

Planning and Environment Act 1987

MELTON PLANNING SCHEME

AMENDMENT C174

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Melton City Council, which is the planning authority for this amendment.

The Amendment has been made at the request of Melton City Council.

Land affected by the Amendment

The Amendment applies to all land located in an Industrial 1 or 3 Zone or a Commercial 2 Zone.

The Amendment also applies to all land subject to the Urban Growth Zone where the applied zone is an Industrial 1 or 3 Zone or a Commercial 2 Zone, where there is no approved Urban Design Framework.

What the amendment does

The Amendment implements the recommendations of the *City of Melton Industrial Design Guidelines, March 2016* by amending the Municipal Strategic Statement and the Local Planning Policy Framework.

The Amendment inserts a new planning objective related to creating industrial areas which are attractive and desirable places in which to work and do business in Clause 21.03-2.

The Amendment will insert a new Clause 22.15 Industrial Design Guidelines to give effect to the *City of Melton Industrial Design Guidelines, March 2016*.

Strategic assessment of the Amendment

Why is the Amendment required?

The amendment is required to implement the objectives and recommendations of the *City of Melton Industrial Design Guidelines, March 2016*, adopted by Council on 4 April 2016.

The Industrial Design Guidelines establish a set of design principles for industrial subdivisions and industrial developments in the City of Melton. They will ensure that a high level of amenity and functionality is achieved.

By embedding the principles of the Industrial Design Guidelines into the Melton Planning Scheme the following objectives can be met:

- Encourage high quality industrial development
- Encourage principles of environmental sustainability within industrial developments
- Facilitate consistency in built form outcomes throughout the municipality
- Provide appropriate benchmarks for development in industrial areas
- Provide a framework for clear decision making.

Industry is a key contributor to the City of Melton's employment base. The appearance and amenity of industrial areas can influence decisions to do business or work in the City of Melton.

How does the Amendment implement the objectives of planning in Victoria?

The amendment implements the following objectives of planning in Victoria as set out in Section 4(1) of the *Planning and Environment Act 1987*:

- To provide for the fair, orderly, economic and sustainable use, and development of land;
- To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- To facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e); and
- Balances the present and future interests of all Victorians.

The amendment seeks to create industrial estates that are attractive and desirable places in which to do business and work.

The amendment seeks to facilitate the orderly development of industrial land for the purpose of generating employment, whilst ensuring that external amenity impact of development is minimised for surrounding land uses and on the natural environment.

How does the Amendment address any environmental, social and economic effects?

Industry is a key contributor to the City of Melton's employment base. The appearance and amenity of industrial areas can influence decisions to do business or work in the City of Melton.

Well designed industrial areas positively affect the amenity and appearance of the City. It is important that industrial areas are well designed to attract investment by business, and to minimise adverse amenity impact on surrounding residential and sensitive uses.

Industrial areas within the City of Melton play an important role in the economy. The Industrial Design Guidelines seeks to ensure that industrial areas can develop so they are functional, attractive and sustainable.

The proposed Clause 22.15 Policy seeks to ensure the following:

- The amendment details appropriate urban design for identified gateways (along main roads and rail corridors) which aims to facilitate greater economic activity by improving the City's image.
- The amendment will make a social improvement to the community, as the improved urban design will create amenity for residents, visitors and those travelling through the City of Melton. This will help to improve the perception of the City of Melton as an attractive place to work and do business.
- The amendment will help to create positive interface between industrial and residential areas.
- The amendment embeds environmental sustainability principles, which seek to reduce energy consumption through the consideration of solar access when designing industrial subdivisions and development, conserving consumption of energy and water, and the control of noise and emissions.
- The amendment promotes the use of landscaping to improve the appearance of industrial areas, to reduce heat-island effect which is created by large areas of hardstand, and improving water quality runoff from industrial sites.
- The amendment promotes the creation of well connected and legible pedestrian, cyclist and street networks.

Does the Amendment address relevant bushfire risk?

There are no bushfire risk considerations relevant to this amendment.

Does the Amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The proposed amendment is consistent with the Ministerial Direction on the Form and Content of Planning Scheme and Ministerial Direction No. 11 - Strategic Assessment Guidelines.

Ministerial Direction No. 15 – The Planning Scheme Amendment Process has been used in the preparation of this amendment.

How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?

Clause 17.02 of the SPPF deals with Industry.

