. Plant species should be selected from a preferred species list (see Appendix 1.2).
- D3. Any species used should be hardy and not require irrigation, or otherwise, irrigation should not utilise potable water.
- D4. Shrub and tree planting designs should require minimal or no pruning at maturity. In particular, shrub plantings should not overgrow paths or cause heavy shading of windows.
- D5. Trees are to be sited to minimise shading to protected grasslands.
- D6. Canopy tree planting should be provided in the front setback as follows:
- Lots less than 1000sqm – minimum 1 canopy tree with minimum height of 8m
 - Lots 1000-2000sqm – minimum 2 canopy trees with minimum height of 8m
 - Lots 2000-4000sqm – minimum 4 canopy tree with minimum height of 8m
 - Lots larger than 4000sqm – minimum to Council satisfaction with a minimum height of 8m.

Note: Landscaping fees may apply.

1.3 Car parking areas

- D7. A minimum of one canopy tree must be provided within the car parking area for every six car parking spaces.
- D8. Trees must be planted at regular intervals throughout the car parking area, driveways and other internal spaces.
- D9. Protect trees planted in car parking areas via raised kerbs, wheel stops or bollards.
- D10. Carparks should be designed to include continuous islands between bays for mass planting.
- D11. The planting of shade trees within 1m² diamonds is to be avoided unless permeable surface and engineered soil structures are used with sufficient soil volume for sustained plant growth.
- D12. Trees within car park areas must be able to attain a minimum clear trunk height of 2m at maturity. Landscaping and trees must be planted to provide shade, shelter and to soften the carpark appearance and maintain adequate sight lines for pedestrian safety and traffic visibility.



Figure 26: Acceptable landscaping within a car parking area

Note: Not all methods in the diagram need to be used

1.4 Water sensitive urban design

D13. Water Sensitive Urban Design (WSUD) must be incorporated into landscape designs and reflected on application plans. The extent of measures will depend on factors such as lot size, amount of developed versus undeveloped areas, existing natural/topographical features, average rainfall patterns, volume of predicted overland flows/flooding risk and maintenance requirements. Common WSUD assets include:

- Water tanks for the collection and re-use of rainwater/grey water to service landscaped areas
- Raingardens (bioretention basins, bioretention swales or vegetated swales)
- Sand filters

- Constructed wetlands, ponds or shallow lake systems
- Sedimentation basins
- Tree pits
- Infiltrations measures and gross pollutant traps (GPTs)
- Porous paving, where appropriate (i.e. may not be appropriate for high traffic areas or areas required to withstand large loads).

Note: Further information on the suitability, design, construction and maintenance of WSUD assets is available on the Melbourne Water website.



Figure 27: Supported WSUD

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PART E

Precinct Specific
Setback Requirements
& Gateway Sites



This section includes specific setback guidance and identifies gateway sites in each industrial precinct. While setbacks are largely standardized across the precincts for consistency, there are some exceptions where existing development patterns and sites adjacent to sensitive interfaces require separate guidance.

The following maps reflect the locations of existing statutory controls or sites where vegetation is managed by Council and that all landowners need to consider their obligations under State and Federal legislation with regards to the identification and management of native vegetation/biodiversity habitat.

1.1 Objectives

The objectives for precinct specific setback requirements and gateway sites are:

1. To ensure new development responds appropriately to key/sensitive interfaces such as; main roads, nature reserves, drainage reserves and easements, public open space, railway lines, creeks and residential areas.
2. To ensure new development responds appropriately to identified gateway sites and heritage places.
3. To ensure new development integrates with existing development.
4. To establish a new consistent standard where none previously existed.

