



DESIGN GUIDELINES

VERSION 1.0: APRIL 2026

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1. INTRODUCTION

1.1 Eppco Business Hub Vision

KEY LOCATION FOR FUTURE EMPLOYMENT

Eppco Business Hub is a premium masterplanned precinct with an emphasis on landscaping, architecture, and occupant amenity, delivered through a well-conceived master plan and clear vision. By combining commercial and industrial uses with a diverse lot mix, Eppco will develop into a multifaceted logistics precinct accommodating a wide cross-section of business activities and occupants.

Eppco has been designed with a specific landscape character to provide a consistent theme throughout the estate and to ensure a harmonious look is developed over time. Maintaining this vision will add value to investment within the estate and ensure Eppco is an attractive business and employment hub.

LOCATIONAL ADVANTAGES

The major advantages of locating within Eppco Business Hub include the availability of broad acre land and proximity to key transport links. O'Herns Road is the primary east-west arterial, providing direct on/off ramps to the Hume Freeway via a full diamond interchange.

PROXIMITY TO EMPLOYEES

Eppco Business Hub is strategically located in relation to existing residential development and projected future residential growth within Melbourne's northern suburbs. The area will support a broad range of employment-generating uses, aligned with the strategic aim of integrating local work opportunities into growing residential communities.

The development of Eppco Business Hub will contribute to building economic opportunities for the local area, with the added benefit of reducing environmental impacts associated with longer commuting distances.

SUSTAINABILITY OBJECTIVES

Building design should be based on environmentally sustainable principles, considering solar orientation, materials and finishes, embodied energy, and ongoing energy consumption. ESD initiatives should be incorporated into the built form, including solar hot water, solar panels, natural ventilation, and on-site stormwater collection, filtration, and reuse. The subdivision will also be designed to protect areas of environmental significance.



Figure 1. Proposed Eppco Business Hub Master Plan

1.2 OBJECTIVES OF THE GUIDELINES

The overall objective is to encourage the development of high-quality, well-designed, and landscaped industrial and commercial developments that are appropriately located. This will help ensure a coordinated design approach that enhances the investment value for those choosing to locate and operate within Eppco Business Hub.

The objectives of the guidelines are:

- To guide the design, layout, and management of each site in a way that enhances both the individual site and the overall appearance of the Employment Area.
- To provide guidance and assistance in achieving the objectives of the objectives of the approved Development Plan.
- To assist applicants in delivering high-quality, contemporary developments through the use of clear and effective design techniques.
- To ensure that the scale and appearance of all proposed buildings and works are consistent with the zoning, site location, and surrounding land uses.
- To create attractive public-facing environments and demonstrate leadership in the public realm through street tree planting and other landscape initiatives.
- To ensure adequate vehicular access and appropriate on-site car parking for each proposed use.
- To deliver high-quality landscape outcomes and building setbacks that enhance the overall presentation of the development.
- To support facilities that serve the daily convenience needs of the workforce within the employment area.
- To establish strong, high-quality municipal gateways along O'Herns Road.

1.3 APPLICATION OF THE GUIDELINES

This document is known as the Eppco Business Hub Design Guidelines. These guidelines apply to all land identified in Figure 1 within the approved Development Plan.

Council will assess each application on its merits, taking into account the specific circumstances of the development, including site attributes, surrounding character, and adjoining land uses.

2. SUBDIVISION & DESIGN GUIDELINES

2.1 Estate and Road Layout

Subdivision design is to cater for the needs of the specific activities within Eppco Business Hub. Lot size, shape, frontage width, road access, car parking requirements, storage areas, and servicing needs will vary depending on the intended use. However, subdivision design should:

- Protect and enhance significant existing vegetation, habitat areas, and stream environments.
- Provide lots with road frontage where adjacent to open space areas and wetland reserves.
- Incorporate a clear road hierarchy that accommodates anticipated traffic volumes and vehicle types, and provides legible connections from the estate entrance to major internal distributor roads.
- Where possible, adopt a modified grid layout to create more efficient lots, better respond to the landscape, and improve visitor orientation and vehicle manoeuvrability.
- Locate landscaping along the estate boundaries in accordance with the Development Plan.
- Orientate lots and roads to face key conservation areas where possible, activating these edges and providing amenity and natural outlook for occupants.
- Incorporate street lighting designed to spill appropriately into public areas where possible.
- Maintain a 20m setback around the perimeter of the core conservation area, delivered as either a road reserve or grassed open space.

