

22.01 DESIGN AND DEVELOPMENT POLICY23/07/2015
C106

This policy applies to development in a Commercial 1 Zone or a Mixed Use Zone.

22.01-1 Policy basis02/10/2008
C52

The scale, form and appearance of development must respond to site opportunities and constraints. Importantly developments must make a positive contribution to the City's sense of place, reinforcing and enhancing the distinctive character of a diverse range of environments in the municipality.

The Municipal Strategic Statement (MSS) recognises that a key strength of the municipality is its community and quality of the built and natural environment. The MSS promotes site responsive design and construction, and high standards of urban design, which is appealing to residents and visitors.

This policy comprises seven design elements that address the following issues:

- Context (building form, colours and materials, height, massing, setbacks, roof form and window and door proportions)
- Landscape design
- The public realm
- Landmarks, views and vistas
- Residential interface
- Car park and driveway construction
- Subdivision.

22.01-2 Objectives23/07/2015
C106

- To ensure that the design, location and appearance of development respects the height and massing of surrounding development where this is a recognised and valued feature.
- To encourage contemporary architecture combined with innovative urban design and building techniques, where appropriate.
- To promote the siting of land uses and development, which reduces the need to travel and encourages multi-purpose trips.
- To retain existing vegetation where possible and ensure that a high standard of landscaping is achieved.
- To achieve a 'boulevard' character and well-defined built edge along Doncaster Road.
- To discourage development that restricts significant views from main roads.
- To achieve design, which is functional, safe, convenient, attractive, accessible and responsive to the site and surrounds.
- To facilitate the creation of functional and high quality built form and urban spaces.
- To encourage active street frontages.
- To ensure protection from unreasonable overlooking or overshadowing of abutting and nearby residential properties.
- To ensure that land used for vehicle access and parking is properly designed, constructed and drained.

- To ensure that subdivisions are designed to:
- Include appropriate allocation of car parking
- Provide suitable access
- Ensure adequate provision of services.

22.01-3

02/10/2008
C52

Policy

It is policy that:

Context

- Development recognises and responds to the natural and built form elements of the surrounding area and achieves a site responsive design.
- Development promotes innovative, contemporary built form which complements the streetscape with respect to building form, colours and materials, height, massing, building setbacks, roof form and window and door proportions, where appropriate.
- Development is designed to respond to landform, orientation and landscape features.
- Visual bulk be minimised through the articulation of form and surface treatments.
- The design of any building avoids blank walls.
- Commercial and mixed use building facades have visual interest, not exceed 70% glazing, and be articulated by non-glazed vertical and horizontal elements to accentuate windows and other openings.

Landscape design

- Landscape design:
- Landscape treatment be achieved in front setback areas along main roads by:
- A detailed landscaping plan be provided, showing species, locations, approximate height and proposed spread of planting, hard surfaces, treatment of change in levels and other landscape features as a condition of any permit.

The public realm

- Building design provide active street frontages to buildings that are situated along main roads, public urban areas, open space areas and pedestrian linkages.
- Designs that appear to suggest ownership of public spaces be avoided.
- Building design and setbacks enhance pedestrian safety and amenity by allowing for penetration of sunlight and minimising wind tunnelling effects.
- Building design of commercial buildings enables ground floor activity to be visible from the street.
- Windows, terraces and balconies offer surveillance of adjacent public areas.
- Pedestrians, cyclists and vehicles are able to move onto and around the site with safety and ease.
- Pedestrian amenities such as seating, lighting and public art are provided, where appropriate.
- Pedestrian entrances to buildings:

Landmarks, views and vistas

- Significant views and vistas are protected through the appropriate location, height and setbacks of new buildings.

