

4.4 MIXED BUSINESS DESIGN GUIDELINES

INTRODUCTION

Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area, the provisions of that specific Policy or Guidelines shall prevail.

Objectives

- To facilitate a development mix of showrooms and service industry of a higher aesthetic quality located on major traffic routes.
- To provide a more intense commercial business development form within established industrial areas of the City.
- To ensure that the Mixed Business areas are accessible by all modes of transport.
- To create attractive and well maintained landscaped areas between the setback line and the street; and
- To ensure that buildings facing the street maintain an attractive façade that enhances the amenity of the streetscape.

Applications Subject of this Policy

All development within the Mixed Business Zone shall be subject to these guidelines.

GENERAL DESIGN GUIDELINES

Lot Layout

Minimum Lot Area

- Green title and Strata lots shall have a minimum lot size of 2000m².

Minimum Width of Lot

- 30m minimum

Built Form & Design

Street Setbacks

- 1.5m landscaping strip on all street frontages; and
- 20.0m building setback on primary street frontages*

* Secondary Street setbacks may be reduced to 6.0m on lots less than 2000m² in area.

Street Façade

- The Street façade shall be articulated to break-up straight plain facades through the use of at least three of the following:
 - Openings;
 - Awnings over windows;
 - Use of different colours and textures; or
 - Indentations and extrusions with details to break the building into individual elements.

- The facades of buildings facing the street shall be constructed of brick, stone, glass or painted or rendered concrete;
- Alternative materials may be approved for the portion of the facade above 3.6m from the ground level; and
- The use of taller parapets and/or awnings is encouraged above the entrance of buildings to clearly identify the entry point;

Corner Sites

Buildings located on corner sites are encouraged to give additional prominence to the street corner by using landmark features such as:

- Architectural roof features that protrude above the normal roof line;
- Increased parapet heights with additional detail, colour and textures; and
- Increase the number of storeys at the street corner.

Roof Features

Objective

To ensure that taller buildings within centres provide landmark features.

- Developments above 6 storeys in height shall include distinguishable roofing to a height of 3 metres and above from the highest point of the wall to which it relates and which is in proportion to the scale of the building.

Multi-storey car parks

Stand alone multi-storey car parks shall not be visible from the street and shall be located behind buildings. Multistorey car parks included within the main building shall be screened/treated so as to provide a seamless appearance between the car park and other floors. Designers are to provide ground level awnings and landscaping in order to soften the visual impact of these structures in line with the provisions applying to building facades, above.

Streetscape Relationship

Activity and Uses

- Showroom and other active commercial uses shall be located on the ground floor level; and
- Office and other non-active uses shall be located on upper levels.

Use of Setback Area

- Setbacks shall not be used for the parking of vehicles that are being wrecked or repaired, the storage of materials, products, by-products or wastes or the storage of fuel, except in underground tanks; and
- The primary and secondary setback areas (excluding the landscaping strip) shall only be used for the parking of vehicles, loading/unloading, trade display, landscaping and access, and not for the storage of materials.

Fencing & Gates

Fencing in the Street Setback Area

- Shall not be permitted.

Fencing Behind the Setback Line

- Solid fencing up to a height of 2.0 metres;
- Fencing up to a maximum height of 2.5m (measured from natural ground level), provided that any fencing above 2.0m is of an open-style. Barbed, razor or electric wire can be considered behind the building setback line, but must be mounted on the inside of the fence, so as not to be significantly visible from the street. Electric fencing must display appropriate warning and otherwise comply with all relevant legislation and standards.
- Service yards visible from a street must be adequately screened.

Non Permitted Fencing Materials

- The use of fibre-cement and timberlap is not supported, in view of the inherent proneness to damage to these materials in an industrial environment.

Fencing on Sites Abutting Non - Industrial Lots

- Fencing shall comply with the standard fencing requirement of the use abutting the site.

Landscaping

A landscaping plan shall be submitted for all Developments in accordance with the City's Landscaping Policy.

Levels

- On sloping sites new developments shall be stepped so as to avoid large differences between the footpath level and the finished level of the building; and
- Filling up to 1000mm shall be permitted.

Weather Protection

An awning shall be provided along the frontage of all buildings facing the primary street covering the 1.5m wide footpath in order to afford weather protection for pedestrians.

Access & Parking

Vehicle Access

- All vehicle movements shall be able to enter and exit the site in a forward gear;

Pedestrian Access

- Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development.

Crossovers

A maximum of two crossovers shall be permitted on any one site (i.e. one for entry and one for exiting).

Design of Parking Bays

Parking bays shall be designed in accordance with the relevant Australian Standard.

Reciprocal Parking

Reciprocal parking and access may need to be provided on some lot frontages. It is envisaged that in the near future an engineering concept plan will be prepared for the City providing guidance on suitable vehicle access arrangements for Scarborough Beach Rd. This will enable the City to require access easements to be lodged on titles that will allow for reciprocal parking and access on lot frontages, in order to provide better vehicle access, reduce the number of crossovers and improve pedestrian safety.

New Access Road Connections

The City is providing development incentives to achieve new access road connections between Walters Drive and Scarborough Beach Road.

Specific locations for these roads need detailed assessment by the City's Engineering Department prior to any concessions being granted.

New access roads shall incorporate the following:

- Footpath of 2.0m;
- Street lighting; and
- Dedicated cycle lane

The following development incentives are available to sites that can provide new access road connections:

- 1000m² lot sizes (must front new access road);
- Nil front setback to new access roads; and
- Additional 10 % parking concession.

Bin Storage Areas

- Shall be in accordance with the City's Bin Storage Area Policy.

Other Considerations

Sustainability design standards

In order to optimise the sustainability of buildings, applicants are required to provide the following features in new buildings:

- AAA rated showerheads, tap ware and low flow regulators, dual flush toilets.
- Low flow triple dripper or coarse sprays and timer connection.
- High efficiency lighting
- Gas/solar hot water system.

VARIATIONS

Variations to this policy will be assessed against the objectives of this Policy.

OFFICE USE ONLY:

Local Planning Scheme No.3 – Local Planning Policy History:

Action	Resolution Number	Effective Date
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