

# ETHOS URBAN

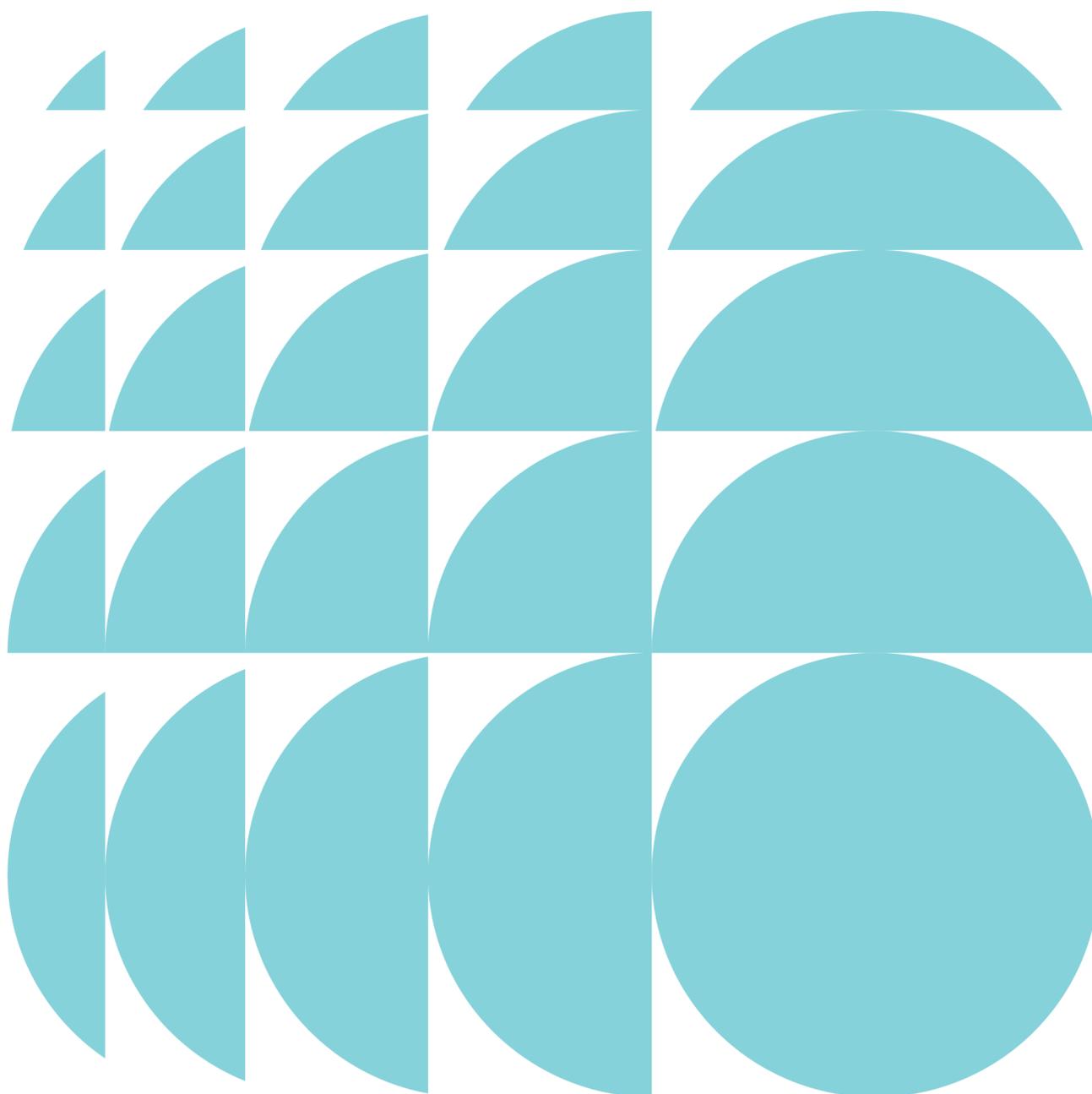
## Appendix G Urban Design Guidelines

200 Aldington Road Industrial Estate

Submitted to the Department of Planning, Industry  
and Environment

On behalf of Kemps Creek Trust

16 October 2020 | 2200292





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## 1.0 Introduction

The Site Design Guidelines have been prepared by Ethos Urban as part of a State Significant Development Application for the proposed Industrial Estate at 200 Aldington Road (**the site**). This document has been prepared on behalf of the Proponent Kemps Creek Trust and is based on Concept Plans dated September 2020 prepared by SBA Architects. The site's indicative layout is shown in Error! Reference source not found..

