

# Town Planning Scheme No 3

## Local Planning Policy 9: Galbraith Loop Business Precinct Design Guidelines

*Final*  
*May 2011*

### **Background to Local Planning Policy No 9 - Galbraith Loop Business Precinct Design Guidelines**

In June 2009, Council commenced a major review of its existing Local Planning Policies.

The policy was updated in accordance with the final approval of Scheme Amendment 106: rezoning Lots 304 & 305 Dorothy Avenue, Falcon from the 'Residential' to the 'Service Commercial' zone (PCDS.8/8/09 and G.36/8/09, 18 August 2009). The boundary of the policy area is also proposed to be amended to incorporate Lots 107 and 109 Binnar Court and Lot 121 Wattleghen Avenue, commensurate with the proposed rezoning from 'Tourist' to 'Service Commercial' zone through Scheme Amendment 108.

Draft Local Planning Policy No 9 *Galbraith Loop Business Precinct Design Guidelines* replaces Local Planning Policy No 11 *Erskine Industrial-Service Commercial Area Development and Design Guidelines*, adopted in December 2001.

#### **Record of Adoption to Local Planning Policy 9**

<b>Revision No &amp; Date</b>	<b>Description</b>	<b>Endorsed by Council</b>
<i>0 (06.09)</i>	<i>draft for Council adoption to advertise</i>	<i>16 June 2009</i>
<i>1 (01.10)</i>	<i>revised draft for advertising</i>	<i>N/A</i>
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<i>3 (02.11)</i>	<i>revised draft for advertising</i>	<i>N/A</i>
<i>4 (05.11)</i>	<i>Final Version Adopted by Council</i>	<i>24 May 2011</i>

#### **Record of Modifications to the approved Local Planning Policy 9**

<b>Modification No</b>	<b>Description</b>	<b>Endorsed by Council</b>

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# 1. Introduction

The purpose of this policy is to expand upon the development standards of Scheme 3 for the land zoned 'Industry' and 'Service Commercial' situated within the Galbraith Loop Business Precinct.

## 1.1 Objectives

The objectives of this policy are to:

- (a) Guide development within the precinct so as to ensure a high standard of development for the benefit of owners and users of the land; and
- (b) Minimise the impact of development within the Policy Area on surrounding residential properties.

## 1.2 Relationship to Town Planning Scheme 3

A local planning policy is adopted under clause 9.6 of Town Planning Scheme No 3.

A local planning policy is not part of Scheme 3 and does not bind the Council in respect of any application for planning approval but the Council is to have due regard to the provisions of the policy and the objectives which the policy is designed to achieve before making its determination.

Local planning policies are guidelines used to assist Council in making decisions under Scheme 3. Although local planning policies are not part of Scheme 3, they must be consistent with, and cannot vary, the intent of Scheme 3 provisions, including the Residential Design Codes.

In considering an application for planning approval, the Council must have due regard to relevant local planning policies as required under clause 7.5.

If a provision of a local planning policy is inconsistent with Scheme 3, Scheme 3 prevails.

## 1.3 Interpretations

**'Scheme 3'**

*means the City of Mandurah Town Planning Scheme No. 3. For the purpose of this policy, definitions and interpretations shall be applied in accordance with Scheme 3.*

**'residential uses'**

*means not only existing 'Residential' zoned lots which abut or are adjacent to the policy area, but also any residential lots which might be developed in the general vicinity of the policy area.*

## 1.4 Policy Context

### 1.4.1 Galbraith Loop Business Precinct

The Galbraith Loop Business Precinct is situated at the intersection of Wattleglen Avenue and Old Coast Road on the border of Esrkin and Falcon localities.

The Galbraith Loop Business Precinct was approved for subdivision in 1996, with Council approving a local planning policy (LPP) in 1997, which was revised in 2001, to guide the ongoing development of the precinct.

In determining planning applications for land within the Policy Area, the Council has had regard to development and design guidelines to inform the planning process and the decision-making of Council.

