

Southern Region Industrial Land

DRAFT 2018 07

Current State Assessment Stage 1 Report

Planning Context and Overview

July 2018

Prepared for The Department of Environment Land Water & Planning

Southern Industrial Planning Context

Plan Melbourne

State-significant industrial precincts

To provide strategically located land for major industrial development linked to the Principal Freight Network and transport gateways. They will be protected from incompatible land uses to allow continual growth in freight, logistics and manufacturing investment.

- Southern Industrial Precinct
- Officer–Pakenham Industrial Precinct
- Port of Hastings Industrial Precinct

Direction 1.1 Create a city structure that strengthens Melbourne’s competitiveness for jobs and investment.

This direction is aimed at ensuring well-priced commercial and industrial land is available in locations that support and strengthen key growth industries.

Policy 1.1.6 Plan for industrial land in the right locations to support employment and investment opportunities.

Melbourne currently has almost 26,000 hectares of land zoned for industrial purposes. Of this, more than 7,000 hectares are vacant, with approximately 4,660 hectares of vacant land located within state-significant industrial precincts. In addition, 6,275 hectares of unzoned land has been identified through growth corridor plans and previous strategic plans. Over the past five years, demand for new industrial land has averaged around 205 hectares a year, with demand driven by freight, logistics and manufacturing.

Melbourne’s major industrial areas have become more attractive through recent investments in Victoria’s transport network and hubs. Unlike many other cities, Melbourne is well positioned to absorb additional growth near major transport gateways and freight terminals.

Ensuring there is enough industrial land available for development near transport gateways—particularly in outer-suburban areas—will be critical if Melbourne is to remain globally competitive and attract new investments and jobs.

State-significant industrial precincts will be protected from incompatible land uses to allow for their future growth. Future industrial land will need to be identified in strategic locations to ensure there is sufficient land available for major industrial development linked to the Principal Freight Network and transport gateways and networks.

Direction 3.4 Improve freight efficiency and increase capacity of gateways while protecting urban amenity

Policy 3.4.1 Support sufficient gateway capacity with efficient landside access

Continuous improvement of the freight network is critical to the maintenance of an efficient and effective network. Projects such as the completion of the Dingley Road corridor, supporting the growing industrial area of Dandenong South, and the national employment and innovation cluster are important ongoing improvements.

Planning Policy Framework

Clause 11.01 Victoria

Clause 11.01-1S Settlement

Objective

To promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Strategies

Deliver networks of high-quality settlements by:

- Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs in accordance with the relevant regional growth plan.

Clause 11.01-1R Settlement – Metropolitan Melbourne

Strategies

Focus investment and growth in places of state significance, including the following locations:

- State-Significant Industrial Precincts.

Clause 11.02 Managing Growth

Clause 11.02-1S Supply of urban land

Objective

To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Strategies

Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.

Ensure that sufficient land is available to meet forecast demand.

Monitor development trends and land supply and demand for housing and industry.

Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.

Clause 11.02-3S Supply of urban land

Objective

To manage the sequence of development in areas of growth so that services are available from early in the life of new communities.

Strategies

Improve the coordination and timing of infrastructure and service delivery in areas of growth.

Clause 11.02-3 Planning for growth areas

Objective

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create benefits for sustainability while protecting primary production, major sources of raw materials and valued environmental areas.

Strategies

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Clause 11.02-1S Sequencing of development

Objective

To manage the sequence of development in areas of growth so that services are available from early in the life of new communities.

Strategies

Improve the coordination and timing of infrastructure and service delivery in areas of growth.

Clause 17 Economic Development

Clause 17.01-2S Innovation and Research

Objective

To create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

Strategies

Support the development of business clusters

Promote a physical environment that is conducive to innovation and creative activities.

Clause 17.03 Industry

Clause 17.03-1S Industrial land Development

Objective

To ensure availability of land for industry.

Strategies

Provide an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.

Identify land for industrial development in urban growth areas where:

- Good access for employees, freight and road transport is available.
- Appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses.

Protect and carefully plan existing industrial areas to, where possible, facilitate further industrial development.

Avoid approving non-industrial land uses, which will prejudice the availability of land for future industrial requirements, in identified industrial areas.

Clause 17.03-3S State significant industrial land

Objective

To protect industrial land of State significance.

Strategies

Protect state significant industrial land from incompatible land uses to allow for future growth. State significant industrial precincts include but are not limited to:

- Southern Industrial Precinct - Dandenong South.
- Northern Industrial Precinct - Campbellfield, Somerton and Thomastown.
- Western Industrial Precinct - Laverton North and Derrimut.
- Officer / Pakenham Industrial Precinct.
- Port of Hastings Industrial Precinct.

Ensure sufficient availability of strategically located land for major industrial development, particularly for industries and storage facilities that require significant threshold distances from sensitive or incompatible uses.

Protect heavy industrial areas from inappropriate development and maintain adequate buffer distances from sensitive or incompatible uses.

Clause 18 Transport

Clause 18.03 Ports

Clause 18.03-1S Planning for ports

Objective

To support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels and to facilitate their ongoing sustainable operation and development.

Strategies

Provide for the ongoing development of ports in accordance with approved Port Development Strategies.

Identify and protect key transport corridors linking ports to the broader transport network.

Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration light spill, noise and air emissions from port activities.

Clause 18.03-2S Planning for port environs

Objective

To plan for and manage land in the environs of commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

Strategies

Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Plan for and manage land in the port environs to accommodate uses which depend upon or gain significant economic advantage from proximity to the port's operations.

Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.

Identify and protect key transport corridors linking ports to the broader transport network.

Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew free operations of the port.

Ensure that the use and intensity of development does not expose people to unacceptable health or safety risks and consequences associated with an existing major hazard facility.

Ensure that any use or development within port environs:

- is consistent with policies for the protection of the environment.
- takes into account planning for the port.

Local Planning Policy Framework
&
Precinct Structure Plans, Structure Plans and Strategies

Cardinia Shire Council

Clause 21.01 Cardinia shire key issues and strategic vision

Clause 21.01-3 Key Issues

Economic development

- The development of a balanced local economy and local employment opportunities for residents.
- The need to support and strengthen existing businesses.
- The attraction of new business, particularly to the employment corridor south of the Pakenham bypass.
- The protection and sustainable use of agricultural and particularly land with soil that is of a high quality within the Western Port Green Wedge.

Clause 21.04 Economic development

Clause 21.04-4 Industry

This section provides local content to support Clause 17.02 (Industry) of the State Planning Policy Framework.

Overview

The main industrial area within the municipality is established within Pakenham with smaller industrial precincts also located in Emerald, Maryknoll, Beaconsfield, Officer, Bunyip, Koo Wee Rup and Lang Lang. A number of existing industries add value to the process of agricultural production.

In the Casey-Cardinia Growth Area, 2,500 additional hectares have been set aside for employment uses, including industry and commerce. South East Industrial Business Park (located at the intersection of Bald Hill Road and Koo Wee Rup Road, Pakenham), will provide 167 hectares of industrial land to support more jobs to be created near Pakenham.

Key issues

- Enhancing the appearance and functionality of existing industrial areas and the design of future industrial development to create an attractive, functional and safe business environment.
- Providing for investment and development both for local businesses and larger industries.
- Facilitating the development of the Pakenham and Cardinia Road Employment Precincts.
- Facilitating linkages between industry and agricultural uses particularly in terms of transport networks.
- Locating future industry to ensure appropriate access from the transportation network.
- Recognising that future industry development will be increasingly linked to a range of knowledge based services.

