

13/08/2015  
C175**SCHEDULE 14 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO14**.

**BENDIGO AIRPORT BUSINESS PARK****1.0 Design objectives**13/08/2015  
C175

To ensure that development is in keeping with and contributes to Council's vision for good quality industrial and commercial development that is compatible with airport operations as set out in Clauses 21.07 of the Municipal Strategic Statement.

To ensure a high standard of appearance for new buildings and landscaping, particularly on the land that fronts the main airport access road.

To ensure that front and side setbacks are consistent, can be easily maintained and are landscaped to enhance the presentation of the Business Park.

To encourage the use of high quality building materials and innovative design solutions.

To ensure that fencing, ancillary fixtures and the design and location of storage areas does not detract from the appearance of the Business Park.

To ensure that car parking and vehicle accessways do not dominate the front setbacks of new buildings.

To minimise visual clutter and discourage signage that is obtrusive.

To prevent materials, structures, and buildings from impacting on aircraft and airport operations, including the *Bendigo Aerodrome Obstacle Limitation Surfaces 2012*.

To prevent glare, reflection or other potential visual distractions to aircraft.

To encourage design solutions that discourage bird activity and pests.

**2.0 Buildings and works**13/08/2015  
C175

A permit is required to construct a fence.

A permit is not required to:

- Construct a building or extend a building if the following requirements are met:
  - Results in net increase of less than 50 square metres in floor area.
  - Is no higher than the existing building on site or 4 metres, whichever is the lesser.
  - Is located behind the front building line.
  - Is constructed of new, non-reflective materials.
- A rainwater tank with a capacity of more than 4,500 litres if the following requirements are met:
  - The rainwater tank is not located within the building's setback from a street (other than a lane).
  - The rainwater tank is no higher than the existing building on the site.
  - The rainwater tank is not located in an area that is provided for car parking, loading, unloading or an accessway.

Buildings and works should meet the following requirements:

## **Setbacks**

Buildings, including verandahs and eaves, should be setback from leasehold or lot boundaries in accordance with the following requirements:

**Priority presentation area:** for areas included in the ‘priority presentation area’ identified in Figure 1 of this schedule, front setbacks should be a minimum of 5 metres to built form and should include a landscaped area that has a minimum depth of 2 metres.

**All other front setbacks:** should be consistent with the front setbacks of buildings on adjoining lots and should contain a landscaped area that has a minimum depth of 2 metres.

## **Architectural features, materials, colours and finishes**

Buildings should be:

- Designed to address the front street.
- Designed to address both street frontages if located on a corner lot.
- Constructed of new, non-reflective materials.

Any tilt slab concrete walls facing streets or accessways within the “priority presentation areas” identified in Figure 1 of this schedule should be finished or articulated with textures, patterns or different colours, or other architectural treatments.

## **Parking and access**

The majority of all car parking spaces should be located at the side or rear of the building.

All parking and accessways at the front or side of new buildings should be sealed with bitumen to the satisfaction of the responsible authority.

Pedestrian paths or line marking should be provided to safely link car park areas to the entry of buildings.

Crossovers should be sealed and constructed to the satisfaction of the responsible authority.

## **Service areas**

Storage and service areas should be located at the side or rear of the site, behind the building line.

Rubbish bins and enclosures should be located behind the building line in an enclosed structure to prevent access by birds or pests and should be screened to enhance visual amenity.

## **Landscaping**

An application should include a landscape plan for new development, and should include a landscape plan when the front or side setbacks are altered. The plan should identify the landscaped areas in relation to buildings and hard surfaces, demonstrate the proposal is low maintenance, and be prepared to the satisfaction of the responsible authority.

Plants should have a mature height of less than 4 metres.

## **Lighting**

Lights should be sited and baffled so as to avoid spill onto adjacent properties or roads and impacting on aircraft or airport operations.

## **Fences**

A fence should:

- Not be constructed along the frontage of lots or within the main building frontage.
- Have a high degree of transparency where it abuts a street, road or accessway.
- Not include barbed wire or razor wire, if visible from the street, road or accessway.
- Be powder or plastic coated in black where the fence is a chain mesh fence.
- Complement the building and enhance the streetscape presentation.

## **Advertising signs**

Signs should not protrude above the parapet or roofline.

Signs should not be located on fences or illuminated in a way that will affect aircraft safety.

### **3.0**

13/08/2015  
C175

## **Subdivision**

An application to subdivide land should demonstrate that the design objectives of this clause will be met for any new lot.

