

Diamond Creek Town Centre Design Guidelines PART B - Employment / Industrial Area Design Guidelines final | february 2014



TABLE OF CONTENTS

PART B –EMPLOYMENT / INDUSTRIAL AREA DESIGN GUIDELINES	2
1.1 Employment/ Industrial Area	2
1.2 The Preferred Character	3
1.3 Precinct Design Objectives	3
PART B – SITE DESIGN GUIDELINES	4
PART B – BUILDING DESIGN GUIDELINES	5
PART B – BUILDING CONTEXT GUIDELINES	8
PART B – PUBLIC DOMAIN GUIDELINES	9



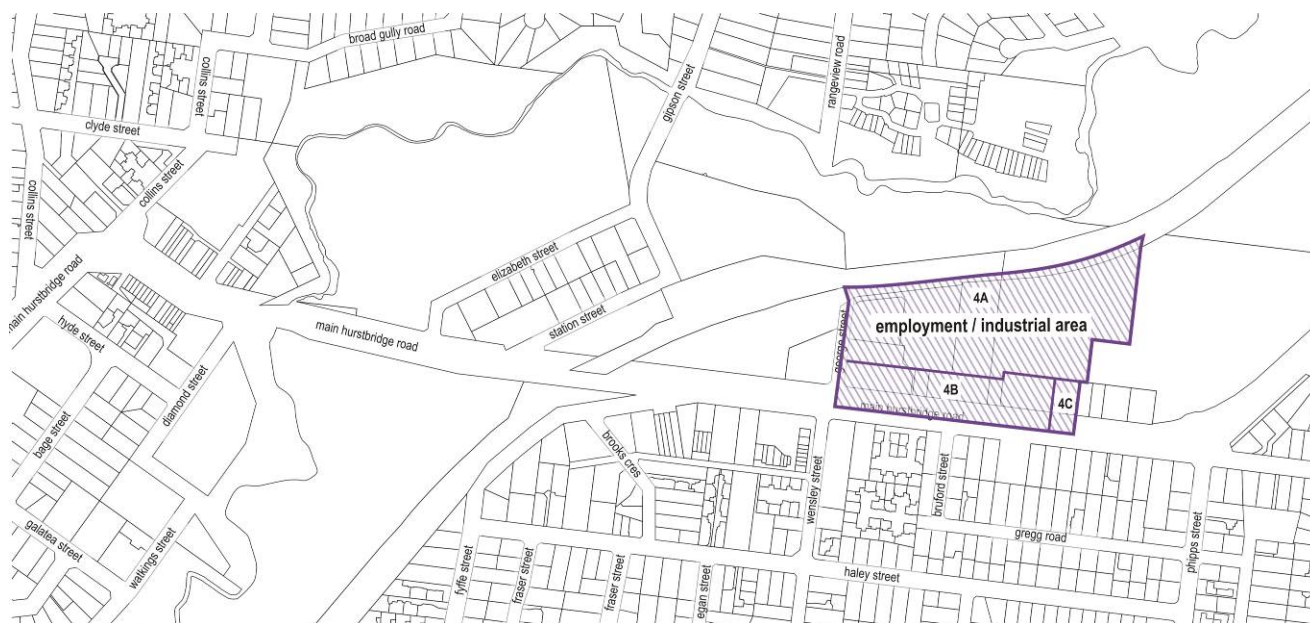
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PART B –EMPLOYMENT / INDUSTRIAL AREA DESIGN GUIDELINES

1.1 Employment / Industrial Area

This precinct is generally bounded by the railway line to the north, George Street to the west and Main Hurstbridge Road to the south. The precinct is identified as an industrial area within the Diamond Creek Activity Centre (*refer to map*).



These Design Guidelines are intended to be used by anyone who is interested or involved in the planning and development process (landowners, designers, developers, community, Council etc) to better understand **how** to suitably respond to local planning policies and design controls associated with the Diamond Creek Activity Centre.