Objective

To develop manufacturing and service industries that provide services to local residents and businesses, support local employment and reflect a high standard of urban design.

Strategies

Subdivision

- Encourage a range of lot sizes to meet the needs of different users, including the encouragement of larger lots for major developments on main or arterial roads.
- Encourage subdivision that is consistent with relevant precinct structure plans and urban design frameworks.

Use

- Provide for limited retailing (restricted retail and trade supplies) in industrial areas along arterial roads provided the retailing activities do not conflict with nearby activity centres.
- Provide for office and research and development in association with industrial activities in appropriate locations.
- Encourage the establishment of industries which add value to local agricultural produce.
- Consider the establishment of rural industries in green wedges if they are directly related, or contribute, to agricultural production.
- Encourage the establishment of service industries in townships to meet the needs of local residents and to provide for local employment.
- Encourage appropriate industrial development within both the Pakenham and Cardinia Road Employment Precincts consistent with relevant structure plans.
- Encourage development that is consistent with relevant precinct structure plans and urban design frameworks.

Clause 21.07 Local Areas

Clause 21.07-2 Gembrook

Economic development

- Provide for light industrial land uses to service the township.

Clause 21.07-7 Koo Wee Rup

Economic Development

- Provide additional industrial land to the south of the township to encourage local employment opportunities.
- Facilitate the development of an additional industry and service industry precinct within the Koo Wee Rup township.

Cardinia Precinct Structure Plans and Strategies

Bunyip Township Strategy

The Bunyip Township has a small industrial precinct focused on the intersection of the Nar Nar Goon Longwarry Road and Hope Street and along the Bunyip Modella Road to the west of the recreation reserve. Existing uses include automotive and panel repairs, metal fabrication and garden supplies. Further development of existing industrial land in the precinct should be encouraged to assist in meeting the needs of local residents and to provide for local employment.

Cardinia Road Employment Precinct Structure Plan

"The Cardinia Road Employment Precinct (the Precinct) represents a new model for employment delivery in growth areas. The Precinct is planned as an integrated commercial and industrial business park in a high amenity setting that is characterised by landscape wetland corridors, a diverse activity centre and quality residential area."

Garfield Township Strategy 2002

4.3 Industry

Garfield does not have a dedicated industrial precinct, however, there are a number of home based businesses in the area, in the construction trades and service industries and a number of owner/drivers of large articulated vehicles.

Demand for industrial land is unquantified at present, although Garfield is well positioned to support light, service and rural industries given its proximity to urban and regional centres, availability of physical infrastructure and a local skilled workforce.

Key Issues

- *Provision of suitable land base for industrial development*
 - Scarred trees most likely on floodplains and within stands of remnant vegetation
- *Registered historic place, post white settlement, (Wedge Station) with potential for further significant finds associated with first contact.*

Gembrook Township Strategy 2011

Potential Industrial zoned land:

There is presently no industrial zoned land in Emerald, Cockatoo or Gembrook. This is seen as a problem by members of the community as there is no where for light industrial or farming service businesses to establish themselves in the hills region. There is a desire to see a designated area for light industrial uses in the Gembrook region which can provide services to the community without impacting on the landscape and amenity of the town.

The exact zoning sought is likely to be Industrial 3 Zoning.

Koo Wee Rup Township Strategy 2015

3.2 Strategic objectives

The key objectives for the Koo Wee Rup township to achieve the desired vision are to:

- *improve local employment opportunities by providing an additional industrial precinct.*

5. ECONOMIC DEVELOPMENT

5.1 Overview

Koo Wee Rup has a variety of commercial zones, which includes the Commercial 1 Zone (C1Z), the Commercial 2 Zone (C2Z), a Mixed Use Zone (MUZ) and two industrial precincts (IN1Z).

An industrial precinct exists in the area bounded by Rossiter Road, Denhams Road, Moody Street and the Koo Wee Rup Secondary College. A smaller industrial precinct exists on the corner of Station Street and McNamara Road and these precincts provide a location for light industrial premises.

A rezoning application for a further industrial precinct in the area bounded by Sybella Avenue, the sewerage treatment plant and the Great Southern Railway Reserve is under consideration. The area is subject to a 350metre buffer distance from the sewerage treatment plant to sensitive land uses. This excludes residential, schools and the like, and makes this a suitable location for light industrial, storage and warehousing, transport, construction and agricultural support industries.

5.13 Potential land use conflicts

As additional industrial land is developed, there will be an opportunity for current businesses to relocate and the existing precinct to be redeveloped as a business park which will attract office and warehousing uses.

Lang Lang Township Strategy

The key objectives for the Lang Lang Township (in no hierarchical order) to achieve the desired vision are to:

- *provide an industrial precinct*

5.7 Service industry and industry

There is a lack of industrial zoned land for service industry or industry type activities within the Lang Lang Township. Currently in the town, two parcels of land zoned industrial are located along Westernport Road nearby to the Lang Lang Pastoral, Agricultural and Horticultural Showgrounds and the South East Water Treatment Plant. Seven small light industrial factories are also located along McDonalds Track on land classified as Mixed Use in the Cardinia Planning Scheme. The community has raised concerns that a lack of industrial land will undermine the long-term economic sustainability of the town. The development of more industrial land is encouraged to increase local employment opportunities.

5.13 Actions

- *Rezone land for industrial purposes as shown in the Lang Lang Framework Plan.*

Pakenham Structure Plan

Industrial

This area provides the southern gateway to Pakenham. In the medium to long term, the industrial area could accommodate complementary commercial land with high amenity employment that moves away from large scale manufacturing and provides greater opportunities for other more employment intensive economic sectors (i.e. education and creative industries).

[City of Casey](#)

[Clause 21.01 Introduction](#)

[Clause 21.01-1 Municipal profile](#)

Casey is experiencing rapid growth in all areas, including housing, industry, and commercial and retail facilities, which is supported by the ongoing roll-out of associated infrastructure.

[Clause 21.01-4 Economic context](#)

The City has a good range of these industries, with a large manufacturing precinct located in Hallam, smaller service industries' precincts located in Doveton, Cranbourne, Narre Warren and Berwick.

The municipality also sits within a broader regional context, with the neighbouring City of Greater Dandenong, and Dandenong South in particular, being a significant employment destination for Casey's residents. In the future, the Shire of Cardinia will also be an important employment destination for Casey's residents, with Casey itself ultimately fulfilling a similar role for residents of these municipalities. Improving public transport and road connections to both municipalities will therefore be an important objective for the future.

[Clause 21.05 Economic Development](#)

[Clause 21.05-3 Objective 2](#)

To take advantage of Casey's competitive edges to create local employment opportunities across a diverse economic base to secure a sustainable and prosperous future.

[Strategies](#)

Economic opportunities

2.1 Enhance economic prosperity through the development of a broad, diverse and sustainable business and industrial base to increase business investment and employment opportunities.

2.2 Manage development of Casey's undeveloped urban areas to maximise their development potential.

[Clause 21.09 Berwick Northern Area](#)

[Clause 21.09-3 Strategies](#)

- Maintain the Enterprise Avenue industrial estate as a high-amenity service industrial precinct for the local area.

[Clause 21.12 Casey Coast](#)

[Clause 21.12-3 Strategies](#)

Tooradin

- Provide for a high amenity service industrial precinct west of Tooradin Station Road that minimises off-site amenity impacts.

Clause 21.16 Cranbourne East

Clause 21.16-3 Strategies

- Maintain buffers and manage the interface of the residential areas with the existing abattoir and industrial activities along Thompsons Road, to protect the operation of existing uses and minimise loss of residential amenity.