This policy is intended to supersede the previous LPP11 *Esrkin Industrial-Service Commercial Area Development and Design Guidelines* (December 2001).

#### (a) Scheme Amendment 106

On 13 October 2009, Scheme Amendment 106 was published in the *Government Gazette*. Amendment 106 resulted in the rezoning of Lots 304 and 305 Dorothy Avenue, Falcon from the 'Residential R12.5/20' zone to the 'Service Commercial' zone. To adequately address future development on these sites, the Policy Area and policy provisions have been revised to apply to these lots.

#### (b) Scheme Amendment 108

On 25 May 2010, Scheme Amendment 108 was adopted by Council for the purposes of re-advertising.

The re-advertising of Scheme Amendment 108 in late 2010 resulted in modifications to the Amendment which included the proposed rezoning of Lots 107 Binnar Court and 121 Wattleglen Avenue, Esrkin to 'Service Commercial'. Due to the proposed rezoning of the lots it was deemed appropriate to expand the Policy Area to include both lots.

To adequately address future development of Lots 107 Binnar Court and 121 Wattleglen Avenue, specific policy provisions apply to these lots due to their proximity to existing residential development.

## 1.5 Policy Area

The Policy Area is depicted in **Appendix 1**.

## 2. Land Uses

### 2.1 Land Use Table

Land-uses that can be considered within the Policy Area are depicted in Table 1.

**Table 1 Land use table for policy area**

	Service Commercial	Industry		Service Commercial	Industry
<i>Amusement Parlour</i>	SA	X	Motor Vehicle and Marine Sales Premises	AA	AA
Auction Mart	SA	AA	Motor Vehicle Hire	P	AA
Arts and Crafts Display	SA	X	Motor Vehicle Repair	IP	P
Bank	AA	X	Motor Vehicle Wash	X	P
Caretaker's Dwelling	IP	AA	<i>Motor Vehicle Wrecking</i>	X	P
Caretakers House	X	IP	Office	SA	IP
Car Park	P	P	Open Air Display	X	P
Child Care Premises	AA	X	<i>Place of Amusement</i>	X	AA
Civic Use	P	P	Plant Nursery	P	X
<i>Club Premises</i>	AA	AA	Public Utility	P	P
Cottage Industry	AA	X	Public Worship – Place of	X	SA
Cultural Use	SA	X	Produce Store	X	P
<i>Drive-in Theatre</i>	X	SA	Radio & TV Installation	AA	P
Educational Establishment	AA	X	<i>Recreation – Private</i>	SA	SA
<i>Fuel Depot</i>	X	P	Recreation – Public	P	X
Funeral Parlour	P	P	Restaurant	P	X
Health Studio	P	SA	Retail Sale of Products Produced on Site	X	AA
Hire Service (Non-Industrial)	P	X	Shop	IP	X
Hire Service (Industrial)	P	AA	Showroom	P	AA
<i>Industry – General</i>	X	P	<i>Storage Yard</i>	IP	P
<i>Industry – Light</i>	X	P	<i>Tavern</i>	SA	SA
<i>Industry – Service</i>	AA	P	<i>Transport Depot</i>	X	P
Laundromat	P	X	Veterinary Clinic	P	P
Lunch Bar	P	IP	<i>Veterinary Hospital</i>	X	P
Medical Centre	P	X	Warehouse	X	P

**Note:** Use classes in italics are subject to specific provisions in section 2.2

## 2.2 Specific Provisions

When considering planning applications concerning the various use classes referred to in Scheme 3, Council shall have regard to the permissibility designation for each use class and to the following provisions:

- (a) The use classes '**Industry – Light**' and '**Industry – Service**' may be considered as being compatible with neighbouring residential uses where it can be satisfied that the processes carried on, the machinery used, and the goods and commodities carried to and from the premises will not cause any injury to or prejudicially affect the amenity of the locality by reason of emissions identified in **section 3.1.1**;
- (b) The use class '**Veterinary Hospital**' has a clear relationship to residential uses. Notwithstanding, animal noise (particularly at night) may have a detrimental impact on residential amenity. Consequently, in ordinary circumstances, the establishment of a Veterinary Hospital on land abutting, or in close proximity to neighbouring 'Residential' zoned properties, may be detrimental to the residential amenity of those properties;
- (c) The '**Drive-In Theatre**' use is no longer common, however if an application is made for a development involving that use in the 'Industry' zone, it is recognised that a Drive-In Theatre is generally characterised by light and noise emissions, and consequently there should be a significant separation and/or the appropriate orientation of development away from neighbouring residential properties in order for the residential amenity to be maintained;
- (d) The use classes '**Industry – General**', '**Fuel Depot**', '**Motor Vehicle Wrecking**' and '**Transport Depot**' shall be assessed while having regard to the fact that each of these uses is generally characterised by noxious emissions, including emissions of noise, fumes, vibrations, smoke, potential for soil contamination and as some of them often operate at night, there may be problems of light spill and vehicle movements.

Such uses may be detrimental to the amenity of neighbouring residential uses, and consequently such uses may be inappropriate within the Policy Area unless appropriate buffer distances can be achieved. Some of those uses may even be incompatible with neighbouring uses other than residential, and due regard shall be given to the possibility of such incompatibility when establishing buffer distances;

- (e) The '**Storage Yard**' use class will be required to be fenced with a masonry or Colorbond fence and include landscaping to visually soften the impact of that fence. The fence is to achieve the aim of ensuring that no goods within the Storage Yard can be seen from any public road;
- (f) The use class '**Tavern**' shall be assessed having regard to the potential noise generated from that use, which may impact adversely on nearby 'Residential' zoned properties.

An assessment of the noise potentially generated by the Tavern would also need to consider and address noise associated with car parking

A Tavern is limited by Scheme 3 to a land area of less than 200m<sup>2</sup> GLA as per the Development Standards within **Table 4** of Scheme 3;

- (g) When assessing a planning application for a '**Club Premises**', due regard shall be given to the potential noise generated from that use, which may impact adversely on nearby residential uses. An assessment of the noise potentially generated by the Club Premises would also need to consider and address noise associated with car parking;
- (h) When assessing a planning application for '**Recreation – Private**', due regard shall be given to the potential noise generated from that use, which may impact adversely on nearby Residential uses. An assessment of the noise potentially generated by the Recreation – Private use would also need to consider and address noise associated with car parking; and
- (i) Development involving any of the use classes referred to above shall adequately address the above issues, and where appropriate, applicants shall be required to demonstrate the extent to which they can comply with the above provisions.

## 3. Development Guidelines

### 3.1 Mitigating Industrial Emissions

The Galbraith Loop Business Precinct is situated within a predominately residential area, with 'Residential' zoned lots abutting the Policy Area to the north, east, south and west.

Typical emissions that may be experienced within the Policy Area can include:

- gaseous and particulate emissions;
- noise;
- dust; and
- odour.

Generally, protection of sensitive land-uses such as residential uses from industrial emissions is assisted by the identification of suitable buffers at the strategic and structure planning stages of land use planning process, and in the early project formulation stages in the case of individual projects.