A Design and Development Overlay (DDO7) applies to land within the Diamond Creek Activity Centre, which sets regulations and development expectations to realise the preferred character of the area. Use these design guideline documents to assist in the design phases for all new development within the Diamond Creek Activity Centre precincts.

The Diamond Creek Activity Centre Design Guidelines have been separated into 2 parts and include the following:

Part A: The General Design Guidelines (applicable to all land within the Diamond Creek Activity Centre Precincts)

The purpose of the General Diamond Creek Activity Centre Design Guidelines is to provide basic design directions for all development formats within the Diamond Creek Activity Centre boundary including new commercial, industrial, residential and mix use developments.

Part B: Precinct Design Guidelines (applicable to land located within the specified precinct boundary)

The purpose of the Precinct Design Guidelines is to provide specific guidance that supports the **preferred character** for each precinct.

Note: All new development must have regard to both documents, PART A & B respectively.

1.2 The Preferred Character

The preferred character for the East of George Street, north of Main Hurstbridge Road includes:

- *As the approach to the town centre from the east, the larger scale commercial and industrial buildings set in well landscaped surrounds will contribute to the rural township character of the centre.*
- *The main road will be a focus for pedestrians and cyclists.*
- *Re-established native vegetation along the main road will create a distinct character for the area and make a welcoming statement as an entry to the town centre.*

1.3 Precinct Design Objectives

- *Maintain the 'rural periphery' setting of this section of Main Hurstbridge Road.*
- *Encourage an attractive environment for pedestrians and cyclists.*
- *Strengthen the informal qualities of the Main Hurstbridge Road street space and landscape with softer edges and materials and the use of canopy trees.*

PART B – SITE DESIGN GUIDELINES

SD04: STREETScape PATTERN

DESIGN GUIDELINES & DIRECTIONS:

- a. Adequate space should be provided in the front setback for limited convenience parking and areas for landscaping.
- b. Any development within Employment / Industrial Precinct should provide a minimum of 5.5 m front setback from the roadside kerb to follow the prevailing building frontage line of neighbouring buildings and the streetscape.
- c. Provide space in the front setback for adequate landscaping which should include native grasses, shrubs and canopy trees and sufficient permeable surface to ensure plant growth.
- d. All developments must not store goods within the frontage of the site.
- e. If a new road is provided adjacent to the railway corridor, orient industrial activities to the railway frontage and bulky goods activities to the Main Hurstbridge Road frontage.
- f. Larger scale commercial and industrial buildings should be set in well landscaped surrounds to contribute to the rural township character of the centre.

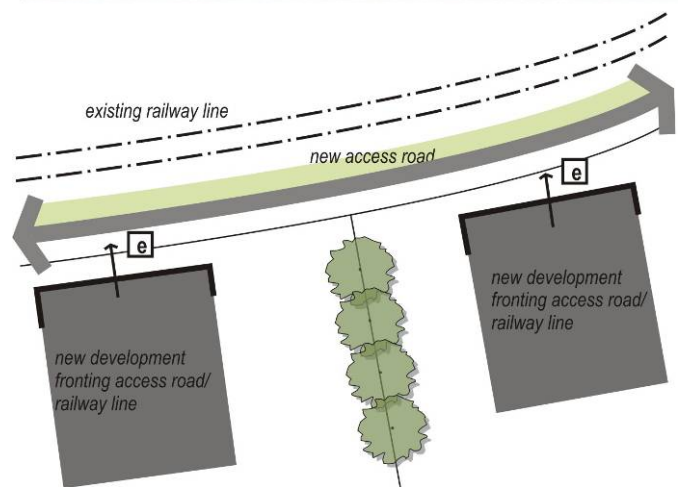
a Allow space for some convenient parking and landscaping to occur, however locate main parking cell to the rear.