Residential interface

- Development is set back sufficient distances from side and rear boundaries to prevent detrimental impacts to neighbouring properties by way of building bulk and overshadowing and to enable appropriate landscape treatment to be provided to soften the appearance of buildings and works.
- A respectful interface be created with residential areas by:

Car park and driveway construction

- Car parking areas and driveways contribute to the function, safety and appearance of the development by:
- Car parks, accessways and set down areas provide for safe and efficient traffic movement.

Subdivision

- Applications for subdivision be accompanied by a site analysis of the site and surrounds showing:
- Include appropriate allocation of car parking
- Provide suitable access
- Ensure adequate provision of services.
- be compatible with the neighbouring area
- retains indigenous and other mature vegetation wherever possible
- incorporates screen planting and landscape buffers as an interface to adjoining sites
- provides canopy trees and indigenous plantings where appropriate
- provides visual interest to soften the urban built form environment
- creates private and public open space areas that are accessible, safe, attractive and functional for all users.
- planting a row of large canopy trees which complement the boulevard theme along the front and roadside boundaries within the building setback area where appropriate
- locating car parking underneath or at the rear of buildings
- incorporating elements such as garden beds, paving, artwork and lighting to provide interest for pedestrians.
- are clearly visible/identifiable from streets and public areas
- provide shelter, a sense of personal address and transitional space between the public and private realm.
- Siting building and works to respond to site features on adjoining residential properties such as topography, position of any buildings and existing vegetation.

- Providing front building setbacks, which create an appropriate transition to residential streetscapes.
- Internal and external service areas being sensitively located and designed.
- Buildings being stepped back in height to achieve a suitable transition of scale to adjoining residential properties.
- Designing the car parking layout to minimise any adverse impacts on nearby properties.
- Designing and siting security lighting to minimise light spill to adjoining properties.
- Maintaining the privacy of adjoining properties through the sensitive siting and design of car parks, windows, doors, service areas, outdoor areas and the use of appropriate techniques including the treatment of windows, boundary fences, screening, and landscaping techniques.
- Being designed for convenient access, having well-defined vehicle entry points, clearly separating vehicular and pedestrian circulation, and enabling vehicles to exit the site in a forward direction onto abutting roads.
- Being surfaced, drained, constructed and line-marked in accordance with good engineering practice and, where appropriate, be in accordance with an engineering construction plan submitted to and approved by the responsible authority.
- Encouraging paved surfaces and other hard standing areas to be constructed with dark coloured concrete or bitumen, coloured patterned concrete or brick paving.
- Landscaping car parking areas with appropriate canopy trees, where practical, and maintaining them in accordance with an approved landscape plan.
- Providing a planting strip of a minimum width of 1.5 metres along the residential boundary where at-grade car parking areas and driveways abut residential properties, in order to screen the parking area.
- Minimising the protrusion of basement car parks above ground level.
- Incorporating undercroft car parking where appropriate and visually integrating multi-deck car parks with adjoining streetscapes.
- Site shape, dimensions and size.
- Orientation and contours.
- Trees and other significant vegetation.
- The siting and use of existing buildings on the site.
- Street frontage features such as poles, street trees, and kerb crossovers.
- Access points.
- Drainage and infrastructure connections.
- Easements.
- Significant views to and from the site.
- Noise and odour sources or other external influences.
- Soil conditions, including any land affected by contamination, salinity or fill.
- Any other notable features or characteristics of the site.
- A traffic survey providing a detailed analysis of the expected traffic generation and the capacity of the local road network accompany applications as appropriate.

- The width of road and driveway pavement is appropriate for the number of lots and is adequate to enable convenient movement by service, emergency and waste collection vehicles.
- Communal or visitor car parking is provided within common property.
- In the case of unsewered land, effluent envelopes be delineated on sites with environmental or servicing constraints, implemented by an Agreement under section 173 of the *Planning and Environment Act 1987* as necessary.

22.01-4
02/10/2008
C52

Decision guidelines

Before deciding on an application the Responsible Authority will consider as appropriate:

- The extent to which the application meets the objectives and directions of this policy.