Applicable Industrial Precincts

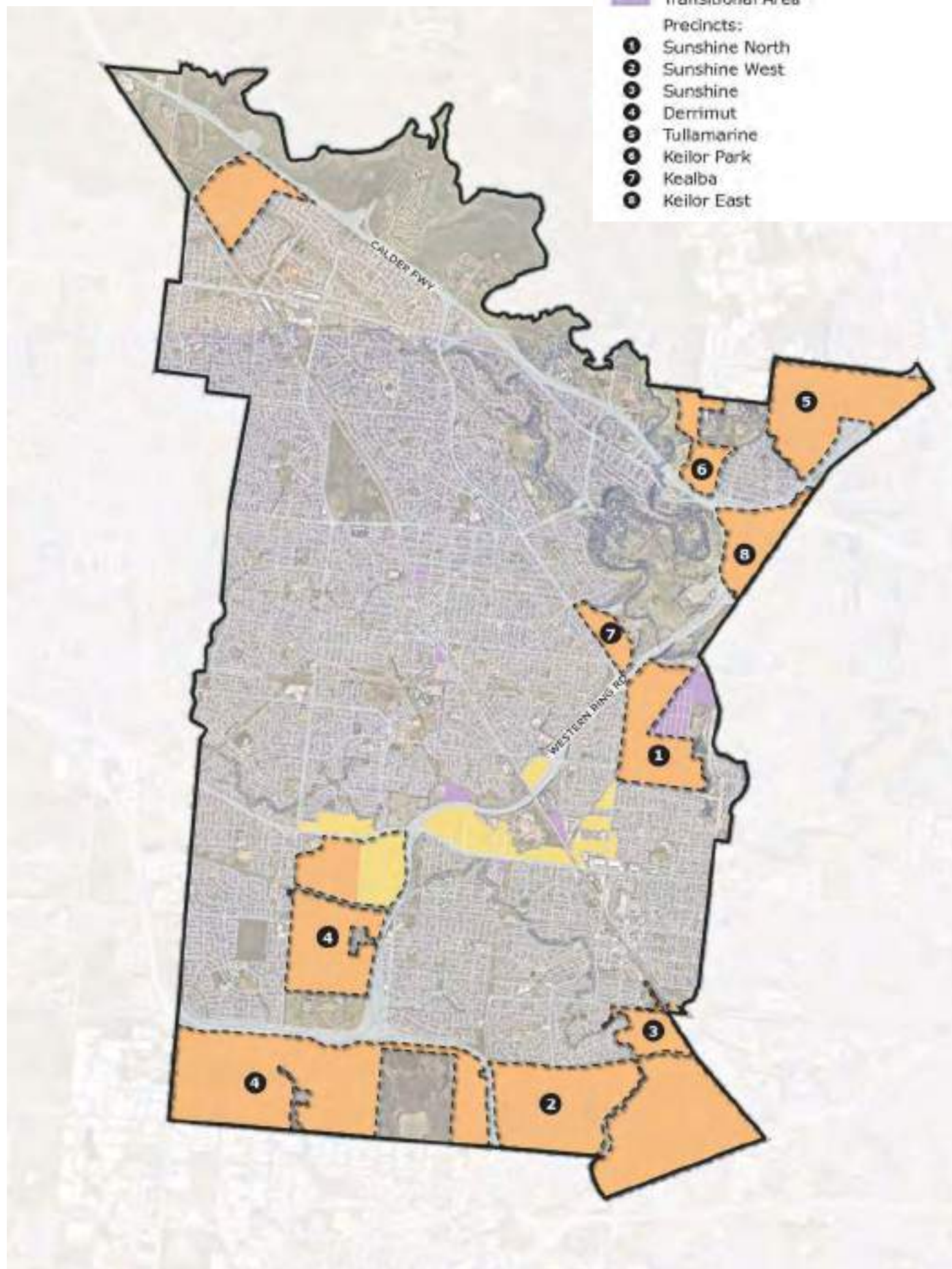


Figure 28: Applicable Industrial Precincts



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1.2 Sunshine North

Front Setback

- Provide a minimum 6m setback to an office component and a minimum 9m for a warehouse component. However, a 3m setback to the office component is acceptable where car parking and loading areas are entirely setback behind the office façade.
- Provide a minimum 3m landscaping buffer at the frontage of the site.
- Provide a minimum 5m landscaping buffer along a frontage opposite residential uses.
- Structures over pedestrian entries can protrude into the front setback.

Gateway Sites include

- 30 Steers Street, Sunshine North
- 2-6 Berkshire Road, Sunshine North
- 132, 130A, 130B and 130C McIntyre Road Sunshine
- 266A, 270 and 272 McIntyre Road, Sunshine North

Secondary Frontage (corner lots)

- For corner lots less than 2000sqm, development can occur to the boundary of the secondary frontage. The wall on the boundary must be treated with high quality finishes and provide some visual interest. If a setback is proposed it must be a minimum of 3m.
- A minimum 3m setback to the secondary frontage is required for lots greater than 2000sqm or where there is an interface to a residential area or railway line.
- Any secondary frontage to a corner lot setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees, in line with planting guidance.

Side and Rear Setbacks

- Buildings are to be built to side and rear boundaries or be setback a minimum of 2m.
- A minimum 3m setback to the side or rear boundary is required where there is an interface to a residential area or railway line.
- Any side or rear setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees.
- Lots greater than 2000sqm should provide a minimum 2m landscaped side setback for car parking areas.