c ensure new development do not impact on existing canopy vegetation along main hurstbridge road



d storage of good should not be located within the front setback

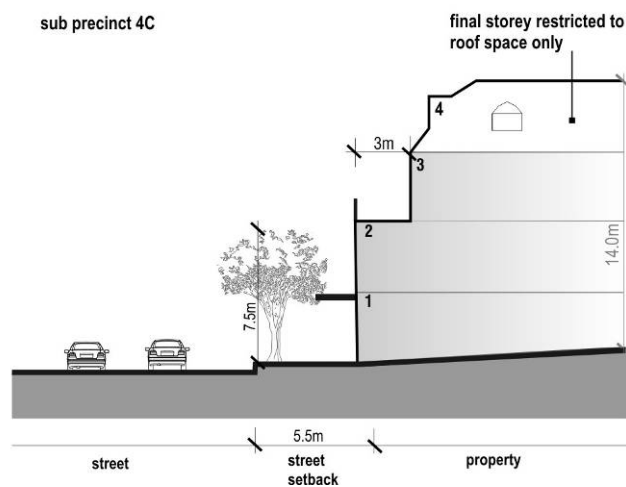
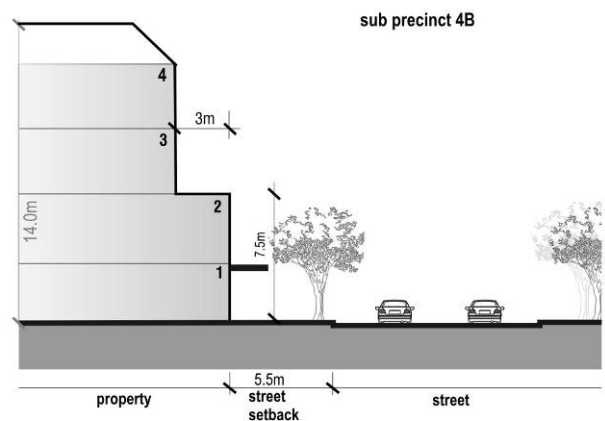
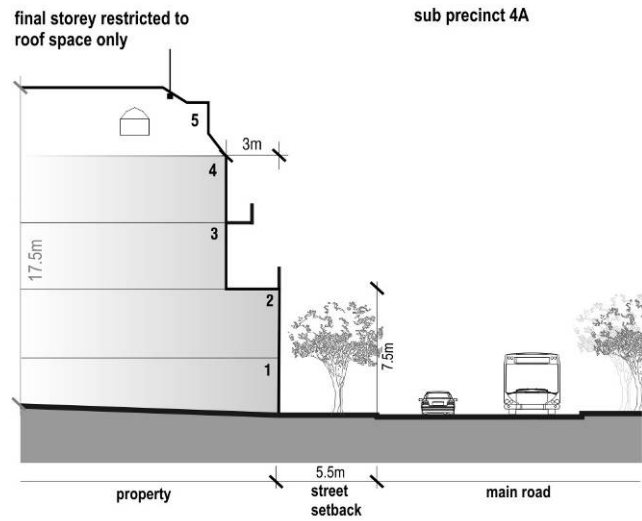


PART B – BUILDING DESIGN GUIDELINES

BD01: BUILDING HEIGHT & FORM

DESIGN GUIDELINES & DIRECTIONS:

- Overall building height in any part of the precinct must not exceed 5 storeys (17.5 metres).
- Building height on Sub precinct 4A with frontage to George Street and railway line should not exceed a maximum of 5 storeys (17.5 metres) and the final storey should be restricted to roof space only. The third storey must be recessed a minimum of 3 metres from the first storey wall on any street frontage.
- Building height with frontage to Main Hurstbridge Road and identified in Sub precinct 4B should not exceed 14.0m with a third storey and above should be setback a minimum of 3metres from the first floor frontage.
- Building height to the eastern part of Main Hurstbridge Road and identified in Sub precinct 4C should not exceed 14.0m with a 4th storey to be located in the roof space. A third storey should be setback a minimum of 3metres from the first floor frontage.