- (a) A landscape buffer of width 7.0 metres is required on lots within the Policy Area (excluding Lot 107 Binnar Court and 121 Wattleghen Avenue), where such lots share a common cadastral boundary with a 'Residential' zoned lot. Lot 107 Binnar Court and 121 Wattleghen Avenue are required to provide a 3.5 metre landscape buffer to Lot 109, as depicted on the Policy Area map in Appendix 1.
- (b) When considering developments proposed within the Policy Area, and particularly use classes referred to in section 2.1, due regard shall be given to the requirement of buffer distances for Industry bordering residential areas, which shall generally be in accordance with the Guidance Statement 3;
- (c) When applying the buffer distances in Guidance Statement 3, it should be recognised that the Policy Area may be inadequate to contain the recommended buffers. In this situation, the Applicant and Council will refer to the EPA's preferred hierarchy for the management of industrial emissions in section 4.1 of Guidance Statement 3, being:
  - i. avoidance of impacts;
  - ii. minimise the creation and discharge of waste by implementing best practice (see EPA Guidance Statement 55 – Implementing Best Practice in proposals submitted to the Environmental Impact Assessment process); or
  - iii. ensure environmental impacts from industrial emissions are acceptable and meet the relevant regulations and health criteria beyond the boundary of the site, industrial estate or buffer area.
- (d) Consideration shall be given to the 7.0 metre landscape buffer abutting 'Residential' zoned properties, which is intended to minimise impact from development within the Policy Area. In appropriate cases, additional planting or similar treatments within this landscape buffer shall be applied; and
- (e) The buffer distances should be measured from the plant, buildings and other structures, situated nearest the edge of the subject property, likely to produce off-site impacts through to the cadastral boundary of the nearest 'Residential' zoned lot.

#### ***Technical Analysis of Industrial Emissions***

Industries or operations that pose potential risk to amenity or health and are not addressed in Guidance Statement 3 may, subject to consultation with the Department of Environment and Conservation and the Department of Planning, may require technical analysis.

Council will assess any application in accordance with the procedures for technical analysis pursuant to State Planning Policy 4.1 *State Industrial Buffer*.

## 3.2 Boundary Setbacks

The policy focuses on boundary setbacks to maintain an appropriate interface between development within the Policy Area and adjacent 'Residential' zoned lots.

Boundary setbacks applicable to various developments within the Precinct Area are subject to Table 2 of the Policy. Boundary setbacks not specified under the Policy are subject to **Table 4** of Scheme 3.

**Table 2 Policy Setback Requirements**

	Service Commercial	Industry
Rear boundary	7.5 m	Scheme 3
'Residential' zone	10.0 m*	10.0 m
Lot 109 Binnar Court	6.5 m <i>(inclusive of the landscape buffer)</i>	n/a

\* *this setback may be permitted to be reduced to a minimum of 7.5 metre where it can be proven that there is no adverse impact on the abutting residential property.*

Further to the setback requirements specified under Table 2, setbacks are to have regard to the matters outlined below:

- (a) Front street setbacks may be varied under clause 5.3 of Scheme 3, such that buildings are brought towards the street to:
  - i. improve the active frontage and interface of the development to the street;
  - ii. allow pedestrian access and adequate shelter between the street and the development; and
  - iii. incorporate suitable landscaping to complement the development.
- (b) Where a boundary abuts a 'Residential' zoned lot, a nil setback on the subject boundary is not considered appropriate; and
- (c) The use of land between the street alignment and the front setback distance is to be consistent with clause 5.16 of Scheme 3.

### ***Amendment 106 – Specific Boundary Setback Requirement***

An Office building proposed on Lot 305 Dorothy Avenue is to be setback 7.5 metres from the shared boundary with Lot 304.



### 3.3 Car Parking

- (a) For properties abutting 'Residential' zoned land, parking areas are not permitted within the landscape buffer;
- (b) Where a development is setback further than 7.0 metres from a 'Residential' zoned lot, the area that is further than 7.0 metres from the cadastral boundary may be used for car parking; and
- (c) Car parking areas are to be laid out, finished and landscaped in a manner that minimises its visual impact on the locality, whilst providing for safe vehicle and pedestrian circulation. Parking areas to the sides and rear of the building are to be fully screened from adjacent 'Residential' zoned lots.