Sunshine North Industrial Precinct

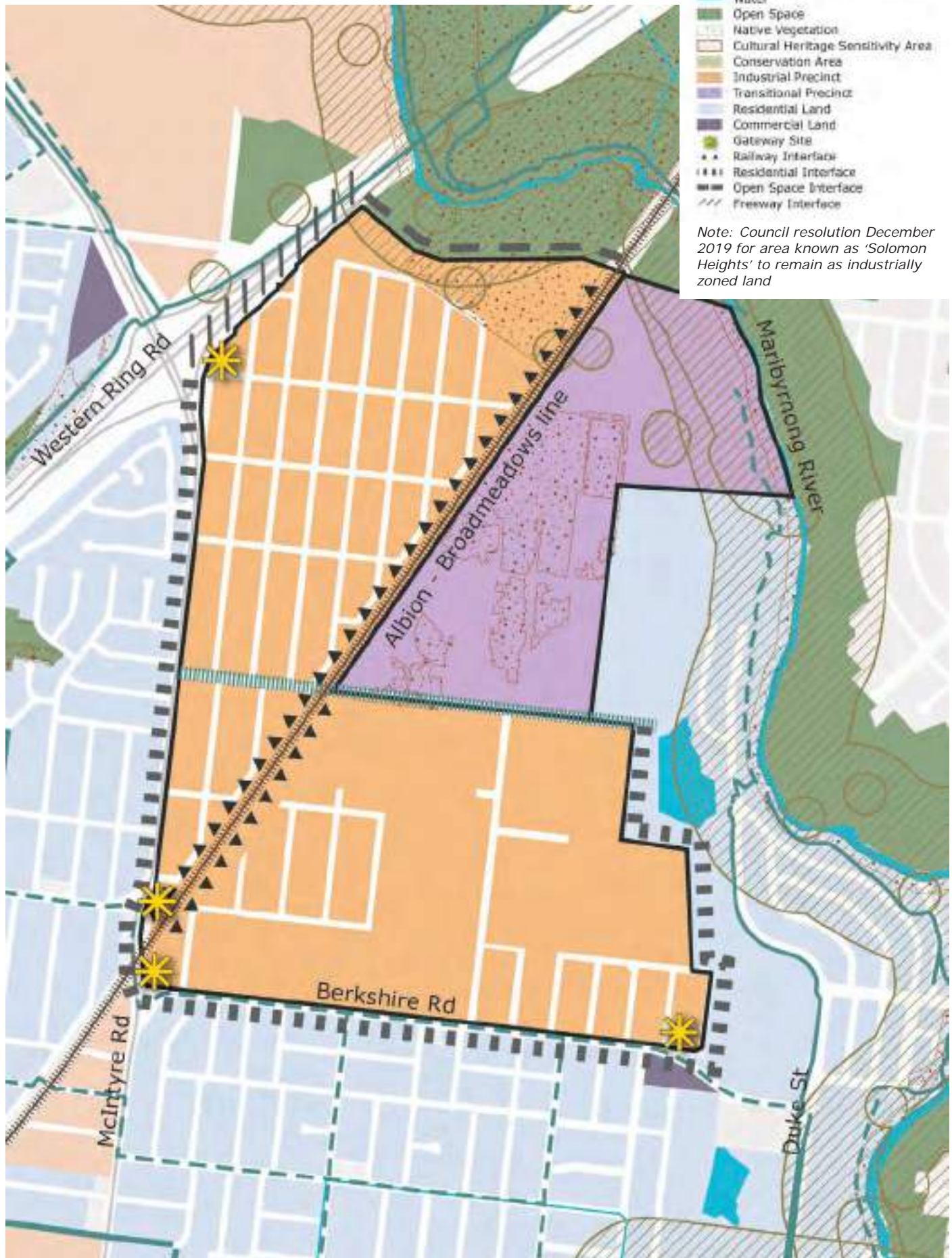


Figure 29: Sunshine North Industrial Precinct



1.3 Sunshine West

Front Setback

- Provide a minimum 6m setback to an office component and minimum 9m setback for a warehouse component. However, a 3m setback to the office component is acceptable where car parking and loading areas are entirely setback behind the office façade.
- Provide a 20m setback for lots facing Fairbairn Road, landscaped for a minimum of 9m to the frontage of the site.
- For all other lots, provide a minimum 3m landscaping buffer to the frontage of the site.
- Structures over pedestrian entries can protrude into the front setback.

Secondary Frontage (corner lots)

- Provide a minimum 3m setback to a secondary frontage for lots less than 5000sqm and a minimum 5m setback to a secondary frontage for lots greater than 5000sqm.
- Any secondary frontage setback is to be entirely landscaped with a mixture of ground cover, shrubs and canopy trees in line with planting guidance.

Side and Rear Setbacks

- Buildings are to be built to side and rear boundaries or be setback a minimum of 2m.
- A minimum 3m setback to a side or rear boundary is required where there is an interface to a residential area, highway or railway line.
- Any side or rear setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees.
- Side and rear walls visible from Glengala Drain, Kororoit Creek or the Western Ring Road must be articulated, textured and painted to address the interface with graffiti proof paint applied to 3m above ground level where walls are accessible.
- Lots greater than 2000sqm should provide a minimum 2m landscaped side setback for car parking areas.

Gateway Sites include

- 110 Fairburn Road, Sunshine West
- 121 Fairburn Road, Sunshine West
- 521-525 Somerville Road, Sunshine West
- 520-528 Somerville Road, Sunshine West
- 191-201 Fairburn Road, Sunshine West
- 88 Boundary Road, Sunshine West

Sunshine West Industrial Precinct



Figure 30: Sunshine West Industrial Precinct



1.4 Sunshine

Front Setback

- Provide a minimum 6m setback to an office component and minimum 9m setback for a warehouse component. However, a 3m setback to the office is acceptable where car parking and loading areas are entirely setback behind the office façade.
- Provide a minimum 3m landscaping buffer at the frontage of the site.
- Provide a minimum 5m landscaping buffer along a frontage opposite residential uses.
- Structures over pedestrian entries can protrude into the front setback.

Secondary Frontage (corner lots)

- For corner lots less than 2000sqm, development can occur to the boundary of the secondary frontage. The wall on the boundary must be treated with high quality finishes and provide some visual interest. Where a setback is proposed it must be a minimum of 3m.
- A minimum 3m setback to the secondary frontage is required for lots greater than 2000sqm or where there is an interface to a residential area or railway line.
- Any secondary frontage setback must be entirely landscaped, with a mixture of ground cover, shrubs and canopy trees, in line with planting guidance.

Side and Rear Setbacks

- Buildings are to be built to side and rear boundaries or be setback a minimum of 2m.
- A minimum 3m setback to the side or rear boundary is required where there is an interface to a residential area or railway line.
- Any side or rear setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees.
- Side and rear walls visible from the Kororoit Creek or a residential area must be articulated, textured and painted to address the interface with graffiti proof paint applied to 3m above ground level where walls are accessible.
- Lots greater than 2000sqm should provide a minimum 2m landscaped side setback to car parking areas.