Clause 21.17 Cranbourne North

Clause 21.17-3 Strategies

- Develop a new service business/industrial precinct with high levels of amenity on the northern side of Thompsons Road to provide local business and employment opportunities.

Clause 21.18 Cranbourne West

Clause 21.18-2 Objectives

- To develop a new industry and business park to improve economic development and employment opportunities within Cranbourne West and the wider Cranbourne region that is sustainable, well landscaped and has high levels of amenity and accessibility

Clause 21.18-3 Strategies

- Provide for the development of the western half of the land bounded by Thompsons Road, Evans Road, Hall Road and the Western Port Highway for the 'Cranbourne Industry Park'.
- Develop a new north-south collector road within the future 'Cranbourne Industry Park' linking Thompsons Road with Hall Road.

Clause 21.19 Doveton/Eumemmerring

Clause 21.19-2 Objectives

- To encourage vibrant industry and business in the area.

Clause 21.21 Hallam

Clause 21.21-2 Objectives

- To extend and modernise the employment and service business potential of Hallam industrial area.

Clause 21.21-3 Strategies

- Support the progressive development of the Hallam Industrial Estate, recognising it forms part of the Dandenong industrial area that is of national significance.

Clause 21.24 Narre Warren

Clause 21.24-3 Strategies

- Develop the Vesper Drive service industry/commercial area as a complementary precinct within the Fountain Gate-Narre Warren CBD.'

Clause 22.03 Industrial Development Policy

Where the policy applies

This policy applies to all industrially zoned land, the Employment Area identified in the Cranbourne West Precinct Structure Plan and the land identified for industrial use and development in Schedule 1 to the Activity Centre Zone –for the Cranbourne Town Centre.

Clause 22.03-1 Policy basis

Both the Casey C21: A vision for our future strategy and the Municipal Strategic Statement identify the need to provide more local employment opportunities in response to rapid growth and to reduce the need of Casey residents to seek work outside the municipality. Industrial zones are significant employment generators and maintaining an adequate supply of land for industrial purposes is essential for any community that strives to be more self-reliant.

Over time, extensive tracks of vacant industrial zoned land in Casey have been rezoned to allow for residential and other urban land uses. There is a need to halt, and if necessary, to reverse this process to ensure that there is sufficient industrial land in the right locations for continued business investment in the municipality. The inefficient use of industrial land will be to the detriment of Casey's long term economic competitiveness.

Clause 22.03-2 Policy objectives

- To develop industrial areas as local employment centres.
- To ensure that there is an adequate supply of industrial zoned land in suitable locations throughout the municipality.
- To ensure that remaining stocks of industrial land are used primarily for industry and related uses.
- To ensure that land use conflict does not arise between industry and sensitive uses in surrounding areas.

Clause 22.03-3 Policy

It is policy that:

- A supply of industrial-zoned land sufficient to meet the foreseeable needs of industry be provided in strategic locations throughout the municipality.
- A range of lot sizes be provided to meet the diverse needs of industry.
- Larger lots along main roads be provided or retained to meet the needs of major industrial firms that require good road access, a large site and prominent exposure.
- Commercial and other non-industrial uses be excluded from industrial zones except for those uses which:
 - Serve the convenience needs of industrial uses.
 - Are ancillary to industrial uses.
 - Form part of an integrated development that is predominantly industrial in nature.
 - Are unsuitable to be located in other zones by reason of the nature of the use, the intensity of activities associated with the use, or by the scale of the building(s) required to accommodate the use.

Clause 22.08 Non-agricultural uses in green wedge areas policy

Clause 22.08-3 Policy

- Industrial/warehouse-type uses, except those defined as either 'Rural industry' or 'Rural store' in Clause 74 or where there is a clear link between the proposed industrial activity and agricultural production, not be located in Green Wedge areas.

Casey Precinct Structure Plans

Cranbourne East Precinct Structure Plan 2010

In addition to the jobs created from land uses within the PSP area, future residents will benefit from the overall growth in job opportunities associated with the development of the broader region. This includes, Cranbourne West Employment area, Cranbourne North, Narre Warren Fountain Gate PAC, Cranbourne PAC and the C21 Business Park.

Further a field, significant areas of employment development include:

- *Dandenong Central Activities District (“CAD”),*
- *Dandenong South industrial area,*
- *Monash Technology Precinct,*
- *Frankston CAD and surrounds, and*

The Cardinia Employment Corridor which includes:

- *The Pakenham Employment Precinct,*
- *The Cardinia Road Employment Precinct,*
- *The Officer Employment Precinct, and*
- *The Pakenham Town Centre which has significant long term growth opportunities.*

The employment precincts and industrial areas planned for Melbourne’s south east are expected to fully develop over the next 20 to 30 years and generate approximately 40,000 to 50,000 jobs for the region.

4.5 Employment and activity centres

4.5.1 Employment and activity centres objectives

Objectives specific to the Ballarto Road Employment Area are to:

- *To promote a wide range of office, industrial/commercial and warehouse land uses to maximise job densities,*
- *To promote the establishment of fine grained business and industrial activities, office/warehouse, restricted retail and a combination of service industries and related business services.*

Cranbourne Town Centre Structure Plan 2018

6.2 Precinct 2: Employment and Services

6.2.1 Overview

Made up of the existing northern industrial area and the southern gateway to the Cranbourne Town Centre, this precinct plays a significant role as both a gateway and key commercial redevelopment area. Over time a greater diversity of employment generating uses are expected to establish, such as office developments, small-scale industrial and manufacturing uses, showrooms and other non-commercial retail uses.

[Cranbourne West Precinct Structure Plan 2012](#)

2.0 Strategic Context

2.1 Metropolitan and Regional Context

Development of the Precinct's employment areas will be influenced by its relationship to the Dandenong South industrial area. This area, commencing 1.5km north of the Precinct, continues to consolidate its role as a major suburban business hub attracting larger processing, packaging and distribution industries, and manufacturing businesses, which benefit from access to upgraded regional transport infrastructure.

2.1.1 Employment land

The Casey Municipal Strategic Statement and C21 Strategy identify the need for the City of Casey to strengthen and diversify its employment base to achieve improved local job self-containment and prioritise the need to deliver a large new Cranbourne Industry Park in Cranbourne West.

[Fountain Gate – Narre Warren CBD Structure Plan 2016](#)

Economic Snapshot

Economic Region

Narre Warren together with Dandenong's MAC, Dandenong South Industrial Precinct, the Officer-Pakenham industrial corridor and the Port of Hastings create an important economic sub-region for Melbourne.

[City of Greater Dandenong](#)

[Clause 21.02 Municipal Profile](#)

[Clause 21.02-1 Overview](#)

The extension of the Urban Growth Boundary by the State Government will facilitate further industrial development in Dandenong and some 25,000 new jobs, to maintain Greater Dandenong's pivotal role in the State economy.

[Clause 21.02-2 Regional context](#)

Dandenong IN2Z Industrial Area: Greater Dandenong is the only area in South East Melbourne that has a designated Industrial 2 Zone, reserved for heavy and / or offensive industries requiring extensive buffer zones.

[Clause 21.02-3 Land use](#)

Industrial Industry ranges from small-scale light industries in older established areas, to newer, general industrial estates, with large allotments and purpose-built factories.

Key industries located in Greater Dandenong include advanced manufacturing in automotive, plastics and scientific equipment, as well as food processing and distribution, and metal fabrication. Greater Dandenong's large industrial areas house some key national and international organisations. New 'high tech' industry is steadily replacing the traditional heavy industry upon which the region depended in the post-war period.

