

Local Planning Policy 3.10: Design of Non-residential Development

INTRODUCTION

While the majority of the Town is zoned for residential purposes, non-residential development provides many of the services and facilities required by residents. These include retail services, offices, medical facilities, service stations, service industry, entertainment, leisure and a range of community services. The intensive use of many of these facilities and the relatively high level of exposure means good design is particularly important in terms of safety, amenity and convenience for users.

AIM

To ensure the development of non-residential land is designed so as to achieve a high standard of safety and convenience for residents and visitors, and to enhance the amenities and environmental standards of the areas in which such development takes place.

POLICY

1. In considering applications for development of non-residential land, the Council shall take into consideration the following criteria, in addition to the requirements contained in the relevant precinct planning policies included in section 6 of this manual:

1.1. Safety

The need for safe movement of vehicular traffic and minimisation of conflicts between vehicles, pedestrians and cyclists, with reference to factors such as the volume of traffic (both pedestrian and vehicle) likely to be generated by the proposed development, location of vehicular access points, the design and location of crossovers, public transport stops, and the provision and location of segregated pedestrian walkways and sightlines.

1.2. Amenity

The impact on the amenity of the adjacent area, which is likely to result from implementation of the proposal with reference to zoning and land use, building height, building setbacks, design, landscaping and any discharges or emissions to the environment from the proposed development.

1.3. Convenience and economy

The co-location of facilities, and the more efficient utilisation of infrastructure with reference to factors such as minimisation of travel, reduction in traffic, minimisation of car parking areas through shared use and the potential for improved or more efficient public transport services.

2. The design of non-residential development and its presentation to the street (eg. windows, awnings, access points), shall be sympathetic to the existing streetscape.

3. A traffic management plan may be required where the proposed facilities are likely to have a significant impact on the surrounding street system or on the amenity of adjacent areas.
4. The design and location of service entries and loading/unloading areas shall be an integral part of the overall design and development of a site, and should satisfy the following criteria:
 - (a) service entries and loading/unloading areas should not be located adjacent to any adjoining residential uses;
 - (b) the placement of signs indicating the location of and access to service entries and loading/unloading facilities may be required, and are to be provided by the applicant;
 - (c) in the case of comprehensive developments which incorporate more than one property, combined loading/unloading areas may be considered necessary by the Council;
 - (d) the Council shall have regard to, and may apply conditions relating to, the location, size, accessibility, lighting and hours of operation of service entries and loading/unloading areas; and
 - (e) on-site service entries and areas for the loading/unloading of vehicles carrying goods or commodities to or from premises shall be provided and maintained in accordance with the approved development for the site.

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