Gateway Sites include

- 2 Market Road, Sunshine
- 3-11 Market Road, Sunshine

Sunshine Industrial Precinct

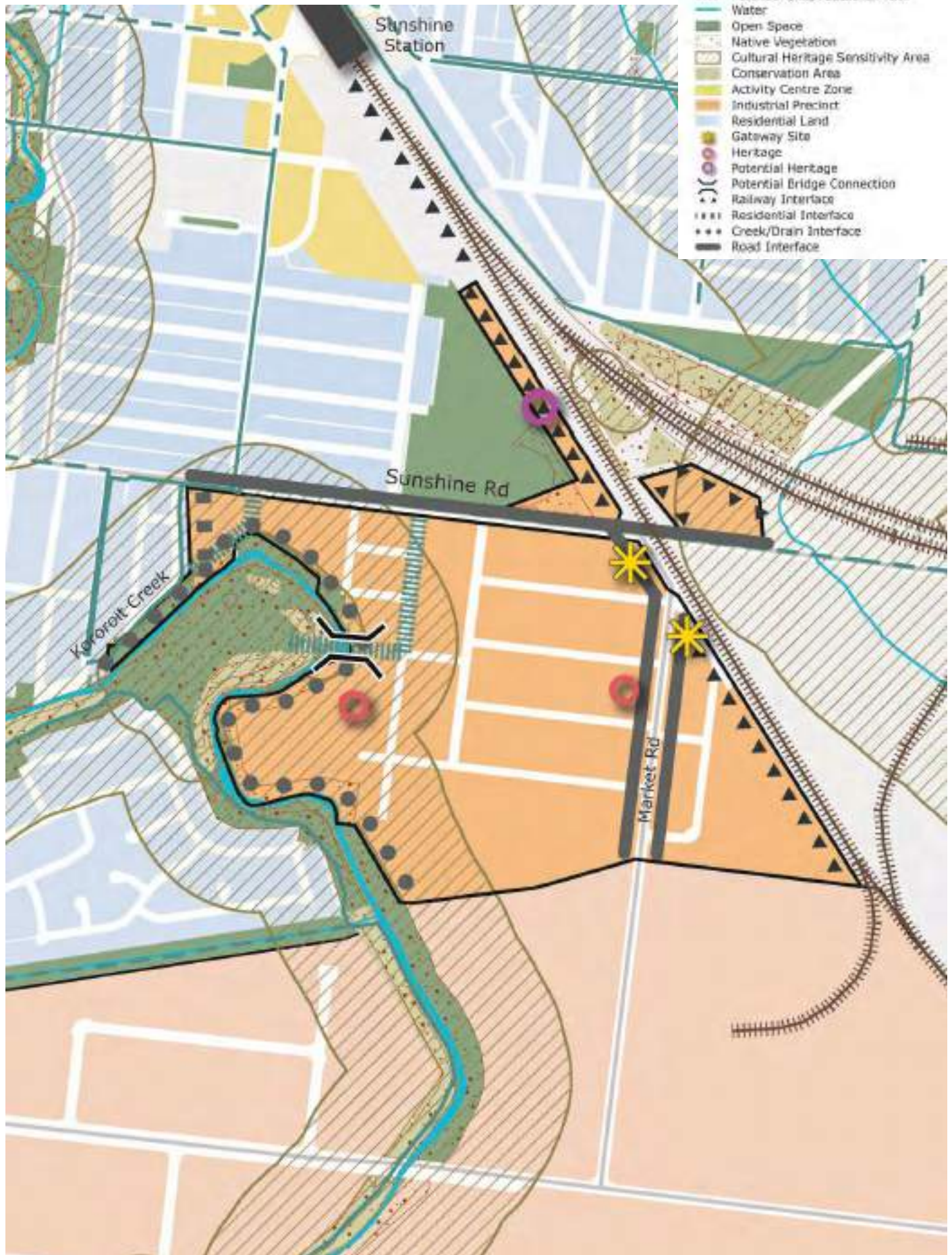


Figure 31: Sunshine Industrial Precinct



1.5 Derrimut

Front Setback

- Provide a minimum 6m setback to an office component and minimum 9m setback for a warehouse component. However, a 3m setback is acceptable where the car parking and loading areas are entirely setback behind the office façade.
- A 20m front setback, (landscaped for 9m from the site frontage) is required to:
 - Mt Derrimut Road (south of the Western Freeway);
 - Boundary Road; and
 - Fitzgerald Road
- A 9m front setback is required to Mt Derrimut Road north of the Western Freeway
- Provide a minimum 3m landscaping buffer at the frontage of the site
- Structures over pedestrian entries can protrude into the front setback.

Secondary Frontage (corner lots)

- For corner lots, provide a minimum 3m setback to each street frontage except where a greater setback is identified as follows:
 - 20m to Mt Derrimut Road (south of Western Freeway), Fitzgerald Road and Boundary Road
 - 5m to Robertsons Road.
- Any secondary frontage setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees, in line with planting guidance.

Side and Rear Setbacks

- Buildings (except where adjacent to a conservation reserve) are to be built to side and rear boundaries or be setback a minimum of 2m.
- A minimum 3m side or rear setback is required for interfaces with a creek, or drainage reserve.
- A minimum 5m side or rear setback is required to Robertsons Road.
- Any side or rear setback (other than to a conservation reserve) must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees.
- A minimum 6m built form, side or rear setback is required to an interface with a conservation reserve. The setback area must be completely sealed and kept clear for emergency vehicle access.
- Side and rear walls visible from Tillburn Road, a railway line, a drainage reserve, conservation reserve or the Western Freeway must be articulated, textured and painted to address the interface, with graffiti proof paint applied to 3m above ground level where walls are accessible from the public realm.
- Lots greater than 2000sqm should provide a minimum 2m landscaped side setback to car parking areas.

Gateway Sites include

- 180 Park West Drive, Derrimut
- 10 Park West Drive, Derrimut
- 4 Castro Way, Derrimut
- 176 Swann Drive, Derrimut
- 571 Mt Derrimut Road, Derrimut
- 392 Boundary Road, Derrimut

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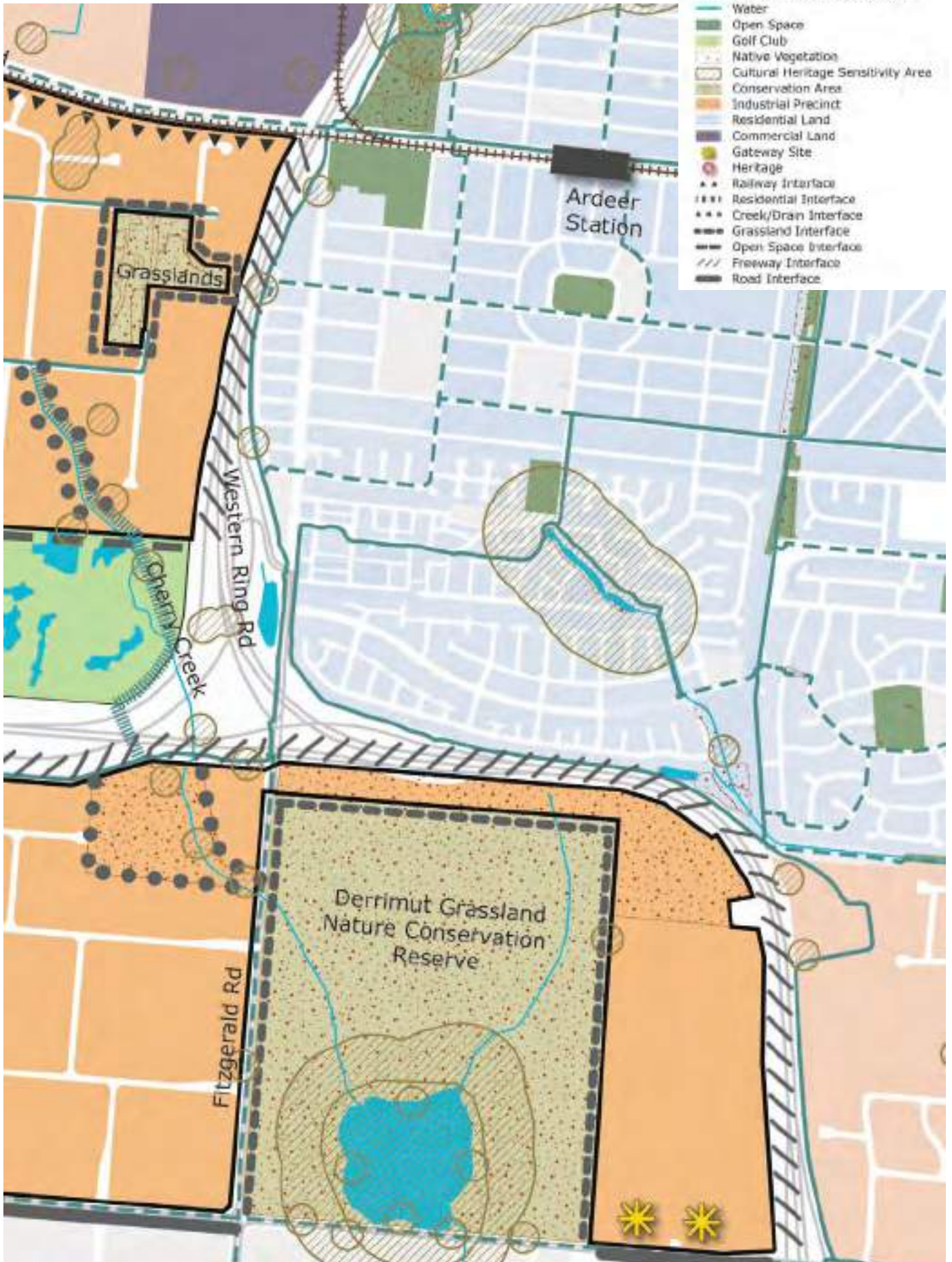
Derrimut Industrial Precinct