The Dandenong Industrial 2 Precinct provides for environmentally sensitive industries and is a resource of state significance as it is one of only three strategic locations within the State where industries, that require significant buffers from sensitive uses can operate. It includes a diverse range of industries, among them, food processing establishments licensed for export, as well as chemical and general industries.

Greater Dandenong has approximately 1730ha (DPCD, 2006) of industrially-zoned land in close proximity to major freight and passenger transport routes, with an additional 1040ha to be made available close to the road and rail transport network. In addition an area of approximately 500ha (DPCD, 2006) is zoned Business 3, with potential for industrial related uses.

[Clause 21.03 A Vision for Greater Dandenong](#)

[Clause 21.03-1 Vision](#)

Council's vision for Greater Dandenong is:

A nationally and internationally competitive city; a pre-eminent industrial centre for Melbourne's south-east with a significant high-tech/knowledge industrial component; a centre for government, multi-national investment and employment; vibrant commercial and retail sector and a state of the art inter-modal transport interchange for south eastern Victoria.

Strategic Framework Map



Clause 21.04 Land use

Clause 21.04-3 Industrial

21.04-3 Industrial

Environmental issues –Plan Melbourne: Metropolitan Planning Strategy emphasises the need to achieve a healthy balance between the need to provide for an increased population, to support robust activity centres and to protect key industries.

While Greater Dandenong is home to the State significant Industrial 2 Zone, the challenge is to protect this zone for its intended purpose and to carefully manage the interface between this zone and other zones.

Industrial areas need to provide a safe environment and facilities for people to cycle or walk to their work place. Industrial areas should have substantial provision of greenery and open space. This include parks and gardens for congregation, and recreation as well as street trees for shade.

Industry also needs to manage the challenge of noise pollution, air pollution and reducing other adverse impacts on the environment – including ground water. A prosperous local industrial economy not only provides local employment opportunities but also reduces the need for long journeys to work and transport pollution with positive ramifications for the environment.

Industry should be encouraged to develop best practice in regards to utilisation of energy and resources. The efficient use of energy and resources and reductions in waste generation will benefit both the business and the environment.

Economic issues – The industrial sector in Greater Dandenong is the mainstay of its economy, providing jobs and investment opportunities locally and within the wider south eastern region. The Dandenong Industrial 2 Zone accommodates industries that require significant buffers from sensitive uses. This is one of only three Industrial 2 Zones within the State and is of State significance. To ensure the availability of land in this strategic location for its primary purpose, the Industrial 2 Precinct needs to be protected against the encroachment of those industrial activities which do not require significant buffers from sensitive land uses.

Another key challenge for Greater Dandenong will be its strategic land use response to future demand for bulky goods retailing. The continued take up of industrial land for this form of development will jeopardise the municipality's industrial development.

Social issues - Industry in Dandenong reflects its history and is integral to its diverse social and economic character.

The relationship between education and employment is vividly illustrated by the fact that, within Greater Dandenong, those young adults with no paid work include just one in seven young adults with university education but half of those with incomplete secondary schooling. The presence of high unemployment in the presence of local employment growth affirms the need for improved employment and educational opportunities tailored to accommodate the abilities and needs of the local residents.

Given that lack of public transport accessibility to industrial areas has proved to be a significant barrier for young people accessing employment, it is important to ensure accessibility between industrial areas and other employment nodes to public transport.

Objective

1. To provide development, employment and industrial opportunities, which cater for a broad range of industries.

Strategies

1.1 Provide a diversity of locational opportunities for all types of industrial activity, including those enterprises that combine manufacturing with general office activities.

Objective

2. To facilitate new investment, development and redevelopment.

Strategies

2.1 Discourage business or non-industrial uses on industrial land.

2.2 Encourage new hi-tech and knowledge industry to be established.

Objective

3. To develop and exploit existing infrastructure and locational advantage of the City's industrial areas.

Strategies

3.1 Encourage the establishment of industries that add value to the local industry products, component manufacturers.

3.2 Encourage the establishment of industries that create local employment opportunities.

3.3 Protect the supply of industrial land by encouraging retail and office uses to locate in commercial zones.

Objective

4. To encourage the integration of commercial and industrial developments in existing Commercial 2 Zones.

Strategies

4.1 In order to integrate industrial and commercial uses within Commercial 2 Zones, no maximum combined leasable floor area (m²) shall apply in these zones.

4.2 Discourage stand alone office development on sites within the Commercial 2 Zones that are outside the designated existing or proposed activity centres, gateway and/or corridor sites.

Objective

5. To protect the strategically significant Industrial 2 Zone for its primary purpose

Strategies

5.1 Encourage the location of industries that require more extensive buffer distances (requiring 1,000-5000m buffer distances under Clause 52.10 of the Planning Scheme) within the Industrial 2 Zone.

5.2 Strongly discourage industrial land uses that do not require significant buffer distances from sensitive land uses from locating in the Industrial 2 Zone.

Objective

6. To protect industrial zones for industrial activity.

Strategies

6.1 Strongly discourage the issue of planning permits for bulky goods retail developments in industrial zones.

Objective

7. To improve the image of industrial areas in Greater Dandenong.

Strategies

7.1 Encourage existing industries to improve their sites and operating conditions to contribute positively to the image and amenity of the municipality.

7.2 Ensure that there is a well designed transition between industrial development and streetscapes and/or public reserves with high quality and intense landscaping, incorporating canopy trees within development sites.

7.3 Ensure new industrial development includes well designed, well connected and safe pedestrian and cycle paths.

Objective

8. To ensure industrial uses do not impact adversely on the amenity and safety of surrounding land uses and the environment.