2.2 Lot Shape, Size and Orientation

The design of the subdivision will create various lot shapes and sizes, lot sizes will meet a range of different commercial and industrial uses.

LOT SIZE

The design of the subdivision should:
Avoid locating smaller lots, which will attract small scale industrial developments, along major roads as these tend to create a cluttered appearance.

LOT ORIENTATION

The design of the subdivision should:
Orientate lots to encourage and allow for the design of buildings that face the street. This is to avoid long blank walls dominating the streetscape.

2.3 High Amenity Areas / Interfaces

High amenity areas include public open spaces such as conservation areas, tree reserves, and wetlands.

Future development must appropriately respond to these interfaces to enhance and leverage the amenity they provide. Where perimeter roads are not incorporated along these edges, development proposals must demonstrate design outcomes generally consistent with the principles outlined in Section 3.0.

2.4 Landscaping

NATURE STRIPS

The developer is to be responsible for the provision of street trees in the nature strip. The nature strip requires a simple dominant treatment that will allow individual developments to be seen and the landscape within the allotments to be developed in a complementary manner.

STREET TREES

The species, quantity, and final positioning of street trees will be determined in consultation with Council and must align with Council's Street Tree Management Plan.

CLEARANCES

Road reserve cross sections must be designed with sufficient width to adequately support street tree planting, while minimising impacts on through traffic and adjacent properties.

DRY STONE WALLS

High-quality drystone walls should be incorporated where possible within tree reserves, nature strips, and other suitable public realm areas. These elements should be preserved and celebrated as distinctive landscape features.

TREE RESERVES

Existing River Red Gums must be protected and retained within designated tree reserves as part of the subdivision design.

3. DEVELOPMENT GUIDELINES

3.1 Setbacks and Siting

OBJECTIVES

- Promote active street frontages through Council-mandated setbacks.
- Provide landscaped building setbacks that enhance the overall appearance of development.
- Maintain an attractive streetscape by ensuring car parking structures, driveways, and open parking areas do not visually dominate site frontages.
- Ensure building siting allows adequate separation between buildings to support amenity for both the development and adjoining properties.
- Provide a safe environment for after-hours access by employees.

SETBACKS

MAJOR ROADS – O'HERNS ROAD

Setbacks along O'Herns Road must accommodate street tree planting and footpath paving, contributing to a strong gateway entry into Eppco Business Hub.

For industrial developments fronting major roads, building setbacks must include fully landscaped areas in accordance with Council requirements. Built form must be set back a minimum of 6 metres from O'Herns Road.

OTHER STREETS

For industrial developments fronting minor roads, building setbacks must also incorporate fully landscaped areas in accordance with Council requirements. Built form must be set back a minimum of 4.5 metres from internal local roads.

CORNER SITES

For corner sites not fronting major roads, developments must incorporate landscape strips in accordance with Council requirements.

LANDSCAPING OF SETBACKS

All setback areas must be landscaped to Council's satisfaction and designed as low-maintenance using locally indigenous plant species. No activities such as car parking, material storage, waste storage, or similar uses are permitted within setback areas, except for driveways, and car parking, all street frontages must be landscaped.

SITING LANDSCAPING

The siting of buildings is to spatially define the street and provide opportunities for landscape planting in order to improve the visual quality of the streetscape.

OPEN SPACE INTERFACES

Incorporate roads, landscape buffers and drainage assets that front onto the key conservation area to provide amenity and activation of the area and an environment that provides additional safety in relation to bushfires.

HIGH AMENITY INTERFACES

Development at the interfaces to tree reserves and drainage reserves, where possible, should achieve the following objectives:

- To maintain a sense of openness of the tree reserves and drainage areas and particularly at key activity areas;
- To promote the opening of key view lines into tree reserves and wetlands from road reserves; and
- To maintain passive surveillance from key activity areas.