#### 3.3.1 Car Parking Bays Required

The number of car parking bays required for a development may be reduced in the following circumstances, subject to Council's consideration of the application under clauses 5.3 and 5.6 of Scheme 3:

- (a) Where end of trip facilities or destination facilities for pedestrians, cyclists and/or users of public transport are provided as part of a development;
- (b) Where parking areas are available for shared use or reciprocal use between land-uses and landholdings, the Applicant may demonstrate justification for Council to consider an acceptable reduction in the total number of car parking bays that are required;
- (c) On-street parking may be provided in lieu of a part of the total on-site parking requirement where it is demonstrated that:
  - i. in context of the total requirement for car parking that is required for a development, a partial reduction of parking on-site is appropriate;
  - ii. the provision of on-street parking would not unreasonably affect adjacent landholdings and their respective land-uses; and
  - iii. the road levels of service on the surrounding road network would continue to function satisfactorily.
- (d) One tree is required for every five car parking bays, to provide shade and amenity within car parking areas.

#### 3.3.2 Loading Facilities and Service Vehicle Access

Consideration is required for vehicles to access sites in order to load and/or unload goods relating to the use of the land, as well as for the access of vehicles to waste management facilities for the collection and removal of waste.

Vehicle access for loading and unloading of vehicles shall be in accordance with clause 5.12 of Scheme 3.

The location of loading bays, service areas, storage yards and waste management facilities should be designed such that vehicles can return to the street in forward gear. Loading areas are not permitted within the landscape buffer.

- (a) Where a development is required to be setback further than 7.0 metres from a 'Residential' zoned lot, the setback area that is further than 7.0 metres from the cadastral boundary may be used as a loading area; and
- (b) Loading bays are to be effectively screened (visually and acoustically where necessary) from any adjoining street and 'Residential' zoned properties.

#### 3.3.3 Reciprocal Access for Vehicles and Pedestrians

Connecting customer car parking areas between lots can allow for the reciprocal movement of vehicles and pedestrians.

Easements in gross are generally acceptable for reciprocal parking and access arrangements.

### 3.4 Building Heights

Scheme 3 limits building height to two storeys within the 'Service Commercial' zone. No height limit is specified in Scheme 3 for the 'Industry' zone.

Part 4 of Scheme 3 further specifies that development and development heights within the 'Service Commercial' and 'Industry' zones shall also conform with relevant Council policies.

Relevant to building heights within the Policy area, Local Planning Policy 12 - *Development Height Policy* outlines development heights considered acceptable by Council for 'Service Commercial' and 'Industry' zoned land. In this regard Clause 2.3 of the Policy specifies a maximum building height of 12 metres for 'Service Commercial' and 'Industry' zoned land (however this is subject to notes 2.3{a} and {b} and Clause 3 of the Policy).

Local Planning Policy 12 further clarifies that development heights are to be measured from natural ground level.

### 3.5 Plot Ratio

The following plot ratios apply to all lots within the Policy Area:

Service Commercial	Industry
0.5	1.0

## **3.6 Building Design and Form**

### **3.6.1 General Appearance**

Buildings shall have a colour, type of materials, architectural style, height or bulk or general appearance consistent with the existing buildings or the landscape character of the area:

- (a) The main entrance must be on the front street elevation or side/front elevation and be clearly visible from the street and/or main visitor car park; and
- (b) Building façades and side walls with frontage to a public road should be articulated and provide interest.

### **3.6.2 Colours and Finishes**

All concrete or masonry walls shall be painted or finished in a suitable manner.

### **3.6.3 Noise Attenuation**

Noise attenuation measures for premises that emit noise should be addressed within any planning application. Noise attenuation measures are outlined in LPP3 *Urban Design Policy*.

### **3.6.4 Energy Management Considerations**

New developments are recommended to consider sustainable development outcomes as per section 2.1K of LPP3 *Urban Design Policy*, including but not limited to:

- Use resources efficiently, minimise waste and use environmentally benign materials in construction, operation and maintenance to promote the health of construction workers and occupants.
- Use renewable energy where possible and aim for energy efficiency in appliances and services.
- Adopt solar passive design principles to encourage natural heating and cooling of a building.