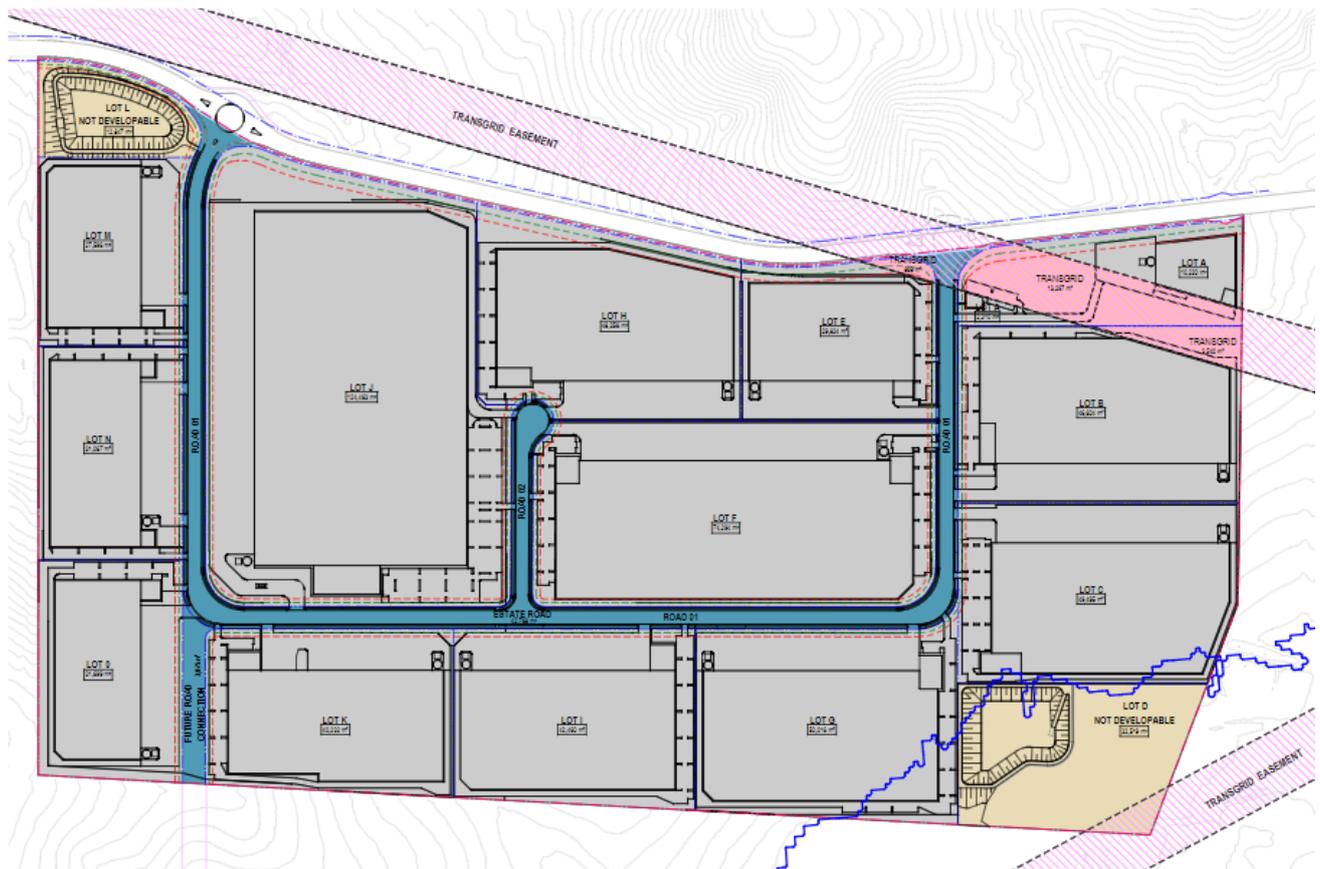
This report is structured as follows:

**Section 2** provides Urban Design Guidelines, including:

- Setbacks
- Site Coverage
- Minimum Lot Size
- Minimum Frontage
- Built Form and Design
- External Building Materials and Colours
- Entrance Treatment
- Staff Amenities
- Fencing and Retaining Walls
- Signage and Lighting
- Landscaping