Key activity areas are primary frontages and entries and/or office areas. Where a development site has a primary frontage and a sideage to a tree or drainage reserve, the objective is to ensure that the key activity areas have a relationship to the reserve and that the balance of the interface is setback or screened.

Where possible, the following design guidelines should guide development at these interfaces to achieve the above objectives.

- Built form should be well articulated at key activity areas and setback for the balance of the interface to tree reserves or drainage areas;
- Car parking areas, entrances and office components of buildings are encouraged to be located at these interfaces;
- Where the rear or parts of a building are proposed to be constructed with minimal setbacks to these interfaces, appropriate internal screen planting should be provided; and
- Where building setbacks are provided, screen planting is not required.

3.2 Built Form

OBJECTIVES

- To encourage a high visual standard and quality of industrial and commercial development particularly on frontages to roads such as O'Herns Road, which is a gateway to Eppco.
- To minimize the impact of the appearance of industrial buildings on the surrounding areas of environmental significance.
- To achieve active and vibrant street frontages through the relationship between landscaping, building design and setbacks, encouraging landscaping in the frontage of lots and providing buildings that incorporate interesting façades that will create visually impressive streets.
- To achieve both functional and visually attractive buildings with a high standard of design.
- To maintain the functional integrity of the area as employment generating industrial and commercial development in form and character.
- To ensure that buildings are designed to minimize embodied energy and operational energy consumption, in order to reduce lifetime greenhouse gas emissions from the development.
- To achieve active frontages and appropriate interfaces to conservation areas, tree reserves and roads.
- To ensure built form has a clearly identifiable point of entry.

GUIDELINES

HIGH PROFILE LOCATIONS

Buildings along O'Herns Road and at gateway locations should contribute to the urban design importance of the location by:

- Demonstrating excellence of design and attention to construction quality which is commensurate with the location along an entry point to the City of Whittlesea and which clearly distinguishes O'Herns Road from industrial developments through architectural style.
- Fronting onto O'Herns Road to maintain visual interest, encourage street activity where possible.
- Incorporating landscaping that complements the landscape design of any public space at gateway locations.
- Locating and designing appropriate promotional and identification signs in these locations.
- Not incorporating large promotional signs, which are considered inappropriate in gateway locations.

BUILT FORM

Industrial buildings, whether single purpose or multi-unit complexes, should comprise two functional elements: an office/display component, which is usually a public access zone; and an industrial/storage activity area which is a private zone.

The design of the office component is to identify it as the focal point of the development when viewed from the street, with clearly defined entry points for staff and visitors which are linked to car parking areas and pedestrian paths.

Office areas (other than dock offices) where possible should be located away from intrusive noise sources such as heavy machinery, loading docks, industrial equipment and sources of dust, vibration, heat, fumes, smells or other nuisances.

Council will take into consideration the potential impact from the scale of a proposal including its effects on vehicle maneuvering, loading and unloading and the visual impact of the building on the streetscape and viewed from a distance.

Built form must activate street frontages where possible by locating offices and front entries along the primary frontage.

Built form must maintain a high visual interest, at key activity locations (such as entry points and the primary frontage) or adjacent to high amenity interfaces.

Built form must be attractive and articulated or appropriately screened at key interfaces, particularly when viewed from roads, conservation areas and other areas of open space.

BUILDING FACADES

Building facades of industrial development are to be of a simple contemporary architectural style, tidy and reflect an industrial character.

Refer to Figures 4 & 5.

Building facades of office developments are to be modulated and articulated, which may include architecturally expressing structural elements of the building. The impact of the size of the development when viewed from the street is to be reduced by avoiding bulky roof forms or extensive blank facades in a single material/color.

ENTRANCES

Architectural features are to be used to emphasize entrances and improve the way buildings address the primary street frontage.

CORNER SITES

Corner site developments are to address both street frontages with articulated, quality facade treatments.

TREATMENT OF WALLS

Exposed blank walls on the boundary are to be finished to the same standard as the rest of the building and minimize the potential for graffiti or other vandalism. The visual impact of large wall expanses is to be reduced in scale by architectural treatment, landscaping and/or the use of color.