Figure 32: Derrimut Industrial Precinct

LEGEND

- Precinct Boundary
- Major Road
- ++++ Train Line
- Existing Bike Path
- - - Proposed Bike Path
- |||| Potential Bike/Pedestrian Path
- Water
- Open Space
- Golf Club
- Native Vegetation
- Cultural Heritage Sensitivity Area
- Conservation Area
- Industrial Precinct
- Residential Land
- Commercial Land
- Gateway Site
- Heritage
- ▲▲ Railway Interface
- |||| Residential Interface
- Creek/Drain Interface
- |||| Grassland Interface
- Open Space Interface
- /// Freeway Interface
- Road Interface



1.6 Tullamarine

Front Setback

- Provide a minimum 6m setback to an office component and minimum 9m setback for a warehouse component. However, a 3m setback is acceptable where car parking and loading areas are entirely setback behind the office façade.
- For lots fronting Tullamarine Park Drive & Sharps Road, provide a minimum 9m setback for an office component and minimum 20m setback for the remainder of the built form.
- Provide a minimum 3m landscaping buffer at the frontage of the site.
- Provide a minimum 5m landscaping buffer along a frontage opposite residential uses.
- Structures over pedestrian entries can protrude into the front setback.

Secondary Frontage (corner lots)

- Provide a minimum 3m setback to the secondary frontage unless specified as follows:
 - 5m to Tullamarine Park Drive
 - 5m where there is an interface to a residential area or railway line.
- Any secondary frontage setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees, in line with planting guidance.

Side and Rear Setbacks

- Buildings are to be built to side and rear boundaries or be setback a minimum of 2m.
- A minimum 3m setback to the side or rear boundary is required where there is an interface to a drainage reserve or creek.
- Side and rear walls visible from Steele Creek, Airport Drive or the Western Ring Road must be articulated, textured and painted to address the interface with graffiti proof paint applied to 3m above ground level where walls are accessible from the public realm.
- Lots greater than 2000sqm should provide a minimum 2m landscaped side setbacks to car parking areas.

Gateway Sites include

- 2 Tullamarine Park Road, Tullamarine
- 1 Tullamarine Park Road, Tullamarine
- 38-40 Tullamarine Park Road, Tullamarine
- 43-45 Tullamarine Park Road, Tullamarine

Tullamarine Industrial Precinct

Figure 33: Tullamarine Industrial Precinct



1.7 Keilor Park

Front Setback

- Provide a minimum 6m setback to lots fronting Keilor Park Drive.
- Provide a minimum 3m setback for lots less than 1750sqm or minimum 4m setback for lots greater than 1750sqm.
- Provide a minimum 3m landscaped setback to the frontage of all lots.
- Structures over pedestrian entries can protrude into the front setback.

Secondary Frontage (corner lots)

- Provide a minimum 3m setback to the secondary street frontage for all corner lots.
- Any secondary street frontage setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees, in line with planting guidance.

Side and Rear Setbacks

- Buildings are to be built to side and rear boundaries or be setback a minimum of 2m.
- A minimum 3m setback to the side or rear boundary is required where there is an interface to the Maribyrnong River.
- Any secondary frontage setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees.
- Side and rear walls visible from a residential area or the Maribyrnong River must be articulated, textured and painted to address the interface with graffiti proof paint applied to 3m above ground level where walls are accessible from the public realm.
- Lots greater than 2000sqm should provide a minimum 2m landscaped side setback to car parking areas.

Gateway Sites include

- 79 Keilor Park Drive, Keilor Park
- 1-9 Thompsons Road, Keilor Park
- 25 Keilor Park Drive, Keilor Park
- 27 Keilor Park Drive, Keilor Park

Keilor Park Industrial Precinct



Figure 34: Keilor Park Industrial Precinct



1.8 Kealba

Front Setback to Malcolm Court

- Provide a minimum 9m setback.
- Provide a minimum 3m landscaped front setback.
- Structures over pedestrian entries can protrude into the front setback.

Secondary Frontage (corner lots Sunshine Ave and Malcom Court)

- Provide a minimum 3m secondary frontage setback to Malcolm Court.
- Provide a minimum 5m secondary frontage setback to Sunshine Avenue.
- Any secondary frontage setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees, in line with planting guidance.