**Section 3** provides Traffic and Parking Guidelines, including:

- Local Road Network
- Site Access and Movement
- On-site Parking
- Road Reserves



AREA SCHEDULE	
*All areas subject to survey	
Developable	608,636 sqm
Not Developable	45,366 sqm
Road Reserve	46,643 sqm
Road Widening (Aldington Rd)	2,437 sqm
Transgrid Easement	17,705 sqm
<b>TOTAL SITE AREA</b>	<b>720,787sqm</b>

DEVELOPABLE AREA	
LOT A	12,530 sqm
LOT B	46,604 sqm
LOT C	49,495 sqm
LOT D (NOT DEVELOPABLE)	0 sqm
LOT E	29,824 sqm
LOT F	74,294 sqm
LOT G	50,016 sqm
LOT H	48,356 sqm
LOT I	42,460 sqm
LOT J	124,463 sqm
LOT K	40,232 sqm
LOT L (NOT DEVELOPABLE)	0 sqm
LOT M	27,596 sqm
LOT N	31,067 sqm
LOT O	31,699 sqm
<b>TOTAL DEVELOPABLE</b>	<b>608,636sqm</b>

- - - - - Proposed Site Boundary
- - - - - Proposed Lot Boundary
- - - - - Building Setback
- - - - - Landscape Setback
- 100 Year Flood Plain
- Development Lots
- Estate Road Reserve
- Undevelopable Lots
- Transgrid Easement
- Road Widening (Aldington Rd)

Figure 1 – Site layout

Source: SBA

## 1.1 The Purpose of this Document

The purpose of this document is to provide guidance in the design and assessment of future buildings and roads within the site.

These guidelines seek to encourage high quality, innovative development which meets the needs of future occupants, facilitates the efficient and orderly development of the Industrial Hub, maintains sufficient flexibility to meet market demand and provides for environmental amenity.

## 1.2 The Objectives of this Document

The objectives of this document are to ensure the design of future development of the Industrial Estate:

- Promotes the efficient use of land;
- Promotes the functional operation of the site for the end users;
- Minimises potential visual impacts of buildings and cars on the site;
- Provides an enjoyable experience for visitors to the site;
- Demonstrates sustainable architecture;
- Respects the site topography and surrounding land uses; and
- Provides easy legible access within the site and its facilities.

## 2.0 Urban Design Principles

### 2.1 Setbacks

#### Objectives

1. To encourage buildings that respond to the relative position of the site.
2. To ensure the provision of appropriate buffers to Aldington Road, internal roads and surrounding land, that softens the visual impact of the development whilst allowing visibility to appropriate development.

#### Controls

3. a. Buildings are to be setback by:
  - 20m (including 10m landscape setback) from Arterial Roads;
  - 15m (including 7.5m landscaping setback) from Aldington Road;
  - 7.5m (including 3.75m landscape setback) from the internal estate;
  - 5m side setback (to building); and
  - 5m rear setback (to building).
4. b. The non-landscaping component of the setback may be used for access and off-street parking areas within the front setback if it can be demonstrated that the location of the car parking area:
  - promotes the function and operation of the development;
  - enhances the overall design of the development by implementing design elements including landscaping, that:
    - is complementary to the development; and
    - does not detract from the streetscape values of the locality.
5. Storage of any kind is not permitted within the building setback area.
6. Pedestrian access should be provided to all landscaped setback areas for maintenance and security purposes.

## 2.2 Site Coverage

### Objectives

1. To ensure that adequate area is available to accommodate landscaping, open space for employees and screening of loading and storage areas.
2. To ensure that adequate area is available for driveways and access, onsite parking and manoeuvring of vehicles.
3. To achieve appropriate building setbacks that include landscaping to ensure integration with streetscape and street tree planting.

### Controls

1. Not applicable. The Mamre Road Precinct contains significant open space zoned for RE1 Public Recreation, RE2 Private Recreation and E2 Environmental Conservation.

## 2.3 Minimum Lot Size and Frontages

### Objectives

1. To provide a subdivision layout capable of accommodating industrial development appropriate to the vision and intended outcomes of the Mamre Road Precinct.

### Control

2. Minimum lot size: 1,000 sqm.
3. Variation to the minimum lot size (1,000 sqm) may be considered for development responding to topography or site constraints e.g. electrical easements or irregular boundaries.
4. Minimum frontage: 40m (excluding cul-de-sacs).