CONSTRUCTION MATERIALS

The primary construction materials should be contemporary in nature, robust and of a high quality. Examples could include concrete, metal cladding, glazing, timber, textured panels and paint finishes. Office buildings should feature high levels of glazing. Maximize the thermal performance of building envelope materials. Consider the use of recycled and low embodied energy materials.

GLAZING

The maximum reflectivity of any glazing is not to exceed 20% to avoid nuisance in the form of glare to occupants of nearby buildings, pedestrians and motorists.



Figure 4



Figure 5

ROOF DESIGN

The roof is to provide visual interest but remain unobtrusive and compatible within an industrial and commercial environment and context.

ROOFTOP PARKING

Rooftop parking areas are to be designed to minimize the visual impact when viewed from the street.

ROOFTOP STRUCTURES

All rooftop or exposed structures including lift motor rooms, plant rooms etc, together with air conditioning, satellite dishes, ventilation and exhaust systems, are to be suitably screened and integrated into the building facade to ensure they do not detract from the overall appearance. Parapets can help in screening such services.

NATURAL LIGHTING

Natural lighting must be incorporated into the roof design for large span buildings.

EXTERIOR ELEMENTS

Exterior elements such as plumbing, heating and ventilation systems are to be integrated into the building and concealed or, in the case of freestanding structures, appropriately screened from view.

OUTBUILDINGS

Outbuildings and/or ancillary installations are to be compatible with the design theme established by the primary building on the site.

ENVIRONMENTALLY SUSTAINABLE DESIGN

Proposals should respond to the objectives and strategies of the Council's Environmentally Sustainable Design policy. Building designs should be based on environmentally sustainable principles considering solar aspect, materials and finishes, embodied energy and ongoing energy consumption.

ESD initiatives should be considered, including the use of solar hot water, natural ventilation and on-site collection, filtration and reuse of stormwater. ESD initiatives such as solar panels or similar energy generating elements should be highlighted in the design.

3.3 Advertising and Signage

OBJECTIVE

- To provide informative, orderly, and co-ordinated business identification which avoids clutter, is compatible with the scale and character of the development and locality and does not unduly intrude upon the amenity of adjacent properties.
- To provide lighting for site security while preventing light spill beyond site boundaries.

GUIDELINES

Advertisements and Advertising Structures should:

- Form an integrated part of the building facade, architectural design, and scale of the building. A scheme for site advertisements is to be submitted with all development proposals for major redevelopments and new buildings.
- Be limited in numbers to avoid cluttering, distraction, and unnecessary repetition. Total advertisement area will be dependent on the size of the premises, generally only one (1) wall sign shall be permitted per occupancy.
- Be discreet and suitably located to not intrude upon the local amenity of any public open space.

Advertising on multi-tenancy industrial buildings will be limited to the following:

- The building/complex name or head tenant identification. Where there is more than one major tenant, advertisement must be appropriately integrated as part of each tenancy.
- Central registry sign identifying all tenancies on the site. This is to be located at the entrance of the complex and is to be integrated with adjacent buildings and landscaping. A small single identification sign and unit number may be located at the entrance to individual sites.

Recommended Signage

- Wall sign
- Central Registry sign

DIRECTIONAL SIGNAGE

Each development should provide appropriate directional signage to assist with the movement of pedestrian and vehicular traffic. Directional signage should be of a consistent type and style throughout the development. In general, this signage should explain:

- Site entries and exits
- Staff and visitor car parking
- Goods delivery and pick-up
- Reception /office areas

3.4 Landscaping

Council requires that a Landscape Plan accompany the planning permit application that:

- Provides high quality and attractive landscaping, particularly in the front setback, to enhance the setting of buildings in the streetscape.
- Ensures landscaping responds to site attributes such as streetscape character, soil type, micro-climate, the natural landform, existing vegetation, views and vistas, as well as local landscape environments (eg. water courses or significant vegetation).
- Requires minimal water and is economical to maintain in the long term.
- Complements street tree planting.
- Provides landscaping that enhances the amenity of a development by allowing for adequate open space for employees and providing sunlight and shade.
- Incorporates self-sustaining and low maintenance landscaping.

GENERAL GUIDELINES

SPECIES SELECTION

Species selection is to favour hardy and drought tolerant planting with an emphasis on Australian native and indigenous species that are appropriate to the location and with low maintenance and low watering requirements. The location and choice of vegetation is to be consistent with the landscape theme for the site, local soil conditions and prevailing weather.