Side and Rear Setbacks for Malcolm Court

- Buildings are to be built to side and rear boundaries or be setback a minimum of 2m.
- A minimum 3m setback to the side or rear boundary is required where there is an interface to the Maribyrnong River.
- Any secondary frontage setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees.
- Side and rear walls abutting the Maribyrnong River must be articulated, textured and painted to address the interface with graffiti proof paint applied to 3m where external walls are accessible from the public realm.
- Lots greater than 2000sqm should provide a minimum 2m side setback to car parking areas.

Sunshine Landfill Site

- Existing landscaped buffers to the Sunshine Landfill are to be maintained and where possible enhanced through infill planting of species of varying heights and forms.

55 Main Road East

- Provide a minimum 6m setback to all street frontage.
- Provide a minimum 3m landscaped setback to all street frontages.

Gateway Sites

- 1 Malcolm Court, Kealba
- 100 Sunshine Ave, Kealba

Kealba Industrial Precinct

Figure 35: Kealba Industrial Precinct



1.9 Keilor East

Front Setback

- Provide a minimum 6m setback for an office component and a minimum 9m setback to a warehouse component. However, a 3m setback is acceptable where car parking and loading areas are entirely setback behind the office façade.
- Provide a minimum 20m setback for lots fronting Keilor Park Drive.
- Provide a minimum 3m landscaped setback from the site frontage.
- Structures over pedestrian entries can protrude into the front setback.

Secondary Frontage (corner lots)

- For corner lots less than 2000sqm, development can occur to the boundary of the secondary frontage. The wall on the boundary must be treated with high quality finishes and provide some visual interest.
- Where a setback to a secondary street frontage is proposed on lots less than 2000sqm it must be a minimum of 3m.
- A minimum 3m setback to the secondary frontage is required for all lots greater than 2000sqm or where there is an interface to a residential area or railway line.
- Any secondary frontage setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees, in line with planting guidance.

Side and Rear Setbacks

- Buildings are to be built to side and rear boundaries or be setback a minimum of 2m.
- A minimum 3m setback to the side or rear boundary is required where there is an interface to a residential area or railway line.
- Any side or rear setback must be entirely landscaped with a mixture of ground cover, shrubs and canopy trees.
- Side and rear walls abutting a residential area or railway line must be articulated, textured and painted to address the interface with graffiti proof paint applied to 3m where external walls are accessible from the public realm.
- Lots greater than 2000sqm should provide a minimum 2m landscaped side setback to car parking areas.

Gateway Sites include

- 1-5 Slater Parade, Keilor East
- 2B Slater Parade, Keilor East
- 50 Exchange Close, Keilor East

Keilor East Industrial Precinct



Figure 36: Keilor East Industrial Precinct



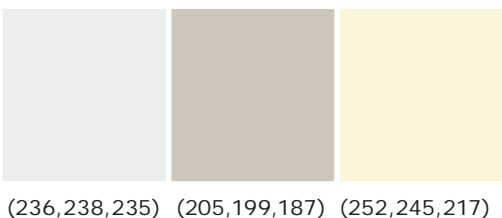
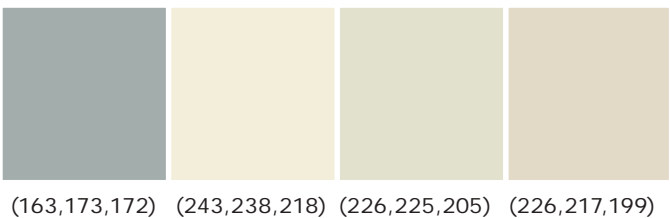
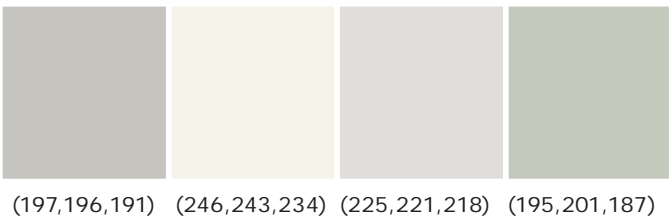
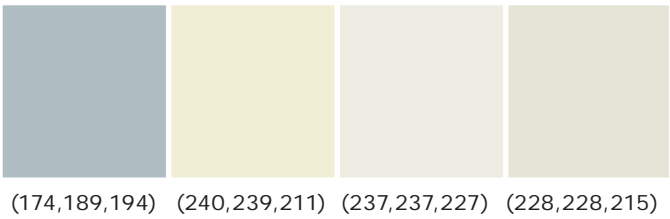


Appendix

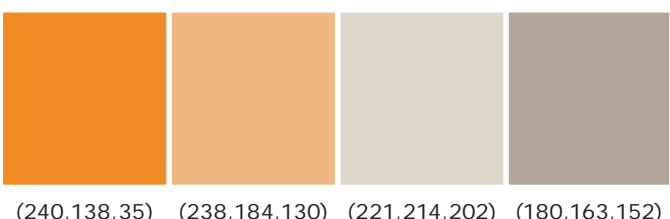
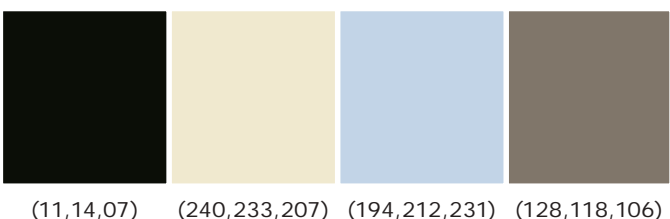
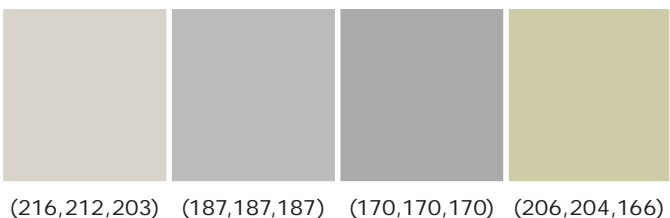
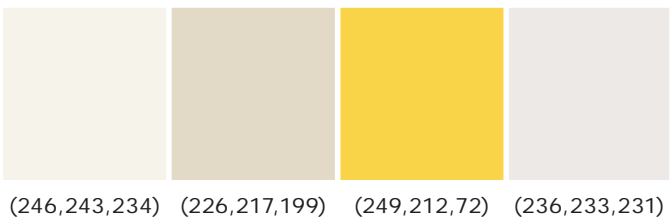
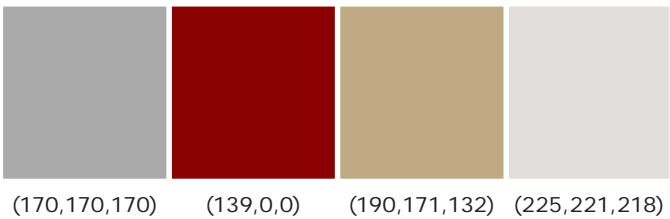
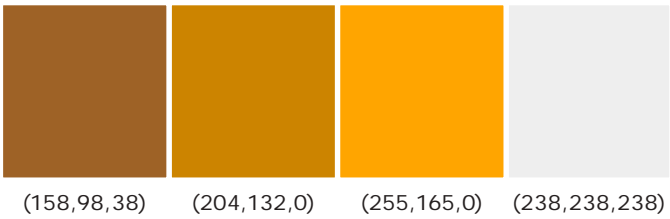


