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SCHEDULE 5 TO THE DESIGN & DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DD05**

WHITE BOX RISE NEIGHBOURHOOD ACTIVITY CENTRE

1.0

Design Objectives

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- To implement design guidelines for the White Box Rise Estate.
- To create an urban character for the centre.
- To ensure the street frontages within the precinct remain the focus of general activity.
- To provide high quality streetscapes with feature street tree plantings and pavement treatments that support the significance of the local activity centre.
- To ensure the main shopping street as denoted on the development plan is dominated by a continuous retail & commercial edge with buildings lining the street frontage.
- To locate car parking areas so that they are accessible and legible and not a dominant feature of the streetscape.
- To provide an urban scale to the precinct.
- To create an appropriate architectural scale and design throughout the precinct.

2.0

Buildings and works

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The Street Edge

The general form, height, bulk and appearance of buildings and other structures must:

- Be designed to achieve a high architectural standard.
- Be designed to front the street alignment with an active frontage and where the purpose of the building is retail, commercial or community use it will be required to provide a minimum 50% transparent glazed frontage to the street edge.
- Provide the principal pedestrian access point to buildings on the street frontage for buildings and shops.
- On the main shopping street, provide a building façade on the street alignment with a minimum height of 10 metres on the street corners and above major entry ways (to shared occupancies) and 8 metres as a general minimum elsewhere. Buildings may be stepped back to a lower height, away from the main street frontage.
- All buildings must have a zero set back in the main shopping strip except plaza areas as designated in the White Box Rise Design Guidelines. All other areas within the village centre are to have a setback of no greater than 3 metres.

Storage and service areas

- Storage areas and loading docks are to be located at the rear of buildings and provided with a visual screen so that the view to these areas is obscured from any public area.

Building and Streetscape Design

- Key corner sites such as the Pearce Street intersection are to have buildings with an architectural design that reinforce and accentuate the corner location through the provision of higher corner facades and building forms that address the intersection.

- Large facades are to be articulated into a diverse and interesting design featuring windows, balconies, awnings and decorative features in preference to large billboard style advertising.
- Upper level façade signs are to be designed as part of the façade treatment and should be complementary to the design of the building rather than a dominant feature of the building.
- Masonry and timber style treatments are used in preference to metal cladding on upper level facades, unless it can be demonstrated through a written design submission that the treatment is an architectural feature as opposed to a cost saving treatment.
- Continuous awnings or veranda's are to be provided for shade and weather protection on the eastern side of the main shopping street.
- Outdoor pavement dining will be encouraged to reinforce the street as the central focus of activity.
- Freestanding pylon signs will not be supported in the precinct in favour of signs forming part of the building structure.
- The location of the supermarket must be sleeved behind shop fronts or located on the street edge with a minimum 50% glazed and transparent window frontage at the street level.

Car Parking

- Surface or off-street car parking is to be located behind the building line and is not to be located at the frontage of the main shopping street unless there is an Agreement (S173) with the Responsible Authority that facilitates a staged transition to a continuous built edge along the street.
- Garages servicing residential or smaller commercial buildings are not to dominate the streetscape frontage and are to be located at the rear of the building, serviced by either a laneway or side road. Where there is no rear or side loading opportunity the garage is to be treated under the primary roof line of the house and set back further from the street than the front wall of the dwelling. Where located at the front of a lot the garage must occupy less than 50% of the lot frontage (for example a 6 metre wide garage can only be located on a lot greater than 12 metres in width).

Civic Square and Park

- As part of the first stage of development or provision of super lots for development in the local centre, a civic square and parkland is to be fully developed on the western side of the proposed main street, as shown on the master plan for the site. The proposed civic square is to be developed in accordance with a design plan approved in writing by the responsible authority.

Encouraging Built Form that supports Mixed Use

- Two storey residential units up to four storey apartment buildings are encouraged within the precinct.
- Opportunities are to be provided to allow for the transition of ground floor residences to commercial uses and generally all residential buildings should be built in a manner that enables ready adaptation.
- To provide surveillance over laneways within the Precinct, studio apartments are to be provided on every laneway as designated on the development plan or plan endorsed as part of a planning permit.

3.0 Exemption from Notice and Appeal

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Buildings and works deemed to comply with the requirements of the attached guidelines are exempt from the notice requirements of Section 52 (1) (a) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

4.0 Decision Guidelines

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- White Box Rise Design Guidelines