## 2.4 Built Form and Design

### Objectives

1. To encourage buildings that are functional for end users, of architectural merit, diversity, scale and high quality built form.
2. To encourage a built form that contributes to the visual amenity of the site.

### Controls

1. Applicants are to give consideration to optimising building orientation and siting to natural elements such as topography, wind and sunlight, energy efficiency and to maximise weather conditions for loading and unloading.
2. Where practical, buildings are to sit parallel to side boundaries and retaining walls.
3. Applicants are to consider a range of fascia treatments, facade treatments, rooflines and building materials to reduce the impact of walls facing the street.
4. There is no maximum building height. The maximum building will be determined by visual impact. Taller buildings will be permitted where it can be demonstrated that:
  - the proposed height is in keeping with the character of the locality;
  - the building, or any part thereof, is not visually obtrusive; and
  - the overall design of the development, including landscaping and building materials, reduces the impact of height and bulk of the building.
5. Goods, plant, equipment and other material resulting from the development are to be stored within a building or will be suitably screened from view from residential areas.

6. Development which can be viewed from residential properties will require special attention regarding the scale, form and external finishes of buildings and landscaping, to reduce their visual impact.
7. Development should incorporate the Crime Prevention Through Environmental Design (CPTED) principles where appropriate.
8. Prominent elevations, such as those with a frontage to the street or public reserves, must present a building form of significant architectural and design merit.
9. Large elevations should be articulated by structural variations and/or a blend of external finishes. Additionally, the landscape design should consider the scale of the building and where appropriate, the location of and careful selection of plants may aid in reducing the bulk and scale of the building form.
10. Particular care should also be taken in:
  - designing roof elements;
  - designing buildings with regular geometry; and
  - locating plant and mechanical equipment including exhausts, so as to screen them from a public place.

## **2.5 External Building Materials and Colours**

### **Objectives**

1. To encourage a high standard of contemporary architectural design, utilising quality materials and finishes appropriate to the locality.
2. To ensure that new development contributes to the creation of a visually cohesive urban environment.
3. To encourage the innovative use of materials.

### **Controls**

1. Highly reflective materials, including white or off white metal colours should be minimised. In this regard, the roof material(s) to be used shall not be reflective.
2. Courtyard and screen walls should generally be in the same material as the building facades.
3. The development is to incorporate a variety of external finishes in terms of both colour and type of material used. The external finishes of the development are to be:
  - made from durable high quality, low maintenance materials;
  - compatible with the overall design and form of the development to reinforce the precinct as an integrated development;
  - selected for all built forms to ensure the entire development presents a homogeneous form;
  - considered for their ability to provide visual relief in large wall surfaces and elevations; and
  - selected to ensure the development complements the surrounding environment while reducing the temptation to vandalism and graffiti.

## **2.6 Entrance Treatment**

### **Objectives**

1. To provide an active frontage and level of surveillance to the street.
2. To ensure an identifiable entrance point to the property and building.

### **Controls**

1. Entries to buildings should be clearly visible to pedestrians and motorists and be integrated into the form of the building.
2. Architectural features are to be provided at ground level and are to address the primary street frontage.

3. All entrance treatments, such as directory boards, must be located on private property, with appropriate management arrangements to ensure that the ongoing maintenance of such treatments.
4. Entries should be articulated through the use of colour, signage, lighting, material change and texture, and strengthened through landscape design.

## 2.7 Staff Amenities

### Objectives

1. To provide facilities for workers.

### Controls:

1. Outdoor spaces should be provided for staff. The spaces should be easily accessible from the buildings and should maximise site opportunities such as views and solar access.
2. Opportunities for shade should be provided in outdoor staff amenity areas.
3. Within each development shower and change facilities shall be provided for staff. This is designed especially to encourage employees to access the site by bicycle or on foot.

## 2.8 Fences and Retaining Walls

### Objectives

1. To provide an appropriate level of security for property owners and contribute to the amenity of the Precinct.
2. To encourage pedestrian access to businesses from the street.
3. To ensure that retaining walls respond to the topography, streetscape and landscape.
4. To enhance the visual outlook of adjoining rural residential properties.