### **4.0**

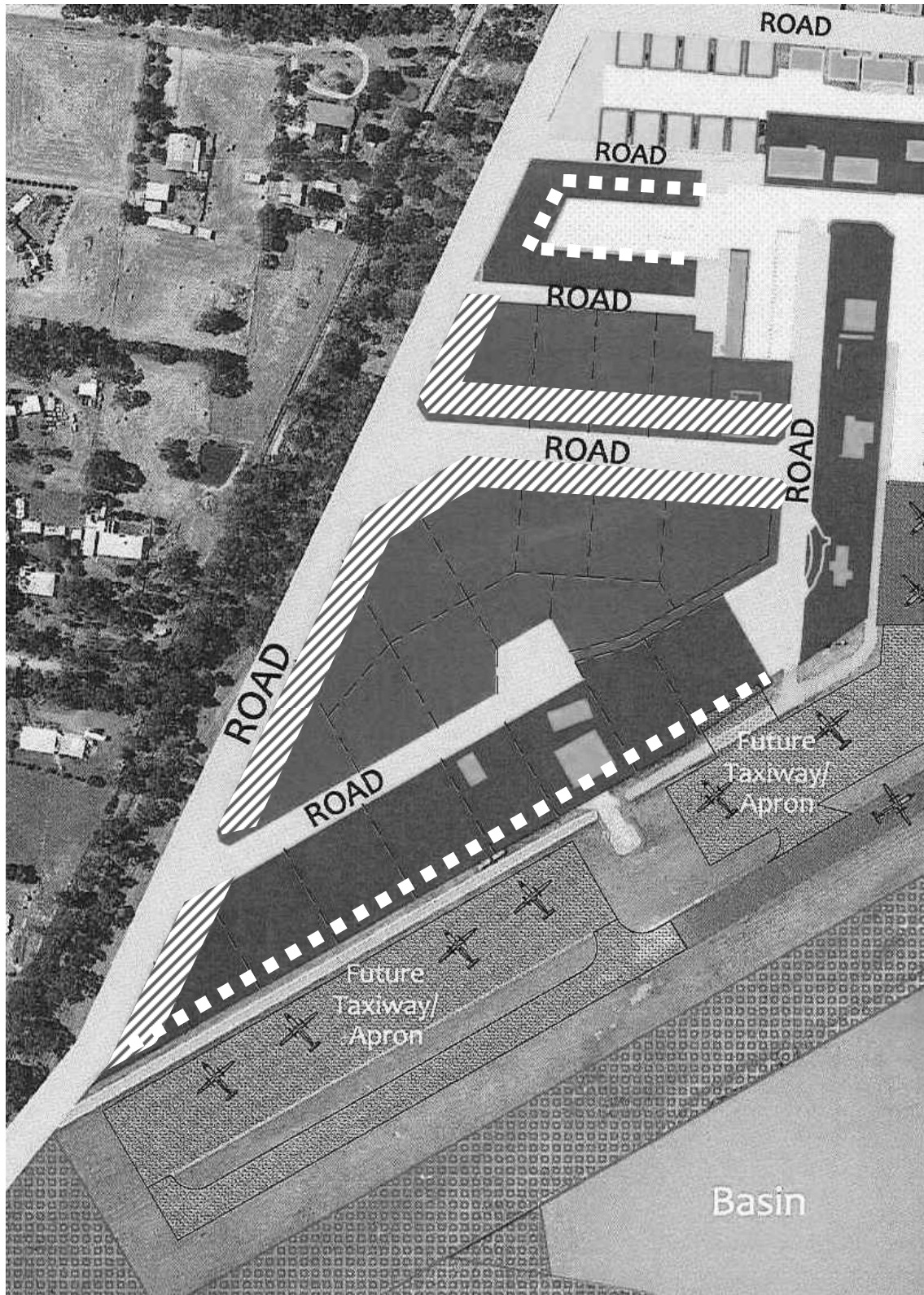
13/08/2015  
C175




## **Decision guidelines**

Before deciding on an application the responsible authority must consider, as appropriate:

- Whether the form, scale and design detail of the development is in keeping with the design objectives of this clause.
- Whether the design is of high architectural quality.
- The visual impact of the building when viewed from the street and from adjoining properties.
- Whether a different setback would be more appropriate taking into account the prevailing setbacks of existing buildings on nearby properties.
- Whether all areas of the site can be accessed and maintained.
- Whether the development will cause glare that may affect the safety or operation of the airport.
- Whether pedestrian and vehicle access is safe, manageable and convenient.
- The appearance of the proposed fence and if it complements the building and surrounds.
- The need for a fence.
- The location and visual appearance of waste, storage, service and plant areas.
- Whether the waste and storage areas adequately prevent access by birds and pests.

FIGURE 1 – PRIORITY PRESENTATION AND AIRSIDE SETBACK AREAS



-  Priority presentation area (10 metres wide)
-  Airside setback areas
-  Indicative leasehold / lot boundary