Strategies

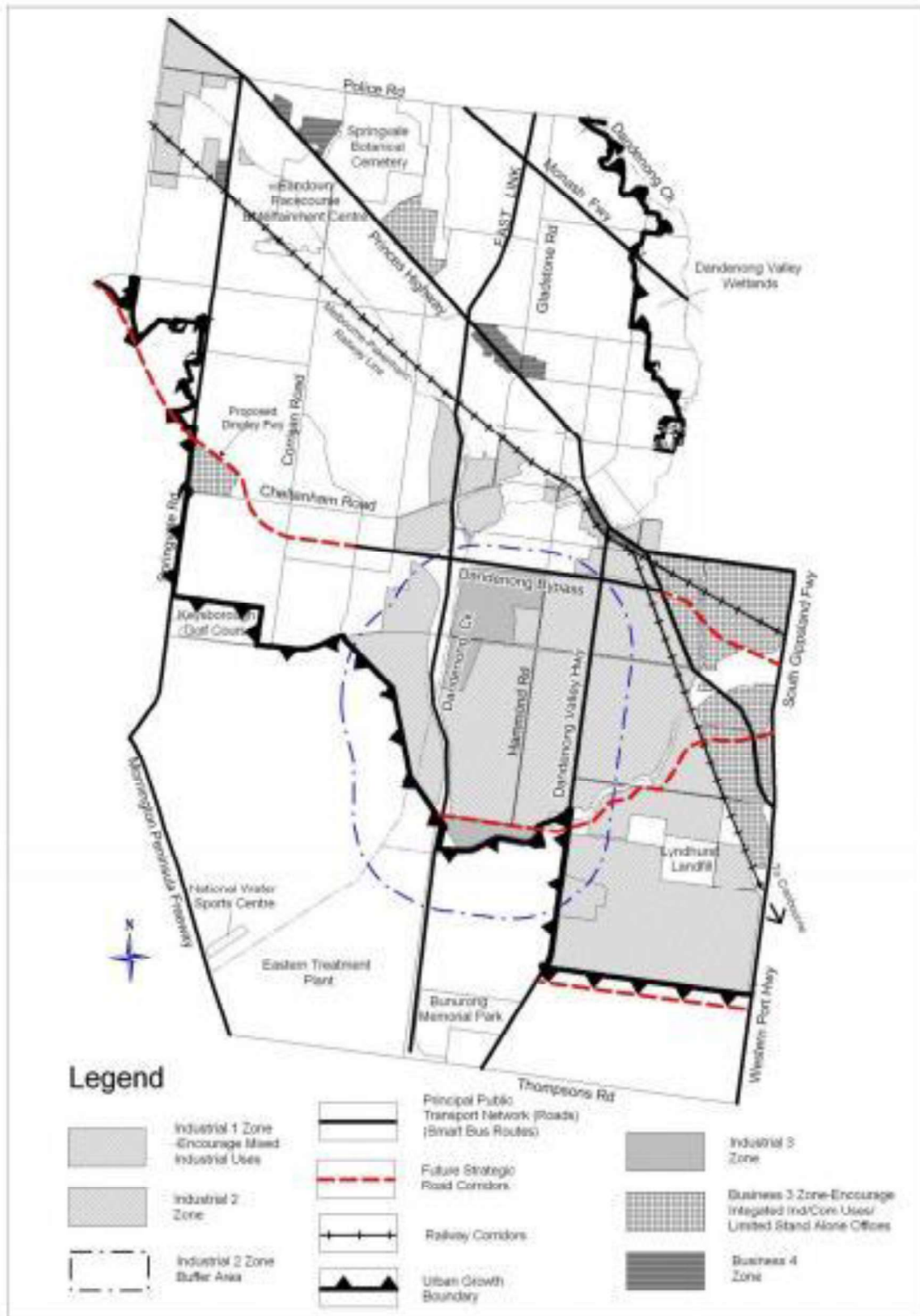
8.1 Prevent the establishment of industrial activities in rural areas/green wedge except where they are directly related to or contribute to agricultural production.

8.2 Discourage industries that rely on visits by heavy vehicles using roads through residential areas or activity centres.

8.3 Encourage industry to adopt world best practice water sensitive urban design.

8.4 Facilitate the application of a different land use zoning regime in areas where there is an identified interface conflict between industrial uses and residential areas.

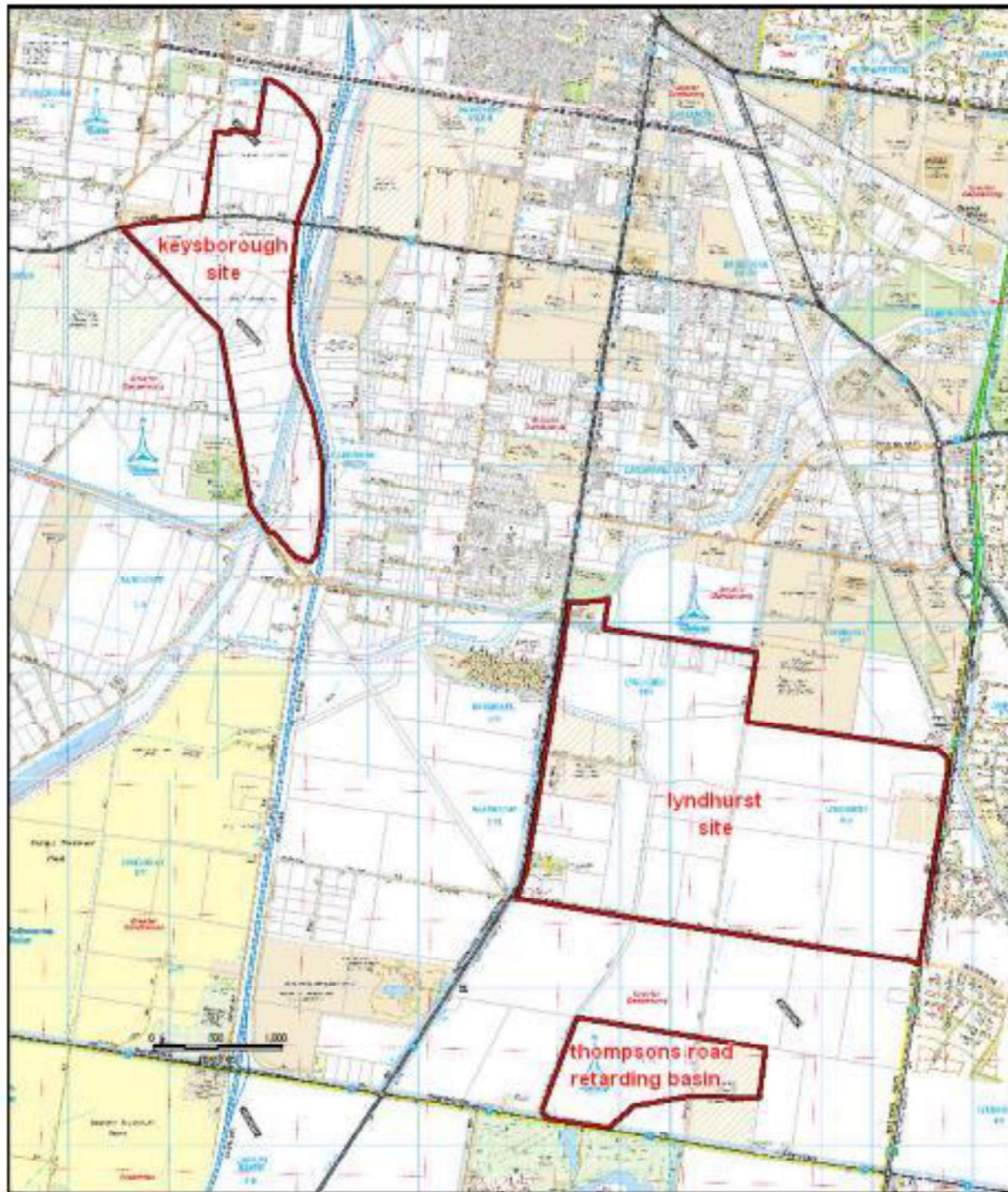
Strategic Industrial Framework Map



1.2 Aims and Objectives

The aim of this Structure Plan is to facilitate the development of the industrial area and to ensure the provision of well-serviced industrial infrastructure capable of accommodating the existing and future industrial and commercial activities.

Figure 1 Area of the Structure Plan



Industrial and Commercial Changes and Demand Final Strategy 2016

City of Greater Dandenong possesses a strong mix of industrial and related activities across its employment lands. Collectively, they provide an important source of employment for local residents as well as the broader region.

Long established as a location of choice for all types of industrial activity, Dandenong South's updated status as a National Employment Cluster will see it continue to attract significant volumes of business investment over the coming decades. An expected shift towards more technologically advanced modes of production will see the precinct continue its evolution in the future.

The emergence of advanced manufacturing punctuates a long term trend in which much local production has been replaced by imports in the supply chain. As a result, Greater Dandenong's employment lands are increasingly occupied by the Freight and Logistics sector. Land uses associated with these activities are highly floorspace and land intensive and can be expected to consume a significant proportion of supply in the long term.

Of Greater Dandenong's 3,300ha of employment lands, only 2,500ha are currently occupied. This leaves approximately 800ha of supply which, based on the analysis undertaken as part of this study, will be sufficient until 2036. Alternative opportunities can be explored from 2030, and must be cognisant of planned industrial areas elsewhere in the region.