### Controls

5. Fencing may be positioned along the front property boundary only if:
  - it is decorative fencing that has an open style appearance (metal, pool type fencing);
  - it is solid fencing, not be higher than 1.2m; and
  - the fencing is complementary to the landscaping.
6. Front fences higher than 1.2m shall be consistent with the following:
  - maximum height of 2.1m;
  - transparent; and
  - dark colour.
4. Fences should not prevent surveillance by the building's occupants of the main open or communal areas within the property or street frontage.
5. Chain wire, metal sheeting, brushwood or electric fences are not permitted.
6. Cyclone fencing may be used on side and rear boundaries which do not front roads. Fencing required for acoustic mitigation purposes shall be suitably screened with landscaping or the like.
7. Fill walls fronting arterial or distributor roads are to comprise landscape setback with a minimum of 2m deep soil planting for canopy and screen trees in front of retaining walls up to 6m. Retaining walls greater than 6m are to incorporate terracing with 1.5m landscape zone per 3m retaining wall.

## 2.9 Signage and Lighting

### Objectives

1. To promote an integrated design approach to all signage in character with the locality, and its architectural and landscape features.
2. To prevent the proliferation of advertising signs.
3. To prevent distraction to motorists and minimise the potential for traffic conflicts.

### Controls

4. All advertising is to be:
  - constructed of high quality, durable materials;
  - considered in conjunction with the design and construction of buildings; and
  - contained wholly within the site.
5. In the case of strata titled factory units:
  - each factory unit development should have a directory board within or near the landscape area listing each firm and their unit number within the complex;
  - subject to compliance with the exempt development requirements; and
  - each firm is entitled to have:
    - a sign located on or over the door of the unit so occupied; and
    - another sign placed on the face of the building(s).
6. Lighting must be provided to external entry path, common lobby, driveway and car park to a building using vandal resistant, high mounted light fixtures.
7. The lighting in car park areas must conform to AS 1158.1, 1680 and 2890.1.
8. External lighting must give consideration to the impact of glare on adjoining residents.
9. Solar, LED lighting, and voltaic cells are to be used where feasible for powering lighting and signage.

## 2.10 Landscaping

### Objectives

1. To encourage a well-designed, legible and cohesive landscape framework for development/project application.
2. To ensure landscape plans submitted to Council are of a high standard, and that all landscaping is carried out and maintained to an appropriate level on completion of the development.
3. To screen undesirable views and minimise the visual impact of hard surface areas.
4. To encourage and build upon the landscape of surrounding existing vegetation.
5. To encourage the use of both hard and soft landscape to assist in creating comfortable micro climate conditions, and enhancing the environmental amenity of the development and the Precinct.

### Controls

6. A detailed Landscape Plan shall accompany a development application for future development for buildings on the site. The Landscape Plan shall be prepared by a suitably qualified Landscape architect.
7. The Landscape Plan shall be generally consistent with the site landscape plans prepared for the site by Site Design + Studio Landscape Architecture dated October 2020 and shown at **Figure 2**.
8. Native species should be used due to their low maintenance, relative fast growth, aesthetic appeal and suitability to the natural habitat.

9. The landscape must conform to the bushfire requirements, specifically when planting within Defendable Spaces.
10. Presentation of a building facade to the street should be complemented with appropriate vegetation. The visual impact of large expanses of wall should be reduced in scale by architectural treatment as well as planting or other landscape design solutions, such as 'green walls'.
11. Landscape materials should cause minimal detrimental visual impact, and the use of subtle coloured materials and block or brick paving is encouraged. Paving and structures shall complement the architectural style of existing buildings.
12. For clear and safe vehicle egress, when exiting a car driveway, the land directly adjacent the vehicle driveway up to 15m to the left and 25m to the right from the centre of the driveway, should be clear of trees. For truck driveways, this distance should be extended to 20m to the left and 30m to the right. Shrubs greater than 600mm are still permitted in this land.
13. Consideration should be given to solar access and energy conservation, with the appropriate use of deciduous trees.
14. Plant material in car parks should be used ameliorate views of large expanses of paved areas and parked cars, and to identify entrances to car parks.
15. Island planting beds should be interspersed throughout large parking areas, with appropriate species and scale tree planting.
16. Water Sensitive Urban Design (WSUD) techniques should be incorporated into planting and site design where feasible, such as harvest water and permeable paving.