Clause 17.02-1 of the SPPF sets strategies for Industrial Land Development:

- *To protect and carefully plan existing industrial areas to, where possible, facilitate further industrial development.*
- *Encourage industrial uses that meet appropriate standards of safety and amenity to locate within activity centres.*

The proposed new Clause 22 Policy within the Melton Planning Scheme will go directly towards furthering these strategies.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment implements the recommendations of the *City of Melton Industrial Design Guidelines, March 2016* by supporting existing clauses in the Municipal Strategic Statement and amending the Local Planning Policy Framework (LPPF) by inserting a new clause at 22.15 – Industrial Design Guidelines.

Municipal Strategic Statement

The amendment is consistent with the MSS which recognises that the employment of base in the City of Melton is rapidly growing. Industrial development is occurring in Melton Township and in the eastern part of the municipality.

The amendment supports the following planning objectives in Clause 21.03-2 in the MSS:

- **A Sustainable Environment** – *To protect and conserve the environmental resources and assets of the City for the benefit of current and future communities.*
- **Urban Development – Staging and Patterns** – *To ensure that infrastructure is designed and provided in an efficient and timely manner and the development of urban areas reflect sound planning principles and practices.*
- **Employment** – *To create an environment conducive to economic growth and wealth creation.*

Local Planning Policy Framework

The amendment is consistent with the Sustainable Environment Policy at Clause 22.02 which seeks to protect and conserve environmental resources and assets. The policy encourages developers to retain wetlands and creeks in the design of new estates, and creek frontages should be retained for public open space in urban areas.

The amendment is consistent with the Urban Development Policy at Clause 22.04 which seeks to discourage proposals adjacent to freeways and highways which result in a lessening in appearance and visual amenity of the areas, or extends linear or ribbon forms of development.

The amendment is consistent with the Employment Policy at Clause 22.05 which recognises that the City of Melton has a small but evolving employment base. The expansion of local employment is necessary to ensure the development of a viable and sustainable community in the long term. The following policy objectives are relevant to this amendment:

- *To attract a range of new industry and employment-generating uses to the municipality.*
- *To co-ordinate the development and location of commercial centres, industrial areas and other employment opportunities in the municipality so that the length and frequency of vehicle trips is minimised.*

Does the Amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper uses of the Victoria Planning Provisions by implementing the recommendations in the *City of Melton Industrial Design Guidelines, March 2016* by introducing a new policy in the LPPF of the Melton Planning Scheme.

How does the Amendment address the views of any relevant agency?

In the development of the Industrial Design Guidelines that were adopted by Council in April 2016, Council sought the opinions of the Victorian Planning Authority, Melbourne Water, Public Transport Victoria (PTV), VicRoads (the Roads Corporation), and VicTrack. Comments were received from PTV

and VicTrack and changes were made to the Industrial Design Guidelines in response to the concerns raised by these agencies.

The comments received from these agencies were incorporated into the Industrial Design Guidelines before they were adopted.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

There is no impact on the transport system as a consequence of this amendment.

Resource and administrative costs

• **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment will not result in additional planning permit applications being lodged with Melton City Council.

The amendment will provide greater certainty on how Council will exercise its discretion when considering applications for industrial subdivision, and the development of land in industrial areas. This will result in improved clarity for all parties on Council's expectations when lodging applications for industrial development in existing areas.

For these reasons, Council does not expect the amendment will result in any increase in resource or administrative costs for Council.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Melton Civic Centre
232 High Street
Melton

Caroline Springs Civic Centre / Library
193-201 Caroline Springs Boulevard
Caroline Springs

The Amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.delwp.vic.gov.au/public-inspection.

Submissions

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by 27 April 2018.

A submission must be sent to

Manager City Design, Strategy and Environment
Melton City Council
PO Box 21
MELTON VIC 3337

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: week commencing 23 July 2018
- panel hearing: week commencing 20 August 2018

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21.03-1 Planning Vision

24/07/2014
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Based on the snapshot, and on the identified issues, the following overarching vision is presented for the City to the year 2015.

The Council believes that urban development within the City will occur within the Urban Growth Boundary and will be supported by small villages (with constrained boundaries) all of which are surrounded and supported by non-urban land which fulfills a variety of agricultural, environmental, visual and tourist functions which Council is invigorating through innovative practices and environmental incentives.

The following **general vision** for the City until the year 2015 is provided to support this overarching position.