BD02: BUILDING STYLE & FAÇADE COMPOSITION

DESIGN GUIDELINES & DIRECTIONS:

- a. Use a variety of design techniques including articulated building forms, changes of surface treatment, roof forms and fenestration to provide visually interesting facades and diminish visual bulk.
- b. All industrial sheds should include an office/ display frontage component to face the street, to assist in concealing the 'boxed' form behind.
- c. Offices should present an attractive and articulated façade to provide visual interest to the overall development.
- d. Design new buildings with ground floor street frontages to provide windows with displays and doors at the street level.
- e. Locate habitable spaces on upper levels along the street frontage with windows overlooking the street or parklands/railway corridor to create a sense of surveillance.
- f. Locate the main building entrance on the street frontage so that it is visible and easily recognised.
- g. Front offices/ display rooms fronting the street should appear lightweight in construction. These buildings should be highly glazed and incorporate an interesting mix of materials to offset the often bulky and 'heavy' form behind.



BD03: ROOF FORM

DESIGN GUIDELINES & DIRECTIONS:

- a. Buildings within the precinct are encouraged to incorporate a flat or skillion roof form to allow for a prevailing canopy silhouette behind.
- b. All roof-mounted mechanical equipment must be screened from view by parapet walls or integrated screening devices that complement the building form.

BD04: MATERIALS, COLOURS, HUES & TEXTURE

DESIGN GUIDELINES & DIRECTIONS:

- a. Broad areas with the use of tilt up concrete slabs should be articulated using three dimensional imprint relief or broken up through window fenestration in appropriate areas.
- b. Primary base colours should be muted and subdued in tone. Accent colours are encouraged but should be used strategically for key building façade features.
- c. Extensive use of primary colours on walls should be avoided.

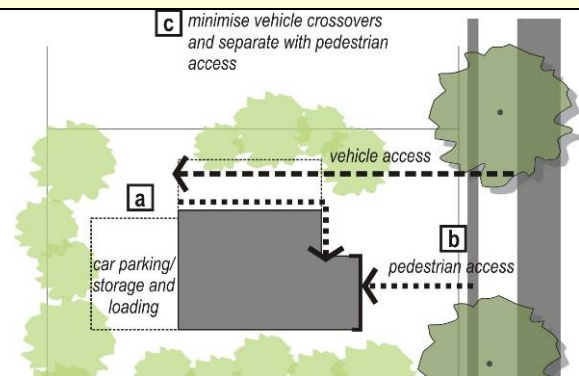


PART B – BUILDING CONTEXT GUIDELINES

BC01: ACCESS & PARKING

DESIGN GUIDELINES & DIRECTIONS:

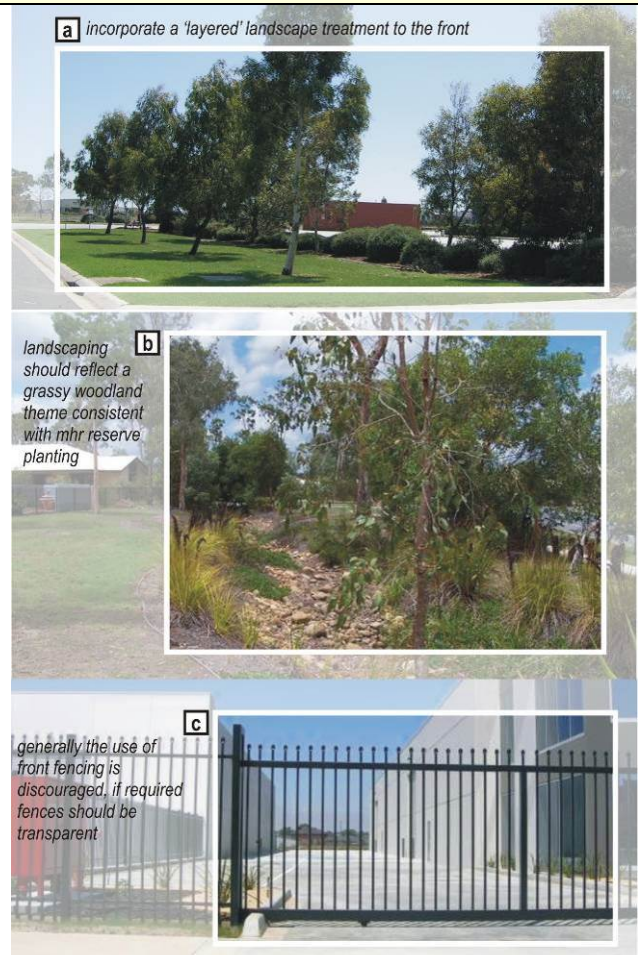
- Locate storage yards, loading docks and large car-parking areas to the side or rear of the buildings to reduce their visual prominence.
- Provide access paths to building entrances.
- Minimise the number of driveway cross-overs to improve footpath safety and scope for on-street parking.



