

11/02/2016  
C200

**SCHEDULE 19 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO19**.

**BIG HILL ENTERPRISE PARK, CALDER HIGHWAY, BIG HILL**

**1.0**

**Design objectives**

11/02/2016  
C200

To provide a flexible site development framework that allows for a range of potential uses and activities on the land.

To encourage quality streetscapes through a high standard of innovative urban design, built form and landscaping.

To provide a high amenity, functional employment precinct.

To minimise visual prominence of built form from the Calder Highway.

To provide water treatment facilities that enhance the setting and visual appeal.

To ensure the interface with the adjoining residential area is addressed through appropriate landscape buffers.

**2.0**

**Buildings and works**

11/02/2016  
C200

**Built form and design**

- The development of lots should be in accordance with the design guidelines in the *Big Hill Enterprise Park Landscape Development Report*, Spiire, February 2014.
- Built form should be sustainable. Efficient use of energy is encouraged in design, construction and operations.
- The form and scale of development must enhance the streetscape and visual quality of the area. ‘Big box’ style storage buildings must be avoided.
- Architectural articulation is required to provide visual interest. The entrance of all buildings must achieve a sense of street address. Entrances should not exceed 2 storeys or 8 metres from the finished ground level. Stepped built form is encouraged.

**Building height**

New buildings and/or extensions to existing buildings must not exceed the maximum building heights specified in Table 1.

**Table 1 - Building heights**

Area	Maximum Height	Purpose
Lots 1, 5, 6, 7, 8, 9, 10 Big Hill Enterprise Park Overall Development Plan, February 2014	12 metres	Development consistent with the character of surrounding areas
Lots 2, 3, 4 Big Hill Enterprise Park Overall Development Plan, February 2014	20 metres	Requirement for industrial development

*Note: Building heights are to be measured from the central point at the adjoining footpath level, midway between the lot boundaries on the road frontage closest to Calder Highway.*

The maximum building height may be varied on Lots 6, 7 and 8, where it can be demonstrated that the variation meets the design objectives of this schedule.

An application to construct a building on Lots 6, 7 and 8 that exceeds the maximum building height must be accompanied by a site analysis plan and a written urban context report documenting how the development will achieve the design objectives of this schedule.

**Lot boundary buffers and setbacks**

- Built form must be set back from the front boundary of each lot to address the visual impact of development on the streetscape. The setback area may include landscaping and car parking.
- Appropriate building setbacks must be provided around each lot on the perimeter of the development.
- Building to the boundary is encouraged on at least one side of each lot to improve space efficiency and to provide opportunities for solar access and visual amenity (including building articulation, landscaping and internal outlook). Side setback areas should provide a useable area for access, vehicle parking or landscaping.

**Access, movement and parking**

- Access points to each lot should be designed with consideration of potential users and their typical movement requirements in and out of the site. Pedestrian and vehicle access should be separated to avoid potential conflict.
- Site layouts should be designed to minimise the queuing of delivery vehicles / trucks on roads, and to enable vehicles to enter and exit the site in a forward direction.
- Parking must be accommodated on lots within a landscaped setting to enhance the visual character of the streetscape. The amount of parking adjacent to the road frontages should be minimised to encourage active street frontages.

**Visual appearance and amenity**

- An application must be accompanied by a landscape plan to the satisfaction of the responsible authority.
- Landscaping should be adaptable and soften the appearance of buildings, road and car parking areas, where appropriate.
- Fences on front boundaries are discouraged. Landscape treatments are preferred, to create a threshold between the public and private realm.
- Service areas (garbage storage, utility, external storage and washing bays) must be screened or located out of public view.
- High amenity outdoor spaces should be provided for employees, where possible.
- Screen planting / landscape buffers must be considered in areas of the development that are subject to direct views external to the development. The western perimeter of the development must be screened from the Calder Highway by landscape treatments.
- Landscape buffers must incorporate appropriate vegetation in accordance with the recommended planting list in the *Big Hill Enterprise Park Landscape Development Report*, February 2014.

**3.0**

11/02/2016  
C200

**Advertising signs**

A permit is required to display a sign.

Any signage at the entry to the business park must be consolidated into one structure and be clear and consistent, communicating address and directing users.

Signs to be displayed on lots should not be visible from the Calder Highway.

**4.0**

11/02/2016  
C200

**Decision guidelines**

Before deciding on an application, in addition to the decision guidelines in Clause 43.02, the responsible authority must consider:

- Whether the proposal satisfies the design guidelines in the *Big Hill Enterprise Park Landscape Development Report*, February 2014.
- The appearance of the proposed development.
- The type and colour of building materials to be used and the proposed landscape treatment.
- Whether the proposal enhances public and private amenity.
- Whether the proposal implements sustainable development principles.