Springvale Activity Centre Structure Plan 2017

4.1 Land use and economic activity

North of the railway line are areas of both Industrial and Commercial 2 Zoned properties on larger sites. It is considered that there may be some long term opportunities for a higher utilisation and activation of land particularly fronting the railway line.

The centre has a significant industrial land use component of some 80,000sqm of service industries, commercial offices, warehouse and storage facilities and both light and heavy manufacturing. It is also of note that Springvale is the only activity centre in Greater Dandenong which has a provision of industrial zoned land. recent Industrial and Commercial Change and Demand Strategy, 2016 (SGS Economics and Planning) concluded that if the centre has a sufficient supply of land to cater for housing and retailing it would be prudent for the area north of the railway line to remain an industrial area until a supply shortage of other land uses emerge.

City of Kingston

Clause 21.02 Municipal Profile

Clause 21.02-2 Regional context

Industry/employment

Kingston has the highest concentration of manufacturing employment in metropolitan Melbourne, and is therefore a major provider of jobs to the south-east metropolitan region.

Clause 21.02-3 Municipal overview

Industry

Kingston is one of the largest and most concentrated manufacturing bases in metropolitan

Melbourne. The municipality has over 4,000 manufacturing businesses which provide employment for over 25,000 people, representing around 10% of Melbourne's manufacturing jobs.

Locations for industry range from older established areas in Moorabbin, Cheltenham and Braeside, which accommodate small to medium sized industries, to newer estates at Redwood Gardens, Parkview and Woodlands, which are generally within a garden setting and provide for medium to large scale firms.

Clause 21.03 Land use challenges for the new millennium

Industrial revitalisation

Industry trends indicate that Kingston will continue to play a major role within the manufacturing sector in both a regional and state context. The City's older industrial areas however are in need of significant revitalisation if they are to remain viable locations for modern manufacturing businesses. Significant infrastructure funding will be required if Council is to provide assistance to these industries to overcome the major physical constraints which currently inhibit their efficiency and operation.

Clause 21.04 Vision

Clause 21.04-3 Strategic framework plan

The major strategic directions identified on the overall Framework Plan include:

- Locations for consolidation and revitalisation of older industrial precincts:
 - Moorabbin, Mordialloc, Cheltenham and Braeside.

Clause 21.07 Industrial Land Use

Clause 21.07-1 Overview

Whilst in recent decades there has been a relatively large supply of vacant industrial land in this region, this land supply is now diminishing - particularly the supply of larger allotments. The potential future development of industry at Moorabbin Airport is likely to increase the availability of industrial land in the region. A continued emphasis on the achievement of high amenity, well landscaped settings for new industrial estate development will also enhance the attractiveness of the municipality as a destination for office/industrial headquarters.

In contrast, the City's older industrial areas are in need of significant revitalisation in order to remain viable locations for modern manufacturing businesses. The smaller, isolated pockets of industrial land are no longer appropriate or viable locations for industry. However, larger areas such as Moorabbin and Mordialloc/Braeside form the traditional backbone of smaller scale manufacturing in the south-east region of Melbourne. Despite their age and physical constraints, these areas will continue to play an important role in generating jobs and wealth for many years to come.

Clause 21.04-2

- Sustained demand for new high quality integrated industrial estates.
- Limited supply of new land and buildings to meet the needs of expanding and new manufacturing operations.
- Risk of ad-hoc development of remaining vacant industrial land.

Clause 21.07-3 Objectives, strategies and implementation

Objective 1

To provide a range of industrial land and buildings to meet the needs a broad range of industries.

Strategies

Strategies to achieve this objective include:

- Protect industrial land from inappropriate rezoning and encourage retail and office uses to locate in appropriate business zones, except where such uses form part of an integrated development plan for industrial estates.
- Encourage industrial subdivisions that provide a variety of lot sizes, with an emphasis on larger lots, on all undeveloped industrial land.
- Ensure that the subdivision and development of large vacant industrial areas is preceded by the preparation and approval of outline development plans.
- Encourage land in undeveloped areas to be retained in large holdings until it is required for development.

Objective 2

To facilitate new investment and redevelopment in Kingston's older industrial areas.

Strategies

Strategies to achieve this objective include:

- Undertake physical improvements to upgrade vehicle access, road layout, drainage and other infrastructure.
- Encourage the redevelopment of older industrial premises and the consolidation of land in Kingston's older industrial areas to better accommodate the needs of modern industry.
- Work in partnership with landowners and other key agencies to improve access, parking, site layout, landscaping and building design in Kingston's older industrial areas.
- Promote the development of business incubators in the Moorabbin industrial area and in other locations where appropriate.