BC02: BOUNDARY TREATMENTS - LANDSCAPE & FENCING

DESIGN GUIDELINES & DIRECTIONS:

- Front landscaping should screen parking areas and achieve a layered effect including lower order plants (i.e. native grasses and accent plants), mid level shrubs and canopy trees. Sufficient permeable surfaces should also be provided to ensure plant growth.
- Establish a planting regime consistent with the grassy woodland planting within the Main Hurstbridge Road reserve. Investigate opportunities to incorporate water sensitive urban design (wsud) techniques to filter runoff from car parking areas.
- Front fencing along the street boundary is highly discouraged. If required for safety and security purposes, fencing should be permeable and have a maximum height of 1.8m.
- Use metal post with regularly spaced pickets that offer a transparent quality.
- Extensive chain wire or cyclone mesh fencing is discouraged within areas that are visible from the street.



BC03: SIGNAGE & LIGHTING

DESIGN GUIDELINES & DIRECTIONS:

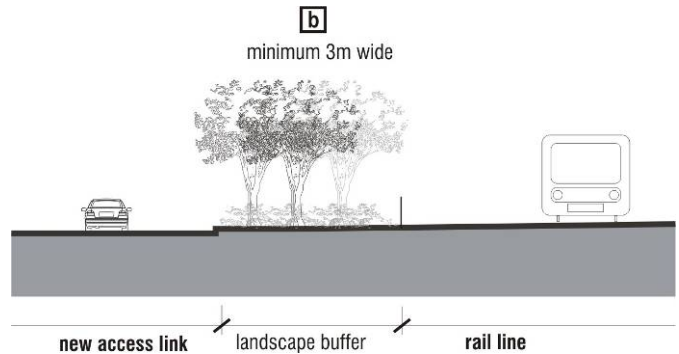
- New industrial buildings should incorporate signs so that they become an integral part of the architecture. Signage should not be painted/ fixed on the windows of the building.
- Overhead lights should not be higher than the building height and must be baffled to prevent light spilling onto adjoining lots.

PART B – PUBLIC DOMAIN GUIDELINES

PD01: ACCESS, FOOTPATHS & PARKING

DESIGN GUIDELINES & DIRECTIONS:

- a. Investigate a secondary access road to link George Street and Main Hurstbridge Road and facilitate new activities adjoining the railway and consider as part of the assessment of new land use proposals.
- b. Any new service road should include an attractive landscape buffer (at least 3m wide) along the railway interface to the north and the school to the east.



PD02: LANDSCAPE – SOFT & HARD

DESIGN GUIDELINES & DIRECTIONS:

- a. Enhance road side landscaping along the Main Hurstbridge Road with native tree planting and wood land grasses.
- b. Suitable landscaping should be provided along road verges to filter excess run-off from adjoining road space. They should be designed to reflect an informal and organic arrangement. Utilise materials that offer a 'soft' and natural appearance such as gravel, stones and mulch.
- c. Plant indigenous canopy trees where possible.