### **3.6.5 Water Sensitive Urban Design Considerations**

The development, including all vehicle areas, is to incorporate water sensitive urban design principles of LPP15 *Water Sensitive Urban Design*.

## 3.7 Site Design

### 3.7.1 Landscaping

- (a) The 10 per cent landscaping on-site, as per the provisions of Scheme 3, will be required for all developments:
- i. The 10 per cent landscaping is calculated over the total site area. The landscape buffer is *additional to* the 10 per cent requirement (excluding the Wattle Glen Avenue / Binnar Road Sub-Precinct Area where the landscape buffer is *included within* the 10 per cent requirement).
  - ii. Landscaping will be calculated towards a site's 10 per cent on-site requirements as per section 2.1J of LPP3 Urban Design Policy; and
  - iii. On-site landscaping discounts of 50 per cent may be considered in conjunction with upgrades of adjacent street verges, to Council's specifications and on a case-by-case basis.
- (b) Where lots within the Policy Area abut 'Residential' zoned land, the 7.0 metre / 3.5 metre landscape buffer (whichever is applicable) is to be provided along the full length of the common boundary:
- i. The landscape buffer should be intensively landscaped and thereafter maintained and kept as dense as possible to the satisfaction of Council.
- (c) Subject to Scheme Amendment 106, the 7.0 metre landscape buffer is to be provided along the southern boundary of Lot 305 Dorothy Avenue, Falcon as an amenity buffer and to ensure the privacy of Lot 304 Dorothy Avenue;
- (d) A landscaped area, minimum 3.0 metres wide, should be provided on the street frontage of all lots wherever possible;
- (e) Wherever possible, existing trees and natural vegetation are to be retained and protected during and post-construction. Natural vegetation retention should be based on (in order of priority):
- i. biodiversity value;
  - ii. total land area retained;
  - iii. expected survival rate and life expectancy of species; and
  - iv. the visual landscape amenity of the bushland area.

Natural vegetation will be assessed by Council to determine its retention.

- (f) Low growing native or locally indigenous flora species and small native trees are encouraged for use in landscaping with minimal use of turf or gravel.

### 3.7.2 Signage Concept Plan

A Signage Concept Plan should be prepared as per LPP7 *Advertising Devices Policy* and approved by Council prior to a building licence being issued for the development. All signage thereafter would then be permitted in accordance with the Signage Concept Plan.

An area of the building façade shall be designed to incorporate the appropriate signage of individual tenancies, in a manner that does not detract from the building's design.

The painting of the building in a tenant's 'corporate colours' is considered a form of advertising and should not detract from the building's design.

### 3.7.3 Fencing

The 2.4 metre high masonry wall erected along the eastern, southern and western boundaries of the Policy Area is to remain as it has been constructed as a condition on the subdivision approval of the area.

All other fencing shall be a maximum 1.8 metres high, measured from natural ground level and blend with building design and landscaping.

### 3.7.4 Paved Surfaces/Materials

All paving provided on-site is to be:

- (a) brick or concrete pavers of approved design and colour, although a minimum standard of bitumen hot mix may be considered;
- (b) the use of permeable paving may be used as an option depending on the nature of the development, the proposed land-use, existing soil profiles and land gradients on a case-by-case basis; and
- (c) kerbing should be grey concrete, or potentially flush kerbing to allow stormwater to collect in landscaped areas.

### **3.7.5 Stormwater Management**

Development is to incorporate water sensitive urban design principles. Principles and strategies that can be employed within development are outlined in LPP15 *Water Sensitive Urban Design*.

Stormwater management on-site should prevent rainwater from mixing with stormwater. It is encouraged that rainwater is collected and re-used for landscaping and on-site use in accordance with section 2.1K of LPP3 *Urban Design Policy*.