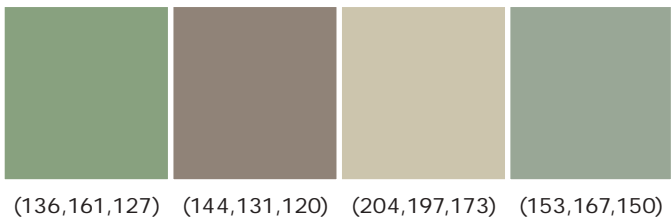
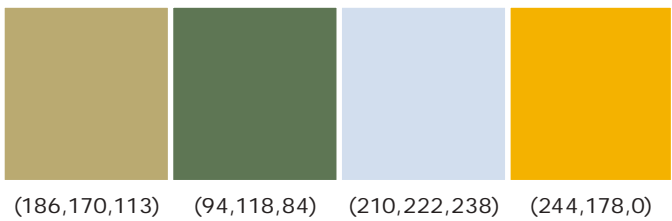
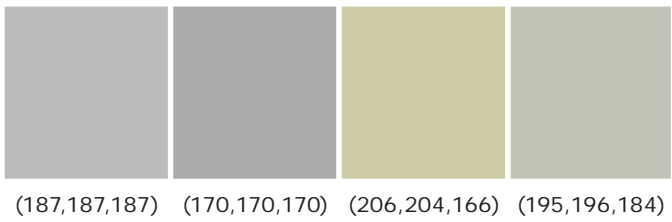
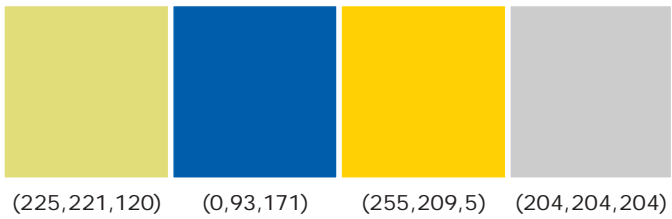
1.1 Colour Palette

Example one

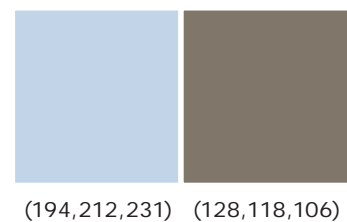
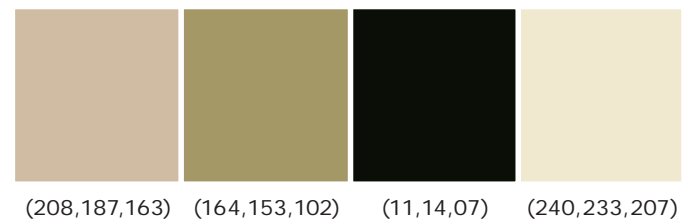
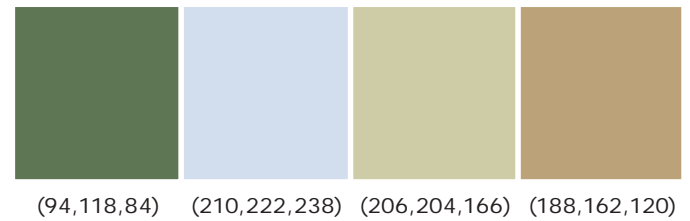
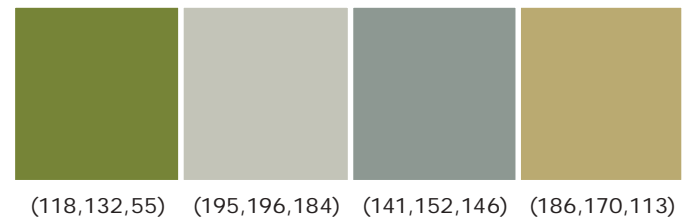
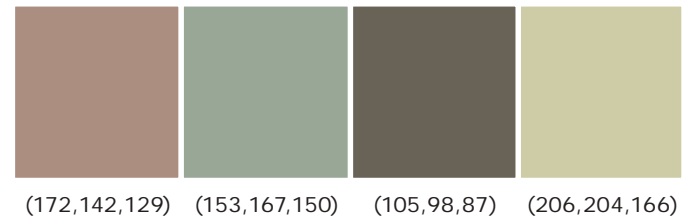
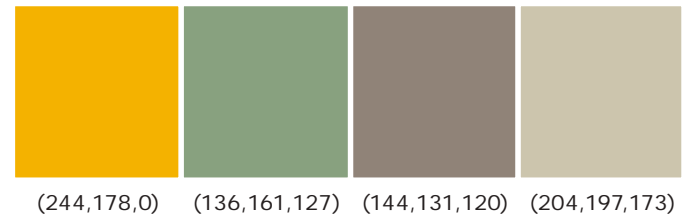


