

22.0222/12/2016
C123**URBAN DESIGN ALONG MAIN ROADS**

This policy applies to the development and use of land adjoining the Road Zone 1 and Road Zone 2. The policy applies equally to the urban areas and fringe urban sections of highways and major roads leading into the urban area of Wodonga and its smaller settlements such as Baranduda, Bonegilla and Killara.

Policy Basis

The presentation of the City along its major approaches and main roads is important in protecting the civic profile of the City and to providing a sense of place for residents. This policy is required to ensure that important vistas and entries to the City are complemented by adjoining development and land uses.

Objectives

- To ensure that all new use and development makes a positive contribution to the built environment in terms of design, siting, landscaping, ongoing maintenance and presentation.
- To ensure that all use and development assists in providing a high standard of presentation for the main road entries to the City.
- To ensure that development actively fronts major roads and provides a built form that addresses the main road frontage.

Implementation

It is policy that:

- Articulation of building facades that front main roads is required to prevent building mass dominating existing streetscapes. This is achieved by providing a glazed street frontage and well articulated entry point to the main road, while avoiding the provision of blank walls along the major road frontage.
- Metal clad facade treatments will be discouraged unless it can be justified that the treatments serves the purpose of providing an architectural feature and enhancement to the streetscape.
- Development should be designed to address street frontages, to demonstrate an element of civic pride.
- The importance of street trees in creating areas that offer shade and protection from the elements and that are conducive in assisting people to stop and use the City will be considered. Development along entrances to the City will take into account that the tree species used are consistent with the City Landscape Plan.
- Development located on the edge of the City should be landscaped to assist in absorbing the development within the surrounding landscape and to provide a delineated edge to the City.
- Car parking areas are not the dominant element of the streetscape and should be provided at the rear or side of the building. Large car parking areas requiring a major building set back from the street will not be supported unless there is justification provided that demonstrates that particular site constraints warrant such a car parking arrangement.
- Industrial land uses, which involve large external storage areas that are visible from the road that are unable to provide a high standard of presentation, will not be supported.

Information to be provided

The following information will be considered for new uses and the development of land located adjacent to highways, main roads, the entrances to the City and in the presentation of main streets and roads:

- A landscape plan demonstrating compliance with local landscape themes and planting.
- For developments on the edge of the City, a landscape plan showing how the development can be absorbed by the surrounding environment.
- A design report covering the design and built form components as outlined in Clause 15.01 of this scheme.
- A demonstration that the streetscape character of the City has been identified and considered.