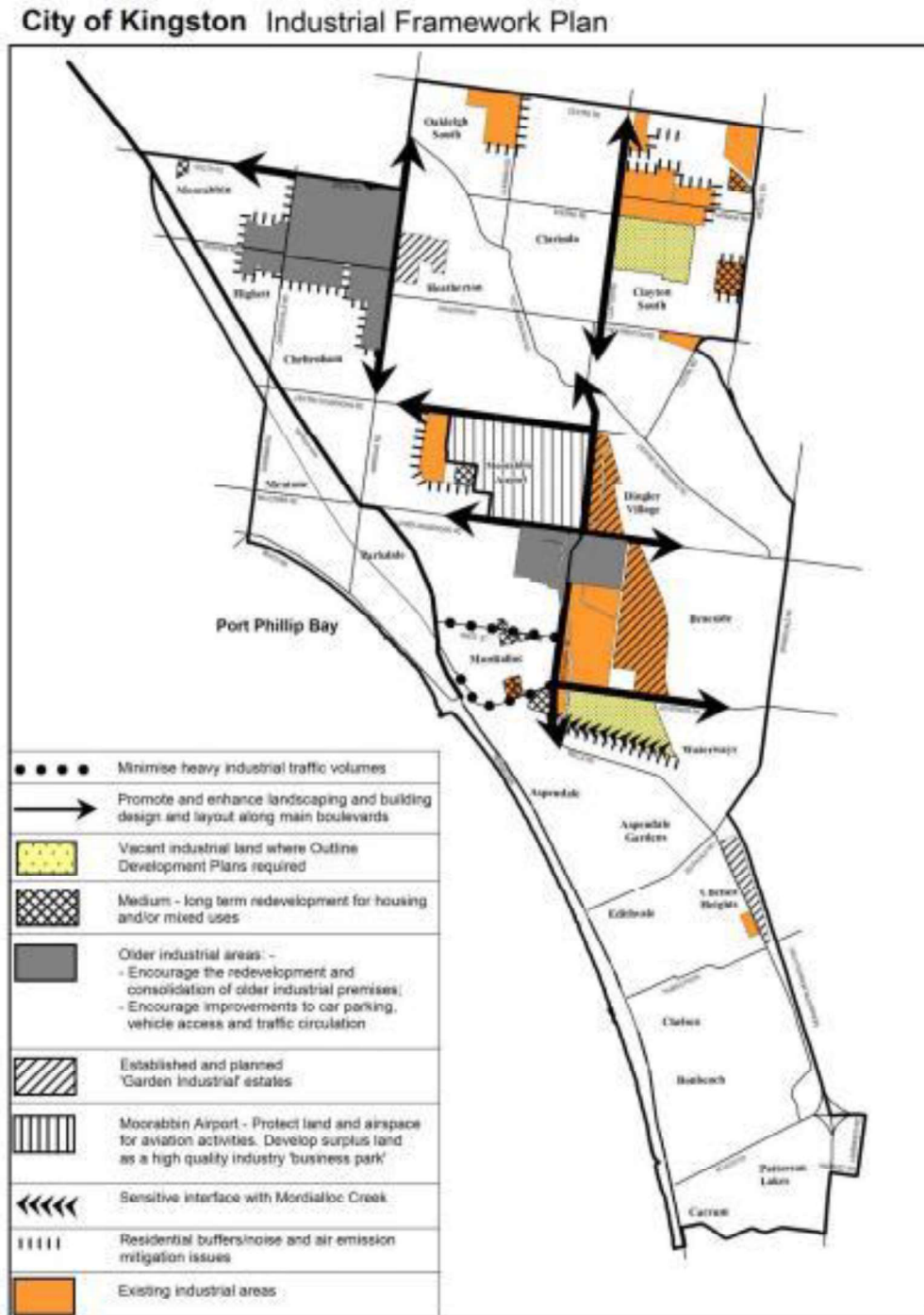
Objective 5

To redevelop smaller pockets of industrial land located within residential areas for innovative residential or mixed use development, taking into account local environmental and amenity issues.

Strategies

Strategies to achieve this objective include:

- Ensure that issues such as site contamination assessment, drainage improvements, upgrading of infrastructure and interface with adjoining residential areas are taken into account in redevelopment.



Local Planning Policy

- Clause 22.02 Springvale Industrial Park Area Policy
 - Clause 22.02-2 Objectives
 - To effectively use the existing and planned arterial road network and concentrate employment along a linear corridor, readily serviced by public transport.
- Clause 22.06 South Road Industrial Gateway Policy
- Clause 22.08 Park View Industrial Estate Policy

Kingston Structure Plans

Mordialloc Structure Plan 2004

Industry

Manufacturing makes up almost one third of businesses within Mordialloc comprising a significant contribution to the local economy. Within a 2 kilometre radius of the commercial centre, Mordialloc comprises a consolidated node of industrial activity. Manufacturing and general industry nodes within immediate proximity of Mordialloc include:-

- *the Boundary, Lower Dandenong and Hinkler Roads area north of Mordialloc;*
- *the area bound by Wells, Boundary and Governor Roads; and*
- *Governor Road, Lamana Street, Percy Street and Crown Avenue south of Mordialloc.*

Many of these areas comprise small scale peripheral industry and general industrial services, dependent on exposure to primary arterial roads. They are generally provided with a low level of amenity, visual clutter and disinvestment, and are evident on the road network leading into the Mordialloc activity centre.

Industrial

The structure plan encourages the integrated redevelopment of fractionised general industrial services where these areas directly adjoin waterways, open space, railway and residential areas. A review of industrial needs, and the positioning of Mordialloc's Industrial areas should reaffirm future directions of areas within proximity to the study area.

[Frankston City Council](#)

[Clause 21.01 Introduction](#)

The municipality also has large tracts of commercial and industrial land and, with the increased accessibility provided by East Link and Peninsula Link this land provides employment and economic opportunities for residents and businesses in the region. The transport network also provides links to employment nodes within Greater Dandenong, Kingston, Monash and Casey.

[Clause 21.03 Vision and Strategic Framework](#)

[Clause 21.03-3 Strategic Framework Plan](#)

The main strategic directions identified on the Strategic Framework Plan and individual land use theme plans are:

- Major industrial development and consequent job creation is encouraged at Carrum Downs.

[Clause 21.08 Economic Development](#)

[Clause 21.08-1 Key issues](#)

- Rejuvenating ageing industrial stock to ensure that employment opportunities are maximised.

[Clause 21.08-2 Objectives, strategies and implementation](#)

[Objective 2](#)

Rejuvenate ageing industrial stock and identify new opportunities for industrial employment.

[Strategies](#)

- Undertake an Industrial Land Use Strategy with a view to encourage the renovation of ageing industrial stock and the use of disused industrial land.
- Encourage the growth of sustainable industries.

Mornington Peninsula Shire

Clause 21.02 Profile of the Mornington Peninsula

Many of the Shire's industrial areas display a mix of service industry and sales/supply yards, indicating a local trade base.

Clause 21.03 Mornington Peninsula – Regional role and local vision

Clause 21.03-1 The regional role of the Mornington Peninsula

Port activity

Western Port boasts major deep-water port facilities, including Victoria's largest bulk liquid cargo port. The State Planning Policy Framework directs that:

- Land resources adjacent to ports should be protected to preserve their value for uses which are dependent upon or gain substantial economic advantage from proximity to the port's particular shipping operations.
- Port and industrial development should be physically separated from sensitive urban development by the establishment of appropriate buffers, which reduce the impact of vibration, intrusive lighting, noise and air emissions from port activities.

Economic development

The Western Port Regional Economic Development Strategy emphasises the comparative economic advantages of the region, including agriculture and tourism, and the potential that exists to develop Western Port as a gateway to the economic activity in the South Eastern Growth Area.

Clause 21.03-3 Summary of strategic challenges and opportunities

Township industrial areas

The township industrial areas provide an important employment base as well as services to the local population. The ability to attract more regionally based industry and employment depends on maintaining appropriate land resources, insulated from residential areas and with the necessary supporting infrastructure. Industrial areas are often located at the "gateway" to townships and adjacent to main roads, and strongly influence the presentation of the townships. Design in these areas needs to respond to both the opportunities and responsibilities associated with this level of public exposure. These areas often attract bulky goods retailing and provision may be made in these areas for restricted retailing, provided the retail function of the town centres is not compromised.

Clause 21.07 Guiding future township development

Clause 21.07-4 Industrial areas

Manufacturing is a significant employer in the Shire; involving local service industry and manufacturing based in the townships as well as the major concentration of employment at the Western Port Industrial complex in Hastings. If the Peninsula is to expand its manufacturing employment base, it must compete with the major growth areas to the north.

In this aim the Peninsula offers a number of advantages including:

- The residential attraction of the Peninsula for business owners.
- The availability of serviced sites.
- Particular advantages in relation to marine based industry and processing of agricultural products.

It is also necessary to monitor the rate of development to ensure that there is adequate land supply. Providing too little land for industry could constrain development and reduce local employment opportunities, while zoning too much would tie up serviced land within township areas that could be used for other purposes.

Care must be taken to identify areas for industry that can develop without intruding on residential areas—for example, land on the edge of towns or sites which are separated from residential areas by buffers, such as railway lines, drainage reserves or main roads. As far as possible, industrial development should be located to avoid the need for trucks and other industrial traffic to pass through residential areas. Industrial development should only be located where adequate infrastructure is available or can be provided at the time of development and where the potential for conflict between industrial zones and nearby sensitive land uses is avoided or minimised.

While Mornington Peninsula currently has a substantial supply of light industrial land, there is a relative shortage of lots larger than 2,000 square metres. It is necessary to prevent the premature subdivision of remaining industrial land to maintain a supply of larger development sites.

Key issues

- Manufacturing and service industry remain a significant component of the Shire's employment base.
- The retention of a supply of land for further industrial development, in locations which facilitate industrial activity and trade is important to local economic development.
- Industrial areas are often in prominent locations at the entry to townships and adjoining main roads. It is therefore important that the standard of design applied to industrial buildings and sites contributes to the presentation of these areas and that they respect the community's aspirations for a built environment which is orderly, safe and attractive.
- The interface between industrial areas and residential areas, and the use of main roads which extend through residential areas, requires careful management to avoid loss of residential amenity or constraints on industrial use

Objectives - what we want to achieve

Objective 1

To facilitate the expansion of existing industries and to attract new industries that provide services to the Peninsula community, contribute to the local employment base and that are compatible with the Peninsula's character and environment.