Example two

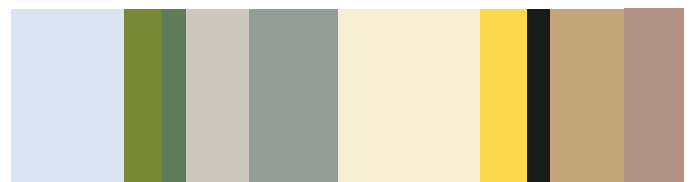
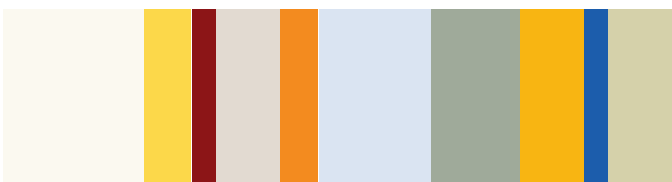




Example three



Example hierarchy



1.2 Planting Species

Trees

Small Trees <6m	Native	Nature Strip/Location				Foliage		Dimensions	
		Less than 2m	2m-4m	4m+	Under Power Lines	EG	D	H	W
	Acacia pendula 'Weeping Myall'	✓			✓	✓		6	6
	Agonis flexuosa 'Willow Myrtle'	✓			✓	✓		6	6
	Angophora hispida 'Dwarf Apple'	✓			✓	✓		6	5
	Callistemon (Kings Park Special) 'Bottle Brush'	✓			✓	✓		4	4
	Callistemon salignus 'White Bottle Brush'	✓			✓	✓		6	3
	Exotic								
	Lagerstroemia hybrids 'Crepe Myrtle'	✓			✓		✓	5	3
	Prunus cerasifera (Nigra) 'Black Cherry Plum'	✓			✓		✓	5	4
	Pyrus calleryana cultivars 'Ornamental Pear'	✓			✓		✓	6	5



Corymbia citridora



Lophostemon confertus

Medium Trees 6m-10m	<i>Native</i>	<i>Nature Strip/Location</i>				<i>Foliage</i>		<i>Dimensions</i>	
		Less than 2m	2m-4m	4m+	Under Power Lines	EG	D	H	W
	Allocasuarina verticilata 'Drooping sheoak'		✓			✓		8	4
	Corymbia eximia 'Yellow Bloodwood'		✓		✓	✓		9	7
	Lophostemon confertus 'Brush Box'		✓		✓	✓		10	8
	Melia azedarach 'White Cedar'		✓		✓	✓	✓	10	8
	<i>Exotic</i>								
	Fraxinus raywood 'Claret Ash'		✓				✓	10	8
	Fraxinus pennsylvanica var. 'Urbanite/Cimmaron'		✓				✓	10	8
	Pistacia chinensis 'Chinese Pistachio'		✓		✓		✓	8	8
	Pyrus ussuriensis 'Manchurian Pear'		✓		✓		✓	8	8
	Ulmus parvifolia 'Chinese Elm'		✓		✓		✓	10	10
	Zelkova serrata 'Japanese Elm'		✓		✓		✓	10	8

Large Trees >10m	<i>Native</i>	<i>Nature Strip/Location</i>				<i>Foliage</i>		<i>Dimensions</i>	
		Less than 2m	2m-4m	4m+	Under Power Lines	EG	D	H	W
	Angophora costata 'Smooth-barked Apple'			✓		✓		15	10
	Corymbia citriodora 'Lemon-scented Gum'			✓		✓		15	10
	Corymbia maculata 'Spotted Gum'			✓		✓		18	10
	Eucalyptus mannifera 'Brittle Gum'			✓		✓		15	10
	Eucalyptus melliodora 'Yellow Box'			✓		✓		15	10
	Eucalyptus nicholii 'Narrow Leaved Peppermint'			✓		✓		15	8
	Eucalyptus polyanthemos 'Red Box'			✓		✓		12	8
	Eucalyptus scoparia 'White Gum'			✓		✓		12	8
	Eucalyptus sideroxylon sp. 'Iron Bark'			✓		✓		15	10
	Grevillea robusta 'Silky Oak'			✓		✓		16	8
	<i>Exotic</i>								
	Platanus x acerifoia 'London Plane Tree'			✓			✓	12	10
	Quercis palustris 'Pin Oak'			✓			✓	15	8
	Quercus robur 'English Oak'			✓			✓	12	10

Shurbs

<i>Native</i>	<i>Exotic</i>
Grevillea rhyolitica x juniperina	Artemesia 'Powis Castle'-Lavandula sp
Correa pulchella/ alba	Lavandula sp.
Westringia fruticosa 'Grey Box'	Euphorbia wulfenii
Calothamnus quadrifidus & Dwarf form	Gaura lindheimeri
Eremophila maculata compacta	Rhaphiolepis 'Snow Maiden'
Eremophila maculata aurea	Rosmarinus officinalis
Dodonaea viscosa	Nandina domestica
Westringia fruticosa 'Jervis Gem'	
Acacia cognata 'Limelight'	



***Westringia fruticosa* 'Grey Box'**



***Lavandula* sp.**

Groundcovers & Climbers

<i>Native</i>	<i>Exotic</i>
Myoporum parvifolium	Arctotis sp.
Disphyma crassifolium	Convolvulus cneorum
Scaevola humilis	Limonium perezii
Ajuga	Nepeta 'Walkers Low'
Fan Flower (Scaevola)	Creeping Thyme (Thymus praecox)
Kidney Weed (Dichondra repens)	Trachelospermum asiaticum
Hardenbergia violacea	Spanish Shawl (Heterocentron elegans)
Pandorea pandorana	Gazania hybrid (sterile cultivar)
Carpobrotus modestus	Lamb's Ear (Stachys byzantina)
Brachyscome multifida	Star Jasmine
Hibbertia scandens	



Myoporum parvifolium



Star Jasmine

Grasses/Strap-Leaves

<i>Native</i>	<i>Exotic</i>
Austrostipa stipoides	Liriope muscari 35
Anigozanthus flavidus	
Lomandra longifolia	
Lomandra 'Lime Tuff'	
Lomandra 'Tanika'	
Dianella revoluta	
Ficinia nodosa	
Poa labillardieri	
Poa poiformis	
Poa 'Eskdale'	
Themeda triandra	



Lomandra longifolia



Liriope muscari (with purple flowers)

Brimbank City Council

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