Lawns must be designed to provide adequate drainage such as subsoil drains and drainage pits.

SIGNIFICANT TREES

Significant existing trees are to be preserved except where the applicant demonstrates to Council's satisfaction that special circumstances exist or the trees are nominated for removal in the Development Plan or subsequent documentation, and approvals issued.

SETBACKS TO TREES

Setbacks from existing trees to be retained as part of the development proposal, or as a requirement of Council.

MINIMUM WIDTH

All landscaped areas must have a minimum width in accordance with Council requirements to ensure satisfactory group planting, root growth and landscape quality.

STAFF AMENITY AREA

Communal open space should be designed for staff recreation and informal social interaction and include:

- A private outdoor eating and sitting area for staff should be considered on each development.
- This area could utilize a BBQ and be located within a landscaped setting that provides shade in summer.
- Outdoor eating areas should be located close to indoor dining areas. This will encourage greater use of the outdoors during lunch breaks.
- Staff recreation areas are to be located away from intrusive noise sources such as heavy machinery, loading docks, industrial equipment and sources of dust, vibration, heat, fumes, smells or other nuisances.

AMENITY AREAS ASSOCIATED WITH COMMERCIAL PREMISES

Shaded courtyards with seating and quiet areas should be considered.

LANDSCAPING TO WALLS

Consider using landscaping to screen large walls. This could include vertical supports for creepers and/or providing adjacent landscape areas to support the planting of trees or shrubs of suitable scale.

Consideration should be given to screening blank walls and loading areas with landscaping at key interfaces with the conservation areas, tree reserves or wetlands.

ONGOING MAINTENANCE

Applicants seeking a change of use/occupation of existing premises will be responsible for the ongoing maintenance and possible regeneration of existing landscaped areas, beds or planter boxes.

LANDSCAPE BOND

Council will levy a landscape bond to ensure the provision and maintenance of all landscaping required by the planning permit.

The City of Whittlesea Landscape Guidelines for Industrial Developments provide additional information on planting techniques. Please refer to the Building, Planning and Development section of Council's website.

LOCATION SPECIFIC GUIDELINES

LANDSCAPING OF FRONT SETBACKS

A high standard of landscape design is required within the frontage setbacks. The landscape treatment of the front setback will impact upon the appearance of the overall development and the street. Landscaping should be designed to frame the building and improve the streetscape through the following techniques:

- Use the front setback to plant evergreen canopy trees. Clean trunked canopy trees provide a landscape setting but will also enable clear views to the building and associated signage. Select trees that are fast growing, will reach over 5m in height and develop large open crowns when mature. Install semi-advanced canopy trees that shade to parked vehicles and subtle screening of vehicles from adjacent roads.
- All landscaped areas must be separated from car-parking or loading areas by means of barrier kerb so as to minimise damage caused by vehicles.
- Car parks are to have tree planting in fronting any visitor parking area provided at the frontage. Trees are to be installed as advanced specimens of sufficient height and trunk caliper so that the canopy is above the pedestrian and vehicular view lines. These trees, with high canopies and clean trunks, will form a contrast to the landscaping installed along the frontage are 2 metres to 4 metres in height at time of planting.
- Massed plantings of single species are preferred rather than a mixture of various species.
- An aim of the landscaped front setback is for a seamless integration within the landscaped nature strip.

LANDSCAPE BUFFER TO BUILDING

The building buffer is to be planted with native grasses or under-story species.

LANDSCAPING TO OPEN SPACE

Lots adjoining open space areas should incorporate native vegetation in their landscaping to provide a visual and ecological connection between these areas.

CORNER SITES

Where sites have dual street frontages, landscaping is to be provided in both setbacks.

REAR SETBACKS

Landscaping is to be provided in the rear setback where the site abuts access streets and service roads. Where these criteria do not exist, landscaping may not be required in the rear setback.

LANDSCAPING OF CAR PARKING AREAS

All car parking areas should be landscaped with suitable species selected to provide both shade to parked vehicles and subtle screening of vehicles from adjacent roads.