Strategies

Strategies to achieve these objectives include:

- Ensure that adequate areas are available in appropriate locations for a range of industrial development.
- Provide areas for industrial development on the basis of current and anticipated demand, where possible in locations that provide separation from major residential and commercial areas and do not generate industrial through traffic on residential roads. The area of industrial land should be in proportion to the anticipated population growth of the township, unless other factors are identified.
- Retain larger areas of industrial land as a resource to provide opportunities for a wider range of manufacturing activities.

- Encourage the redevelopment of older and under utilised industrial sites in a way which makes effective use of available infrastructure and improves the amenity of adjoining areas.
- Protect industrial areas from encroachment by incompatible uses that may limit future opportunities.
- Support retail or office activity in industrial areas only if:
 - It is ancillary to an industrial use on the same site (such as manufacturing sales).
 - It is intended primarily to provide services to the industrial area (such as food premises or industry supplies).
 - It consists of restricted retail premises, which require large display and storage areas, and where it is shown that the use cannot be reasonably located in existing commercial activity centres.

Objective 2

To ensure appropriate development of industrial areas which:

- Provides and maintains appropriate buffers between residential areas and other land uses which are incompatible with industrial activity.

Strategies

Strategies to achieve these objectives include:

- Require all development to be designed to ensure the protection of the air environment, land, waterways and groundwater resources from polluting discharges and activities in accordance with State environment protection policies and relevant best practice environmental management guidelines.
- Ensure industrial development is adequately serviced to avoid adverse environmental impacts or loss of amenity to adjoining areas.
- Require the preparation of a development plan prior to the development of large areas of industrial land. The development plan should:
 - Provide for coordinated servicing of the land.
 - Make provision for the control of access to main roads.
 - Establish appropriate site and building design guidelines.
- Provide for the protection of remnant areas of vegetation, streamlines, wetlands and other environmentally sensitive features.
- Prevent the development of unsightly industrial uses in exposed locations.

Clause 21.10 Managing port area development

Objective 1

To protect the long term value of Western Port for selected port and industrial purposes that depend upon or gain significant economic advantage from proximity to natural deep water channels.

Strategies

Strategies to achieve these objectives include:

- Provide for the development in appropriate locations of industries which are directly dependent on or gain significant economic advantage from a location adjacent to deep water port facilities, or are directly associated with such a use, while also having regard to the protection and enhancement of the biodiversity of the area.

- Ensure the provision of adequate land for wharfage and industry dependent on the deep water port facilities in accordance with the recommendations of the Hastings Port Industrial Area Land Use Structure Plan.
- Manage the interface between port development, townships and rural areas to protect the value of substantial port related industrial assets.
- Prevent industrial development that is not directly dependent on access to the port from locating in the port related development area.
- Support the provision of connections by road, rail and pipeline between the port and established areas of manufacturing and distribution.
- Control subdivision to maintain options for port-related development and support existing rural land use.
- Ensure the provision of appropriate buffer areas as part of port related development proposals.
- Ensure that residential development is separated from port areas and port-related development, and protected from the impact of industrial traffic, by maintaining existing strategic rural areas and limiting residential development to areas within existing township boundaries.

Clause 22.01 Industrial Areas

Clause 22.01-1 Policy basis

The economic role of industrial areas within the Shire's townships is recognised in the Municipal Strategic Statement. Many of the Shire's townships have historically developed with industrial areas on one or more of the major access roads. Although more recent planning has sought to concentrate factory and industrial activity rather than continuing linear strips, many areas still retain very high exposure. Accordingly, in seeking to encourage the further development of manufacturing employment, it is also appropriate to set guidelines for the development of industrial land.

In addition, the range of opportunities for future development depends in part on the range of lot sizes that are available. Land that is suitably located for industrial use is a scarce resource, having regard to the separation of industrial and residential areas, including the separation of industrial and residential traffic, the costs of providing infrastructure and the environmental and landscape protection policies for the Peninsula. Land which has been identified for industrial development should therefore be retained for its long term strategic value, particularly in townships, such as Mornington, Rosebud, Hastings and Somerville which still have substantial residential growth potential, creating greater demand for service industries.

Many of the existing industrial areas consist of relatively small lots and small factory developments. Although this is consistent with the needs of smaller industries and may provide suitable "incubator" conditions, it is important that the remaining areas of land that are situated in areas appropriate for industrial development are not committed in advance to a limited range of use by premature subdivision.

Clause 22.01-2 Objectives

- To ensure the subdivision of industrial land provides lots that are capable of accommodating a range of industrial uses and associated industrial storage and access requirements.

- To prevent out-of-centre commercial developments in the industrial zones that undermine the activity centres policy at Clause 22.02, particularly along main roads.
- To protect the amenity of residential and commercial areas in proximity to industrial land and the amenity, safety and efficiency of main roads.

Clause 22.07 Commercial and industrial uses in rural areas

This policy applies to all land in the Green Wedge Zone and Farming Zone.

Clause 22.07-1 Policy basis

The state wide Green Wedge Zone and Farming Zone provides discretion to consider both industrial and restricted commercial uses. However, it is critical to the strategic directions outlined for the Peninsula that rural land is not regarded as cheap industrial land and that the main roads and tourist routes are not seen as an alternative to the existing township commercial areas or as opportunities to achieve high levels of commercial exposure.

The cumulative impact of such development would seriously undermine the Peninsula's strategic role and would be disproportionate to any community benefit. In this context land within the rural zone should not be used for commercial or industrial activities that can be accommodated within the established township and village areas. This includes activities such as takeaway food premises, convenience shops and service stations.

Clause 22.07-3 Policy

It is policy that:

- Applications for industrial uses in rural areas should be limited to those that demonstrate a direct link with rural activities, including the processing and packaging of agricultural products grown in the area and the servicing of rural equipment. Development proposals without an identified use will not be supported and the responsible authority will promote the utilisation or replacement of existing building in preference to the establishment of additional structures.
- Proposals for commercial and industrial development should be sited on lots with at least the minimum area required for the zone, unless it is clearly demonstrated that the proposed use will have no significant negative impact on the landscape character of the area, the amenity of adjoining land owners or on the agricultural use of rural land. The responsible authority must consider whether the site has sufficient area and dimensions to provide and maintain a suitable buffer area.
- Proposals for commercial or industrial uses in the Green Wedge Zone and Farming Zone should be located at least five kilometres from land within a residential, business or industrial zone or must demonstrate that the proposed development will not generate expectations of linear strip development, particularly along main roads and tourist routes.

Mornington Strategies:

Mornington Peninsula Activity Centres Strategy 2018

During the preparation of the Mornington Peninsula Activity Centres Strategy Review, the Mornington Peninsula Industrial Areas Strategy has also been developed.

In the context of recent planning reforms, the linkages between activity centre and industrial land policy have been strengthened. For example, the Mornington Peninsula's industrial areas contain numerous commercial and retail uses.

Subsequently, a consistent and integrated approach is required in relation to planning policies for activity centre and industrial land development.

[Mornington Peninsula Industrial Areas Strategy 2018](#)

Port-Related Industrial Land

The analysis contained in this report does not include consideration of the port-related industrial land controlled by the Special Use Zone Schedule 1 which is located in proximity to the Port of Hastings. This land is not available for industrial development in the traditional sense, as it is for exclusive use by port and related industries