**Figure 2 – Landscape masterplan**

Source: Site Design + Studio

### 3.0 Traffic and Parking

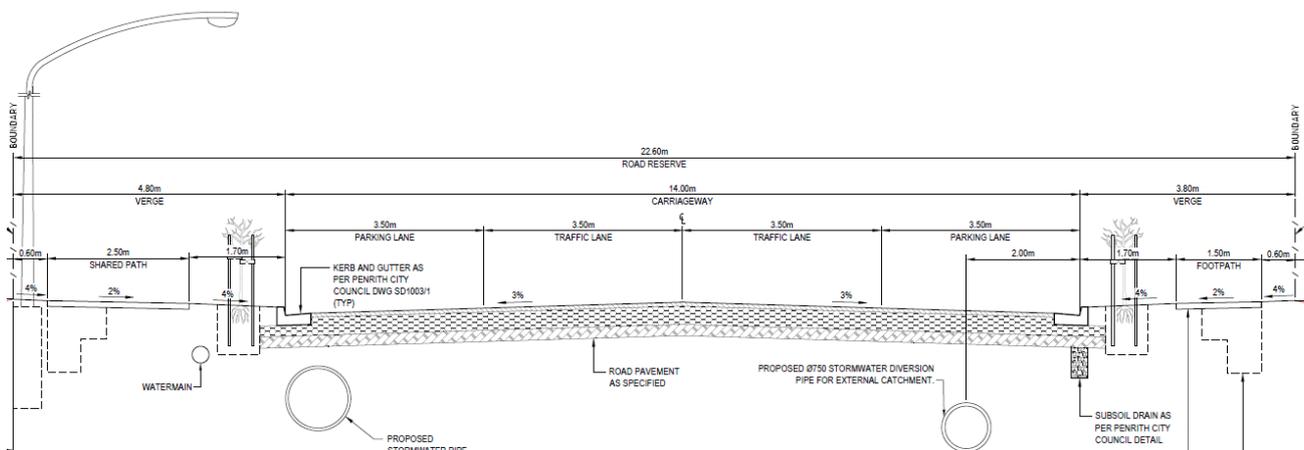
#### 3.1 Local Road Network

##### Objectives

1. To provide adequate vehicular entrance to and exit from the development in a manner that is safe for pedestrians and vehicles using the site and adjacent roadways.
2. To incorporate a road layout that is well connected, displays a legible street hierarchy that will accommodate anticipated traffic volumes and vehicle types, and permits access to allotments via roads.
3. To incorporate a road layout that provides safe access for the needs of all users including large trucks, pedestrians and cyclists.

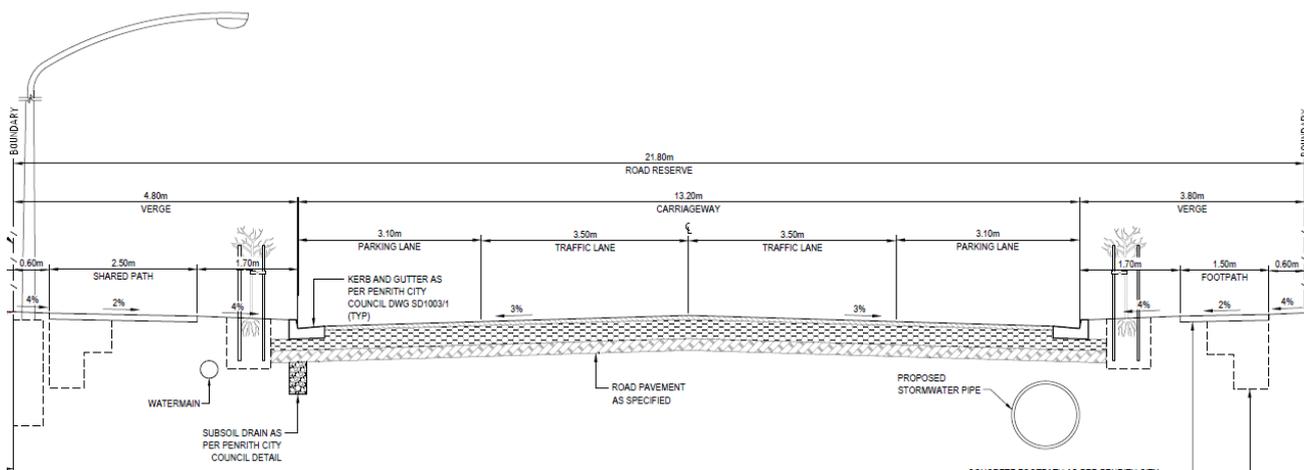
##### Controls

4. Development should comply with the road design principles identified in Roads and Traffic Authority, Road Design Guidelines; and Roads and Traffic Authority, Guide to Traffic Generating Development (1993) in relation to the number, locations and design of any vehicular entry and exit points and/or certain road construction works.
5. All roads and intersections within any internal road network shall incorporate traffic facilities that promote safe and efficient traffic movement, speed control and maximise landscape opportunities.
6. The Internal road design shall be generally consistent with the two typical estate road sections shown in **Figure 3** and **Figure 4**.



