5.3 MAIN STREET PLAZA DESIGN GUIDELINES

1.0 Introduction
Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail.

2.0 Objectives
- To create vibrant and active mixed use centre by locating facilities such as housing, employment places and retail activities together;
- To permit the development of office and/or residential uses;
- To promote a high quality built form that creates a distinctive urban form and enables safety and security through passive surveillance;
- To improve the visual amenity of the area through the provision of an integrated car parking and landscaping facility;
- To minimise the impact of buildings upon existing residential properties in regard to bulk and scale; and
- To facilitate the development of safe and adequate parking facilities.

3.0 Definitions


4.0 Applications Subject of this policy
All development within the Main Street Plaza Precinct is subject to the provisions of these guidelines as per figure 1 below:
5.1 Guideline Area

4.0 Design guidelines

4.1 Built Form

4.1.1 Setbacks
- The minimum Front Street Setback shall be 3.0m. Balconies and architectural features above ground level may project into the 3.0 setback.
- The minimum rear setback shall be 2.0m. (No ‘wing’ walls to project into this setback).
- Where adjoining sites are zoned residential, side/rear setbacks shall be calculated as per the Residential Design Codes of Western Australia.

4.1.2 Building Height
- Buildings shall be a maximum of two (2) storeys and be no greater than 8.0m in height.
4.1.3 Corner Sites
- Buildings located on corner sites shall include architectural roof features that protrude above the normal roof line.

4.2 Streetscape Relationship

4.2.1 Development within the Street Setback Area
- The following shall not be permitted within the setback area:
  - No fencing above 1.0m in height;
  - No car parking bays;
  - No access driveways.

4.2.2 Landscaping
- A landscaping plan is required to be submitted for all non-residential development in accordance with the City's Landscaping Policy.

5.0 Car Parking

5.1 Parking
- All parking bays at the rear to be setback a minimum of 2m from the rear Right of way.

5.2 Parking Ratio
- Minimum On-Site Car Parking Ratio shall be 1 bay per 100m² of site area plus 1 bay per dwelling with all bays having access off the rear Right of Way (ROW).

6.0 Vehicular and Pedestrian Access

6.1 Vehicular Access
- All vehicular access is to be in accordance with the City’s Parking and Access Policy

6.2 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 and along street frontages;
- Pedestrian routes shall be as direct and level as possible;

6.3 Disabled Access
- All developments are to comply with Part D3 the National Construction Code Series 2012, Volume 1
- All developments are to comply with the Disability (Access to Premises – Buildings) Standards 2010.
7.0 Variations
Variations to this policy will be assessed against the objectives of this policy.

Note: Development Contributions are to be made in accordance with Local Planning Scheme No 3 Schedule 11.