By 2015, **Melton township** will have continued to grow steadily and should contain in the order of 20,000 households. It is likely that there will be some differentiation in housing types, with a greater emphasis being placed on medium density housing (to cater for a steadily ageing population) in the centre of town and in Melton South. The development of the Toolern Precinct Structure Plan area will have begun, marking an important stage in Melton's future growth. The Hillside and Burnside estates in the Eastern Corridor will be thriving communities in their own right. Development in Caroline Springs and its town centre will be nearing completion. Shopping centres such as the Banchory Grove Activity Centre and the Bellevue Hill Neighbourhood Centre will have been developed providing their communities with a range of shopping and personal services. Community facilities such as children's services will have co-located with these centres, providing focal points for local residents.

The residential communities located in Melton Township and the Eastern Corridor are complemented by the small townships and settlements of Diggers Rest, Toolern Vale, Rockbank, and Eynesbury.

The employment base of Melton will have broadened considerably. Melton, Toolern and the Eastern Corridor's commercial areas will provide significant employment in the retail and personal services areas. Industrial employment will have increased with areas such as Burnside and parts of Toolern providing much of the impetus for this growth. Melton's rural areas will offer significant opportunities for intensive agriculture such as fruit and vegetables. Home-based businesses will be more commonplace.

The hills to the north of Melton township will continue to be protected from inappropriate development. Initiatives such as Landcare, Council's Environmental Enhancement Policy and sensible planning controls will have encouraged further regeneration to occur. Ridge tops and volcanic cones will have been preserved and creek and watercourses protected and included in Council's open space networks.

21.03-2 Planning Objectives

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In support of this overarching vision, the following are Melton City Council's **key land use planning objectives**. These objectives explicitly address each of the identified key issues and they underline Council's decision making and strategic thinking for the municipality. The objectives are further developed as the basis for local policy statements at Clause 22. The planning objectives are:

Residential Land Use

To create sustainable and livable communities that are attractive and desirable places in which to live.

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To recognise the importance of housing diversity in achieving Council's commitment to a 'Sustainable City'.

A Sustainable Environment

To protect and conserve the environmental resources and assets of the City for the benefit of current and future communities.

Recreation and Open Space Networks

To provide recreation and open space networks that cater for a variety of lifecycle needs.

Urban Development - Staging and Patterns

To ensure that infrastructure is designed and provided in an efficient and timely manner and the development of urban areas reflect sound planning principles and practices.

Employment

To create an environment conducive to economic growth and wealth generation.

[To create industrial areas that are attractive and desirable places in which to do business and work.](#)

Retailing

To encourage the growth and development of vibrant and dynamic retail centres.

Transport and Movement

To develop an efficient and integrated transport infrastructure that allows people choice about how they move within and through the City.

Rural Land Use

To preserve the integrity of the City's rural land for sustainable and efficient rural land use.

Areas of Historical, Cultural and Environmental Significance

To protect and enhance areas of environmental, historical and cultural significance and sensitivity.

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22.15 INDUSTRIAL DESIGN GUIDELINES--/20--
C174

This policy applies to all applications for industrial subdivision and buildings and works on land located in an Industrial 1 or 3 Zone or a Commercial 2 Zone.

This policy also applies to all industrial development on land in the Urban Growth Zone, where the applied zone is an Industrial 1 or 3 Zone or a Commercial 2 Zone, and there is no approved Urban Design Framework.

22.15-1 Policy Basis--/20--
C174

Industry is a key contributor to the City of Melton's employment base. The appearance and amenity of industrial areas can influence decisions to conduct business or work in the City of Melton.

Well designed industrial areas positively affect the amenity and appearance of the City. It is important that industrial areas are well designed to attract investment by business, and to minimise adverse amenity impact on surrounding residential and sensitive uses.

The policy will support the creation of industrial areas that are functional, attractive and sustainable.

22.15-2 Objectives--/20--
C174

To facilitate the development of industrial subdivisions that respond to the local characteristics of their site and its context.

To ensure industrial subdivisions cater to a variety of potential business types and sizes.

To ensure that the subdivision of industrial land provides lots of adequate size to achieve appropriate access, landscaping and built form outcomes.

To ensure that new industrial development is well designed and enhances the visual amenity of the area.

To establish and maintain a high quality industry environment that attracts businesses, workers and visitors to the City of Melton's industrial estates.