**Figure 3 – Typical estate section 01**

Source: Site Design + Studio



**Figure 4 – Typical estate section 02**

### 3.2 Source: Site Design + Studio Site Access and Movement

**Objectives:**

- 7. To ensure the safe and efficient movement of vehicles and pedestrians within a development site.

**Controls:**

- 8. Truck access, manoeuvring and loading areas are to be separated from car parking areas.
- 9. Development shall, where appropriate, be designed to:
  - allow all vehicles to either leave or enter the site in a forward direction;
  - accommodate heavy vehicle parking and manoeuvring areas;
  - avoid conflict with staff, customer and visitor vehicular movements; and
  - ensure satisfactory and safe operation with the adjacent road system.
- 8. In determining access and servicing, the following should be considered:
  - the location, type and scale of the proposed development;
  - the compatibility of the location and design of the car park with adjoining properties;
  - the Traffic Authority Guidelines and comments of the Local or Regional Traffic Committee(s); and
  - the potential for the land use to generate heavy vehicle movements.
  - Full details of the volume, frequency and type of vehicle movements shall be submitted with future applications.
- 9. Where the nature of the development will attract clients/visitors to the site, the following elements shall be included in the car park design:
  - the internal (vehicular) circulation network is to be free of disruption to circulating traffic and ensures pedestrian safety; and
  - the movement of pedestrians throughout the car park is clearly delineated by all users of the car park and minimises conflict with vehicles.
- 10. All internal two-way roadways within a lot are to have a minimum width of 6.2m. Lesser widths can be considered for one-way internal access roads or areas exclusively for cars. All internal roadways, circulation and parking areas are to be sealed with a hard-standing, all-weather material.
- 11. Direction arrows are to be shown on all internal roadways in order to satisfactorily facilitate the movement of vehicles.

12. All loading and unloading must take place on-site. Adequate space is to be provided within the site for the loading, unloading and fuelling (if applicable) of vehicles.

### 3.3 On-site Parking

#### Objectives

1. To ensure that safe and sufficient car parking shall be provided on each lot to satisfy the likely peak parking demands of the development.

#### Controls

10. Parking is to be provided in accordance with the minimum requirements in **Table 1**.
11. Car parks, aisles and manoeuvring areas shall be designed with function and safety in mind, and have minimum dimensions in conformity with the *Australian Standards 2890 - Parking Facilities*. The relevant parts of this standard are *AS2890. Off-street parking, AS2890.2 – Commercial vehicle facilities, and AS2890.3 - Bicycle parking facilities*.
12. Where parking spaces are to be provided for people with disabilities, these spaces are to be:
- suitably located near entrances to the building, lifts and access ramps (if required); and
  - provided in accordance with AS1428.1 – Design for Access and Mobility.
13. Parking facilities for commercial vehicles should be designed to accommodate the largest type of truck which could be reasonably expected to park on the site.
14. All parking areas shall be constructed of hard-standing, all-weather material, with parking bays and circulation aisles clearly delineated.

**Table 1 – Car Parking rate**

Use	Parking rate
Industrial (including light industrial)	1 space per 200 sqm GFA
Warehouse (including bulky storage)	1 space per 300 sqm GFA
Office	1 space per 40 sqm GFA

\*GFA (Gross Floor Area) as defined in the Standard LEP template

### 3.4 Road Reserves

#### Objective

1. To accommodate the key characteristics of new streets, to support safe and efficient traffic flow and support appropriate pedestrian and cycle provision.

#### Control

2. Proposed road reserves are to be provided in accordance with **Table 2**.

**Table 2 – Proposed road reserves**

Road	Reserve
Distributor road (Aldington Road)	24.8m
Estate road	Minimum 13.2m
Local non-estate road	22.6m