### **3.7.6 Screening of External Storage Area**

- (a) No land shall be used for open storage purposes unless it is approved by Council and is screened from public view, including any abutting 'Residential' zoned lot, by the combination of a fence, wall, trees or shrubs; and
- (b) Open storage of machinery, plant equipment, raw materials or servicing equipment is not permitted within street setback in accordance with clause 5.16 of Scheme 3. Open storage should be a minimum distance of:
  - i. 9.0 metres from the primary street boundary;
  - ii. 4.5 metres from a secondary street boundary; and
  - iii. not within the 7.0 metre / 3.5 metre landscape buffer (whichever is applicable) of sites abutting 'Residential' zoned properties.

### **3.7.7 Hours of Operation**

When considering developments, due regard shall be given to operating hours, in order to minimise the potential impact on the abutting 'Residential' zoned properties and Lot 109 Binnar Court.

### 3.8 Specific Provisions (Wattleglen Avenue / Binnar Court Sub-Precinct)

#### 3.8.1 Development Standards

The key intent of development standards for the Wattleglen Avenue / Binnar Court Sub-Precinct is to protect the amenity of adjacent residences in Binnar Court and to ensure a high standard of service commercial development. Development standards which are not specified under this section or under section 3.1 of the Policy will be subject to the provisions of Table 4 of Scheme 3.

#### 3.8.2 Setbacks

A boundary setback of 6.5 metres is required from Lot 109. This setback is inclusive of the 3.5 metre landscape buffer. The remaining 3 metre setback provides an opportunity for rear driveway access for Lots 107 and 121.

Loading bays are not permitted within the setback area.

#### 3.8.3 Access

- (a) Vehicular entrance to Lots 107 Binnar Court and 121 Wattleglen Avenue shall be from Wattleglen Avenue. This will negate the need for customer, service and delivery vehicles to utilise Binnar Court;
- (b) A reciprocal right of access between the lots is encouraged to minimise vehicle crossovers and provide for the safe and efficient movement of vehicles and pedestrians within, into and out of the site;
- (c) The properties should be designed such that service and delivery vehicles can enter and leave in a forward gear; and

#### 3.8.4 Car Parking

- (a) Car parking areas shall be interconnected over the two properties where possible. This design response facilitates the opportunity for reciprocal use of parking bays;
- (b) Car parking requirements can be based on the total parking of the two sites rather than the separate sites; and
- (c) Parking areas shall be designed and adequately landscaped in accordance with the standards set in Scheme 3 and sections 2.1I and 2.1L of LPP3 *Urban Design Policy*.

#### 3.8.5 Building Design and Form

Importantly, the development of Lot 107 Binnar Court shall require particular attention to the northern elevation to ensure an appropriate and sensitive interface with the residential street character of Binnar Court, which may include:

- the use of landscaping and/or fencing which provides a transition between service commercial development and the residential streetscape;
- the use of architectural features / detailing / materials to break up large expanses of blank walls along the Binnar Court elevation.

The design of the sites should have regard to section 2.1D of LPP3 *Urban Design Policy*.

#### 3.8.6 Landscaping

The 10 per cent landscaping is calculated over the total site area and is to include a 3.5 metre landscape buffer to the boundaries abutting Lot 109.

The focus on landscaping shall be on quality and quantity. The provision of landscaping shall be considered having regard to section 2.1J of LPP3 *Urban Design Policy*.

#### 3.8.7 Noise Attenuation

Given the proximity of noise-sensitive premises along Binnar Court, noise attenuation measures for development shall be assessed and considered with regard to section 2.1L of LPP3 *Urban Design Policy*.