To encourage principles of environmental sustainability within industrial developments.

To facilitate consistency in built form outcomes throughout the municipality.

22.15-3 Policy--/20--
C174

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

22.15-4 Subdivision Design--/20--
C174**Subdivision Application Requirement - Site and Contextual Analysis**

Applications for subdivision must be accompanied by an analysis of the site and surrounds showing, as appropriate:

- Site shape, dimensions and size.
- Surrounding land uses (proposed and existing).
- Access points.
- Existing and future transport networks (where available) including road, public transport, cyclist and pedestrian routes.
- Surrounding built form character, including building heights and setbacks.
- The topography and physical features of the site including significant vegetation and natural features.

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- Areas of Aboriginal Cultural Heritage Sensitivity.
- Drainage and areas of flooding.
- The location of easements and utilities including electricity, gas, water, sewer, and telecommunications infrastructure.
- Views to and from the site.
- Climatic considerations, including prevailing winds and solar access.

Subdivision Requirement - Street Network

The design of the street network should be easy to navigate and provide an efficient grid network of connecting streets. The street network should be designed to:

- Provide a street network that is permeable and easy for vehicles, cyclists and pedestrians to navigate.
- Provide a separation between industrial and residential uses.
- Facilitate buildings that address areas of the public realm (such as streets, waterways, railways lines, conservation areas, and public open space) to improve passive surveillance and avoid significant and unsightly blank interfaces.
- Orientate streets to be north-south and east-west to promote passive solar design.
- Provide a local road hierarchy that caters for all road users including heavy vehicles, buses, cars, cyclists and pedestrians.
- Discourage heavy vehicle traffic from entering adjoining residential streets.

Subdivision Requirement - Lot Layout and Design

Industrial subdivisions should:

- Create lots that are regular in shape and square to the street.
- Create a variety of lot sizes, ensuring lots are large enough to accommodate natural features, access, landscaping and built form outcomes.
- Orientate lots so the primary frontage is to the higher order street.
- Design the lot layout to ensure buildings have sufficient frontage to positively address areas of the public realm such as streets, main roads, rail corridors, waterways, conservation areas, and public open space.
- Provide a landscaped central median or service road if the proposed subdivision adjoins a residential area, to provide a buffer between the two land uses.
- Where street frontage lots screen lots at the rear, the office and pedestrian entry of the rear lots should be visible from the main street frontage.
- Create lots that enable buildings to be sited and aligned for solar efficiency.

22.15-5 Development Design

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Building Setbacks

All development should enhance the streetscape character. New development should:

- Respond to the predominant front setbacks of surrounding buildings. Structures over pedestrian entries (such as canopies) can protrude into the setback.
- Provide a minimum three metre building setback where there are no existing setbacks on surrounding properties.
- Provide a minimum five metres setback where an industrial area has an interface to a residential area.
- Provide a minimum five metre setback where an industrial area has an interface with a road identified as a Road Zone Category 1 (RDZ1).

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- Provide a minimum three metre building setback to each street frontage on corner lots.
- Avoid providing loading areas at the front of the property. Where it is demonstrated that this cannot be complied with, a five metre landscaping setback must be provided to screen any loading areas from street view.

Building Design

The design of buildings should be attractive and engage with the streetscape. New development should:

- Locate customer service, retail / showroom and office areas at the front of the building so they are clearly visible from the primary street frontage and visitor parking areas.
- Provide opportunities for street activation and passive surveillance, such as the incorporation of substantial window glazing facing street frontages.
- Place feature treatments at the corner which addresses both street frontages, where a lot is a corner allotment.
- Provide articulation and visual interest to the areas of built form that will be visible from the public domain, including side and rear facades.
- Integrate exterior elements such as utilities into the design of the building (including fire hydrant boosters, plumbing, heating and ventilation).
- Locate roof top services (such as lift overruns, solar panels, and air conditioning units) out of sight from the public domain, or screen them from view by extending the height of the parapet.

Building Height

Building heights must respond to the scale of built form in the area.

If an industrial or warehouse building proposes an office component, the office component should be at least 40% of the height of the main building.

Building Materials and Finishes

New development should:

- Avoid blank walls and facades through the provision of glazing, variation in building alignments, feature cladding, detailing, materials, finishes and colours.
- Provide a schedule of colours, materials and finishes that enhance variation and interest in the built form and are consistent with the character of the area.
- Use external materials that have low reflectivity.
- Avoid the use of untreated concrete panels.
- Consider the use of translucent sheeting in the building design on northern and southern facades of large format buildings.