- All landscaped areas must be separated from car-parking or loading areas by means of barrier kerb so as to minimise damage caused by vehicles.
- Car parks are to have tree planting in fronting any visitor parking area provided at the frontage. Trees are to be installed as advanced specimens of sufficient height and trunk caliper so that the canopy is above the pedestrian and vehicular view lines. These trees, with high canopies and clean trunks, will form a contrast to the landscaping installed along the frontages.

STREET FURNITURE

The following would be appropriate to use in a commercial or industrial context:

- Simple Galvanised or powder-coated steel square bollard.
- Simple slat seat set into a basalt/bluestone podium.
- Recycling bins of mild steel square perforated body to the ground or supported by a pedestal leg.
- Use of non-reflective earthy colors for all steel work.

3.5 Paving and Fencing

OBJECTIVES

- To create an attractive setting for the development when viewed from the street by the use of front fences, walls and paved external areas.
- To ensure that front fences and walls complement and are compatible with the design of the development and the streetscape.
- To ensure that all paved areas are suitably stabilized and drained and have a hard- wearing surface.

GUIDELINES

Paving

All areas used for parking, loading or maneuvering vehicles must be paved and sealed with a suitable stabilized and drained surface. The use of hard paved areas within landscaped areas should be minimized to allow for natural infiltration of water. All site works including paving is to be carried out prior to the occupation of the development and in conjunction with the landscaping works.

FRONT FENCING

Fencing should be minimised along the front boundary, however if required for security purposes, transparent Palisade fencing should be used.

PERIMETER FENCING

Fencing around the perimeter of each site should be transparent cyclone wire fencing. All fencing to be provided must be specified on the planning application for each lot.

TREE RESERVE / DRAINAGE FENCING

Where these areas abut a road, vehicle exclusion fencing such as bollards must be provided. Transparent cyclone wire perimeter fencing must be provided along other areas where the side or rear of properties abut reserves.

SCREEN FENCING

Screen fencing of a minimum height of 2.5m shall be erected and maintained around all storage areas. The style and material of screen fencing should complement the main building on the site.

GENERAL FENCING GUIDELINES

Fencing location, style and height must be integrated with the building form and be unobtrusive.

- Uniform fencing is a key element of delivering a premium Industrial Estate precinct.
- Pickets must have a plain capped top and all gates must match the design of the fencing.
- Fencing should be minimised only where necessary and/or screened by sufficient landscaping to minimise visual dominance.
- Fencing of private lots at interfaces to conservation areas, tree reserves and wetlands must be transparent to enhance passive surveillance.
- Front fencing should be minimised along the front boundary, however if required for security purposes, transparent Palisade fencing should be used.
- Transparent cyclone wire fencing should be used along the perimeter of each site.

3.6 Car Parking & Vehicle Access

OBJECTIVES

- To ensure that all car parking generated by a particular development is accommodated on site and in a way that does not detract from the visual character of the area.
- To provide for the safe and efficient movement of traffic into and out of properties and adjacent streets.
- To minimize the number of vehicle trips within the industrial area.
- To provide vehicular access routes and parking areas that are easily intelligible to motorists.
- To encourage employees within an organisation to make greater use of public transport, cycling, walking and car sharing for commuting and work-related journeys.

GUIDELINES

VEHICLE ACCESS

All vehicles, including those delivering to or servicing the site, must be able to enter and leave it in a forward direction. This applies to all sites regardless of size.

TRUCK PARKING

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

PAVING

All parking bays, loading docks, driveways and vehicular turning areas are to be constructed and sealed with an all-weather pavement surface and are to be adequately drained, to the satisfaction of Council.

PAVING MARKING

Car parking spaces and loading docks are to have the direction of traffic movement permanently marked out on the pavement surface, in accordance with the approved parking and driveway layout, and to the satisfaction of Council's Engineering Department. Where it is proposed that a building or site be used for multiple occupation, all parking bays are to be permanently identified by corresponding consecutive numbers.

CAR PARKING AREAS

Access way and car space dimensions are specified in the Whittlesea Planning Scheme.

VISITOR PARKING

Any visitor car parks are to be grouped together and physically identified by suitable signs and/ or pavement markings. Such spaces are to be permanently available and reserved for the exclusive use of visitors to the premises.

