

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 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:

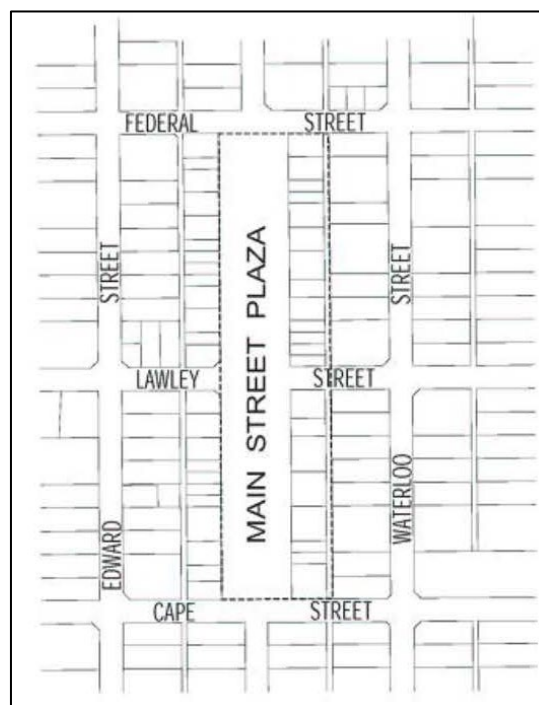


Figure 1 – Main Street Plaza Guideline Area

4.0 Design guidelines

4.1 Built Form

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 State Planning Policy 7.3 Residential Design Codes (Volume 1 or 2 as the case may be).

Building Height

Buildings shall be a maximum of two (2) storeys and be no greater than 8.0m in height.

Corner Sites

Buildings located on corner sites shall include architectural roof features that protrude above the normal roof line.

4.2 Streetscape Relationship

Development within the Street Setback Area

The following shall not be permitted within the setback area:

- Fencing above 1.0m in height;
- Car parking bays;
- Access driveways.

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

Parking

All parking bays at the rear to be setback a minimum of 2m from the rear Rights of Way.

Parking Ratio

Minimum On-Site Car Parking Ratio shall be 1 bay per 100m² of site area plus additional parking bays in accordance with State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments Table 3.9 per dwelling with all bays having access off the rear Rights of Way.

6.0 Vehicular and Pedestrian Access

Vehicular Access

All vehicular access is to be in accordance with the City's Parking and Access Policy

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;

Universal Design

- 20 percent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the *Liveable Housing Design Guidelines* (Liveable Housing Australia); or
- 5 percent of all dwellings are designed to Platinum Level as defined in the *Liveable Housing Design Guidelines* (Liveable Housing Australia).

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.

OFFICE USE ONLY:

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

Action	Resolution Number	Effective Date
Modified	0613/046	8 July 2014
Modified	1119/004	19 Dec 2019