Outdoor Storage

External plant, service yards and outdoor storage areas should be located at the side or rear of the lot where it can be screened from view by the building. Where it is not possible to locate these elements at the side or rear of the lot, screening in the form of high quality fencing and landscaping should be provided.

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Parking Areas and Cycling Facilities

The site layout should be designed so car parking, loading and servicing are provided at the side or rear of the lot.

Car parking areas should be designed to:

- Separate pedestrian circulation from vehicular movements wherever possible.
- Provide passive irrigation to landscaped areas within the allotment.
- Visitor parking should be provided close to the office entry, and provided with clear directional signage.

Fencing

The use of landscaping rather than fencing is encouraged to delineate the front and side boundaries of a lot. Where a fence is proposed it should:

- Be no higher than 1.5 metres in height.
- Be designed and use materials which are compatible with the character of the site and surrounding development.
- Be transparent and unobtrusive, to allow clear views between the public domain (streets, parks or waterways) and the site.

If high security fencing is required, it should avoid the use of razor or barbed wire, and be located at (or behind) the front building line, with additional landscaping between the fencing and the front lot boundary.

Landscaping

Landscaping should be provided to enhance on-site amenity and the streetscape setting.

A landscape strip with a minimum depth of three metres should be provided within the front setback. This should be increased to five metres where the site has a residential interface or is a located on a main road.

A landscape strip with a minimum depth of five metres should be provided along the boundary of a site where there is a residential interface.

Landscaping should:

- Be provided along street frontages, and adjacent to waterway reserves.
- Be low maintenance and hardy.
- Incorporate a mix of trees, low shrubs and ground covers.
- Ensure that ground level views to and from the public domain remain unobscured when the vegetation is mature.
- Ensure utilities such as fire hydrant boosters are designed to be an integral part of the landscape or built form to minimise visual impact.

22.15-6

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C174

Interface Areas**Interface with Residential Areas**

New development in industrial areas with a direct interface to land which is zoned for residential purposes should be designed to:

- Respond to the heights of the adjoining residential area. The office should be limited to a maximum height of seven metres, and the main building should be limited to a maximum height of nine metres.
- Provide loading areas away from the boundary adjoining the residential area.

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Interface with Main Roads and Railway Corridors

New development should present in an attractive and unobtrusive manner in high exposure locations. New development along high exposure traffic corridors (such as roads identified in the Melton Planning Scheme as a Road Zone Category 1, or railway corridors) should be designed to:

- Address the high exposure traffic corridor through the incorporation of visual interest elements such as glazing and building articulation, rather than blank or visually unappealing interfaces.
- Where a site's side or rear boundary is to a high exposure traffic corridor, the site should be designed to either:
 - Provide a five metre landscaped setback along the boundary of the traffic corridor, or
 - The boundary facade should be treated with colour variation and three dimensional articulation (such as recessed concrete imprints or feature cladding).
- Conceal rooftop services from view from the traffic corridor.
- Provide a black chain mesh or black steel picket fence on rail corridor boundaries.

Interface with Waterways

New development should address and provide passive surveillance of waterways. New development adjacent to waterways should:

- Provide a minimum two metre landscaped setback along the boundary with the waterway.
- Provide passive surveillance to the waterway through glazing and location of outdoor staff areas (if provided).
- Provide loading and storage areas away from the waterway.
- Provide a frontage road along at least one side of the waterway.

22.15-7 Decision Guidelines

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C174

The responsible authority will consider, as appropriate:

- The extent to which the proposal meets the objectives and directions of this policy.
- Whether the industrial development is in an estate with approved design guidelines, and the proposed development's compliance with the approved guidelines.

22.15-8 Reference Documents

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C174

Industrial Design Guidelines, Melton City Council, March 2016

Planning and Environment Act 1987

MELTON PLANNING SCHEME

AMENDMENT C174

INSTRUCTION SHEET

The planning authority for this amendment is the Melton City Council.

The Melton Planning Scheme is amended as follows:

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

1. In Local Planning Policy Framework – replace Clause 21.03 with a new Clause 21.03 in the form of the attached document.
2. In Local Planning Policy Framework – insert new Clause 22.15 in the form of the attached document.

End of document