COMMERCIAL SUBDIVISION AND SITING

This policy applies to land within the Business 1, 4 and 5 Zones.

Policy basis

The Shire’s commercial centres are critical to the level of service enjoyed by residents and visitors. They are more than a collection of shops, serving the role of town centres that combine a range of commercial, recreational and community functions. A number of the townships, and particularly Mornington and Sorrento, feature strong heritage elements and others maintain a compact form and reasonably coherent design that adds to their character. Council’s commercial activity centre strategy emphasises support for existing centres and it is important that the design of development supports the commercial health of these centres.

The commercial activity centres strategy also provides for the new development of neighbourhood centres in conjunction with new residential development. These centres will provide a local service focus and a high standard of design is required.

Objectives

- To achieve orderly design and development in commercial areas by maintaining consistent standards for buildings in relation to siting, height and landscaping.
- To protect the amenity of residential areas by providing for landscaped buffer areas using native vegetation of local provenance where appropriate.
- To protect the cultural heritage value of buildings within commercial areas.

Policy

Recommended design standards

It is policy that:
- The design of new commercial development positively contribute to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.
- Development proposals include a site analysis and design response statement.

Recommended design standards to achieve the objectives of this policy are listed in the table to this policy. Alternative design approaches may be considered provided it is demonstrated that an equal or better design outcome in terms of the objectives of this policy is achieved, to the satisfaction of the responsible authority.

Proposals for commercial development must also have regard to any adopted design or streetscape guidelines for specific commercial areas including:
- Sorrento Townscape Study (Centre for Environmental Studies- University of Melbourne /Shire of Flinders August, 1979)
- Architectural Guidelines for Mornington Commercial Area (Team Three Architects, September 1989)
- Mornington “Main Street Streetscape Guidelines” (Perrot Lyon and Mathieson, 1984)
Development plan

It is policy that:

A development plan will be required prior to the subdivision or development of large areas of commercial land. A development plan must ensure that proper design is not limited by inappropriate lot sizes or subdivisional layout. A development plan should provide for:

- Coordinated servicing of the land and the connection of all lots to reticulated sewerage, drainage, underground electricity supply and other infrastructure services.
- Control of access to main roads and the provision of any necessary road improvements. Proposals must also have regard to maintaining efficient traffic circulation and the visual amenity of the Mornington Town Centre ring road.
- Protection of remnant areas of vegetation, streamlines, wetlands and other environmentally sensitive features.
- The protection of vistas to historic or significant buildings forming part of the streetscape.
- The integration of proposed car parking areas with existing and proposed car parking areas on other land, access roads, driveways and landscaped areas.
- The provision of safe and sheltered pedestrian routes through commercial centres, including access through buildings, arcades and plaza areas, pedestrian links to car parks, sheltered rest areas and the lighting of public areas and car parks.
- The provision of convenient and safe access for people with disabilities.

A subdivision development plan may be required to indicate the proposed siting of all buildings, car parking areas, accessways, landscaping and other design elements and to incorporate appropriate siting and building design guidelines.

Continuous retail frontage

It is policy that:

Development should contribute to pedestrian amenity and safety by maintaining a continuous retail frontage. Works that disrupt existing pedestrian routes should be avoided if possible. Uses, such as display yards or service stations, which disrupt pedestrian connections in shopping streets, will not be supported. These uses may be acceptable on the edge of retail core areas.

Residential uses should not occupy ground floor retail street frontages in commercial core areas, to prevent disruption to commercial activity.

Landscaped median strips

It is policy that:

Land that is developed as a landscaped median strip or as a nature strip separating car parking or display areas from main road reserves, must be retained for landscaping and not be used for the display of advertising signs or other forms of use and development. This includes existing areas adjoining the Nepean Highway and Mornington Tyabb Road, Mornington.
### Table to Clause 22.02-03- Commercial subdivision and design - Recommended standards

<table>
<thead>
<tr>
<th>Design element</th>
<th>Recommended standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area provided as landscaped open space or pedestrian precinct area within the Business 1 or Business 4 Zone</td>
<td>At least 15% of the site area. An additional landscaped area with a minimum dimension of at least 3 metres should be provided adjacent to a residential zone boundary (not being a road). The width of the landscaped buffer strip should be increased to 5 metres where land is to be developed for factory purposes.</td>
</tr>
<tr>
<td>Area provided as landscaped open space or pedestrian precinct area within the Business 5 Zone</td>
<td>At least 25% of the site area, including land within 10 metres of the frontage and excluding areas with a dimension of less than 3 metres. An additional landscaped area with a minimum dimension of at least 3 metres should be provided adjacent to a residential zone boundary (not being a road).</td>
</tr>
<tr>
<td>Maximum building height</td>
<td>8 metres or as specified in an adopted local centre plan. 10 metres for land on the north side of Gordon Street, Mornington.</td>
</tr>
<tr>
<td>Building setbacks</td>
<td>Buildings should be setback from the property frontage in accordance with the existing building line, having regard to the provision of frontage car parking, landscaping and pedestrian areas. In the development of isolated sites, car parking should generally be located at the frontage of the property. A minimum setback of 15 metres is generally required on lots within the Business 4 Zones where land adjoins a Road Zone. A setback of 5 metres is generally required from a residential zone boundary and 15 metres or twice the building height from the frontage of land adjoining the north side of Gordon Street, Mornington.</td>
</tr>
</tbody>
</table>

### 22.02-4 Decision guidelines

Before deciding on an application the responsible authority will consider:

- The extent to which the application meets the objectives and directions of this policy.
- The extent to which the application responds to the provisions of Clause 19.03- Design and built form.
- Whether it is reasonable and practical to meet the provisions of this policy, having regard to the aims of this policy, the area of the site, the established pattern of development in the area and the proposed use and design of the building.
- The extent to which proposed commercial development meets the objectives of State Environment Protection Policies, best practice environmental management guidelines, provision of infrastructure (such as sewerage) and the preservation of air and noise buffers between incompatible uses.
22.02-5 Policy reference

Sorrento Townscape Study (Centre for Environmental Studies-University of Melbourne/Shire of Flinders August, 1979)


Architectural Guidelines for Mornington Commercial Area (Team Three Architects, September 1989)

Mornington “Main Street Streetscape Guidelines” (Perrot Lyon and Mathieson, 1984)