USE OF PARKING AREAS

Proposed parking areas, truck docks, driveways vehicular ramps and turning areas are to be maintained clear of obstruction and used exclusively for purposes of car parking, loading or unloading and vehicular access, respectively. Under no circumstances are such areas or any portion thereof to be used for the storage of goods or waste materials.

SMALL SCALE INDUSTRIAL UNITS

Where multiple small-scale industrial units will occupy a site, a rear access lane providing carparking at the rear of the building is the recommended treatment. This will allow buildings to frame the street. This is particularly important for sites fronting main roads where the appearance would otherwise be of a wide expanse of carparking in front of the building line.

GREEN TRAVEL PLAN

Council may impose conditions of consent to a development requiring implementation of a Green Travel Plan. At Council's discretion, requirements for onsite car parking may be reduced or waived based on an applicant's implementation of a Green Travel Plan.

3.7 Storage and Loading

OBJECTIVES

- To ensure that provision is made for the safe loading and unloading of goods on site, without impacting on pedestrian and vehicular traffic in the street.
- To ensure that any activities which could adversely affect neighbouring development are suitably constrained within the site and located as far away from adjoining properties as is practical.

GUIDELINES

LOADING DOCKS

The industrial development must be provided with a loading dock and goods handling area to serve the intended use. Speculative development where the end user and product are not known, are to provide loading facilities for a range of truck sizes.

DESIGN INTEGRATION

Where possible, loading and servicing areas should be designed as an integral part of the development on each site. Each tenancy is to have separate loading facilities.

DELIVERY OF GOODS

Provision must be made for all loading and unloading of goods and maneuvering of vehicles to take place in the internal dock areas and adjoining goods handling area. These areas are to be physically line marked and are to be maintained free of obstruction, for the sole use of delivery vehicles. Truck turning templates, for delivery and garbage trucks, are to be provided in accordance with the relevant Australian Standards. All deliveries to and from the site are to be conducted from vehicles standing wholly within the site and under no circumstances from vehicles standing kerbside in laneways, rights- of-way or in any public street.

3.8 Waste Management

OBJECTIVE

To ensure that adequate provision is made for the storage, separation, recycling, and reuse of waste material generated by development.

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WASTE STORAGE AND RECYCLING AREAS

Enclosed garbage and recycling storage rooms are to be provided within all premises and where possible are to be located adjacent to the loading dock. This is to ensure that these facilities are not utilizing car parking areas.

The design is to incorporate provision of a screened waste receptacle area that allows for all waste material, to be stored on-site for collection by recycling and waste disposal contractors. These areas are to be accessible by waste removal vehicles.

SCREENING

The garbage holding area facility is to be fully screened from public view and is to be located clear of all landscaped areas, driveways, turning areas, truck standing areas and car parking spaces. Screening materials are to co-ordinate with the materials used in the overall site development.

WASTE MANAGEMENT PLAN

A Waste Management Plan may be required by Council for all new development or redevelopment demonstrating proposed measures for waste minimization including recycling and reuse of waste materials.

3.9 External Lighting

GUIDELINES

- Lighting should be a simple boom and mast style powder-coated light that reflects the contemporary nature of the surrounding development.
- All premises are to provide external lighting to ensure adequate site security.
- Car parking areas are to be provided with suitable lighting to ensure safety and security of users after dark.
- All lighting is to be located, directed, and baffled to limit light spill beyond the site boundaries.

3.10 Storm Water

OBJECTIVES

- To minimize the amount of storm water runoff produced from each lot.
- To provide an appropriate framework for the safe and effective control of storm water.
- To preserve and protect the environment and safeguard storm water quality.
- To ensure the safety of residents and the community.

GUIDELINES

Developments should be designed to minimize the amount of storm water produced by incorporation of the following measures:

- Rainwater tanks: incorporation of rainwater tanks to contain water runoff from roofs, for reuse in activities such as landscaping and cleaning.
- Pollution: site trade waste and piles of waste material away from drainage channels to avoid the pollution of storm water.
- Full drainage details showing methods of stormwater disposal by a qualified hydraulic consultant are to be submitted with all applications for new development.