

07/09/2017  
C197**SCHEDULE 11 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO11**.

**BOUNDARY ROAD OFFICE & INDUSTRIAL PRECINCT****1.0**07/09/2017  
C197**Design objectives**

- To ensure that the Boundary Road Office and Industrial Precinct will be a high quality precinct with industries that share a desire to conduct business in a community with high functionality and urban design standards.
- To enhance the visual and landscaping image of industrial and business areas, gateways and transport routes.
- To ensure that the visual impact of carparking and loading facilities is minimised on main roads, prominent corner sites and lots facing residential areas and creeks.
- To encourage finer grain development around the Kenning Road Town Centre.
- To minimise land use conflicts and protect amenity between commercial and industrial land, and sensitive creek and residential interfaces.
- To respect residential interfaces and ensure that development has regard to the amenity of nearby residential areas.

**2.0**07/09/2017  
C197**Buildings and works**

A permit is required to construct a fence.

The following application requirements apply to an application for a planning permit, where appropriate:

- A Streetscape/Viewshed analysis that addresses height, building scale, and the integration of built form, car parking and landscaping.
- Context plans that have regard to the relationship between adjoining uses and developments and proposed developments.
- A Traffic Management Report that addresses traffic movements, traffic management measures and parking requirements and provisions, bicycle parking provisions and pedestrian and vehicle circulation.
- A Loading and Waste Collection Management Plan which details compliance with relevant EPA Guidelines and the hours for deliveries and collections.
- An Acoustic Report demonstrating compliance with SEPP-N1, relevant EPA Guidelines, detailing acoustic barriers and other measures to protect residential amenity.
- An integrated Signage Plan including the indicative size and location of signage.
- A schedule of external materials and finishes.
- A Sustainable Design Assessment and Management Plan.
- A Lighting Plan, which provides location and details of external lighting.

The following buildings and works requirements apply to an application to construct a building or construct or carry out works:

**Siting**

New development should be sited to:

- Clearly address the front street boundary (or boundaries).
- Be consistent and reinforce a cohesive and defined streetscape presentation.

- Provide an active interface or edge to the creek corridor.
- Provide main pedestrian entrances to buildings directly accessible from the street, and clearly visible.
- Provide zero metre setback from Tarneit Road.

### **Building height**

New development should provide a transition in building height from main roads to lower heights at sensitive interfaces. Recommended building height ranges:

- Boundary Road / major road frontages: 12–18 metres.
- Collector / local road frontages: 9–12 metres.
- Residential interfaces: 9 metres.
- Creek interfaces: 9 metres.

Architectural features/plant and equipment may exceed the height limits above.

### **Design**

- New development should be contemporary in expression and should utilise a mix of materials and colours particularly within the visible facades, to provide articulation to the buildings and visual interest to the street.
- Buildings at key gateway sites (intersections where viewlines along streets terminate) should create a focal point and use high quality architecture and incorporate elements of the landscape where possible.
- The design and layout of the development should maximise access, safety and amenity for pedestrians on site and from the public realm.

### **Landscaping**

- Landscaping should be hardy, have low water requirements, be low maintenance, and use indigenous vegetation (which are not known to be environmental weeds or invasive species).
- Development should be designed to incorporate the following recommended landscape setbacks (ground floor level):
  - Boundary Road / major road frontages: 6-10 metres;
  - Collector / local road frontages: 3-6 metres; and
  - Side setbacks (to adjoining lots): 2-4 metres.
- Where industrial or business sites share a boundary with residential properties, provide a minimum landscape setback of 6 metres from the adjoining boundary to vehicle movement or parking areas.
- Encourage the integration of small, communal or publicly accessible outdoor spaces on development sites and adjacent to the existing creek, and designed and located to encourage informal, passive recreational use.
- Large sites or multiple-building developments should incorporate pedestrian pathways and linkages, including along waterway and drainage reserves, to other parts of the development area, focussing on key destinations such as the town centre and public open spaces.

### **Fencing**

Fencing should be designed to:

- Maintain clear views of the building entrance to allow for passive surveillance of public spaces.
- Be semi-transparent and low scale and black poly-coated.

### **Interfaces**

- Uses that are likely to have a visual, acoustic or other amenity impact on residential areas or uses that occur after working hours (i.e. night time operations) should provide satisfactory visual or acoustic screening within the property boundary where required.

### **Services**

- An area on the subject land should be set aside for the purpose of a waste disposal/collection bin(s).
- Waste collection/utilities/plant/infrastructure should not be visible from the public realm.
- Mechanical ventilation systems should be located behind the building line and incorporated into the building where possible.

### **Car parking, vehicle access and loading**

A new development should be planned to achieve the following:

- Car parking and loading facilities to the side or rear of any buildings, with limited visitor parking incorporated in frontage areas.
- Encourage shared parking areas for large developments.
- Include trees spaced evenly throughout the car park at a ratio of 1 every 6 bays.
- Clear pedestrian paths that are separated from main vehicle access ways.
- Minimisation of vehicle crossovers.
- Loading and servicing should generally be located away/out of view from street, residential interface or creek/public realm interface.

### **Environmentally Sustainable Design**

Infrastructure design and delivery and new development should encapsulate best practice sustainability principles, with consideration and integration of:

- passive solar design
- rainwater harvesting
- on-site and/or precinct-wide energy generation systems, and
- Water Sensitive Urban Design components.

For the purposes of this guideline 'best practice' is defined as a combination of commercially proven techniques, methodologies and systems, appropriate to the scale of development and site specific opportunities and constraints, which are demonstrated and locally available and have already led to optimum ESD outcomes. Best practice in the built environment encompasses the full life of the build.

### **Lighting**

- Subtle lighting of buildings from outside is encouraged, to enhance visual effects, access and legibility at night.
- Lighting is to be designed to avoid light spill onto neighbouring properties and landscapes.

### **Signage**

- Signage panels should be incorporated into the building façade at design stage.
- Co-location of signage of multiple occupancies is encouraged in order to reduce clutter.
- Signage should not be located on fences.

**3.0**

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**Subdivision**

None specified.

**4.0**

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**Advertising signs**

A permit is required to display a sign, except for directional signs.

**5.0**

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**Decision guidelines**

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the subdivision will allow for future infrastructure provision, particularly the construction of a service lane for vehicle access.
- The impacts of the proposed development on the road network.
- Safer Design Guidelines (Department of Sustainability and Environment 2005).