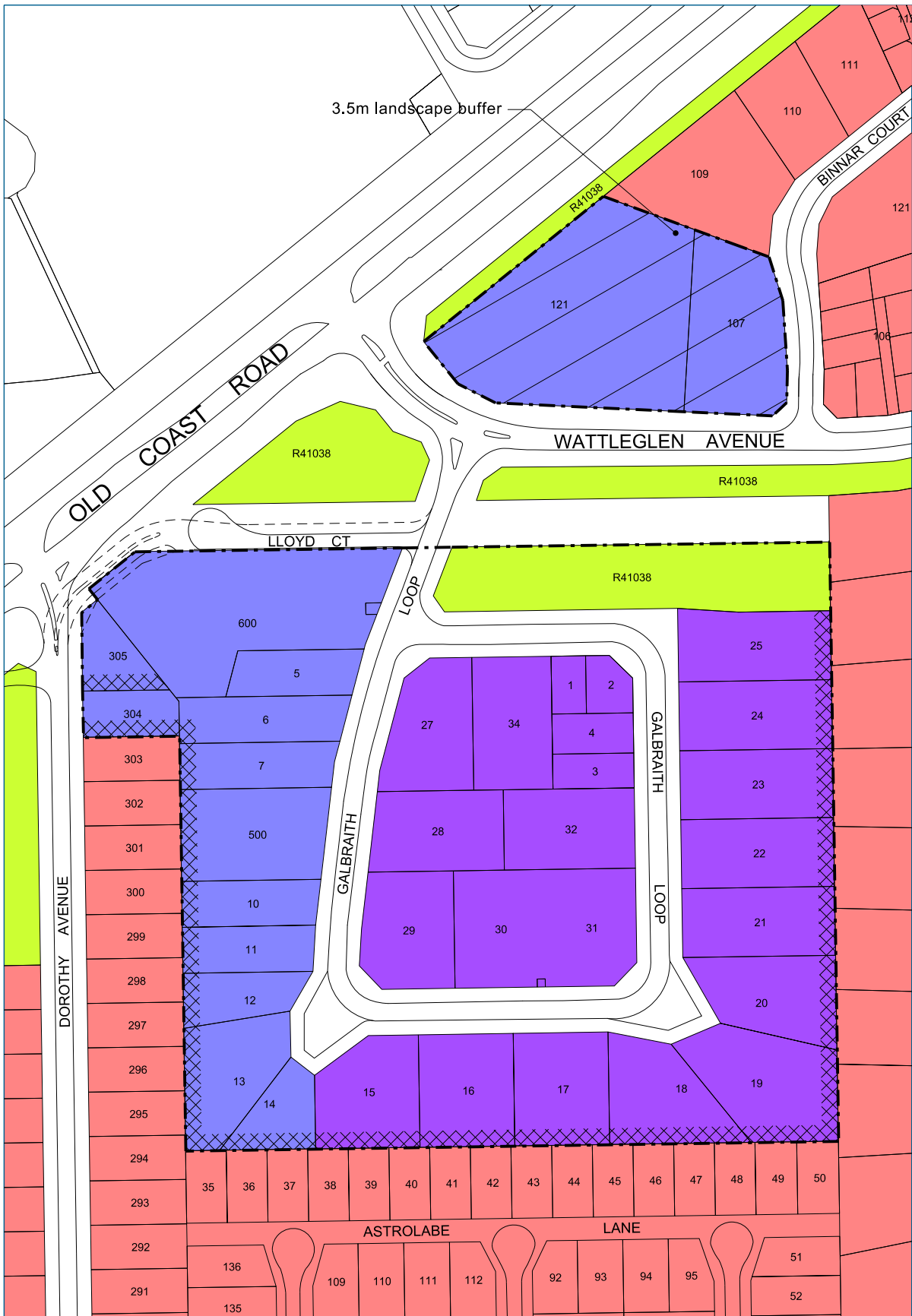
## Town Planning Scheme No 3

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#### Appendix 1: Policy Area







**Plan Legend**

- Service Commercial Zone (existing and proposed)
- Industry Zone
- Residential Zone (existing and proposed)
- Policy Area
- Wattleglen Ave / Binnar Court Sub-Precinct (refer Section 3.8)
- 7.0m Landscape Buffer

