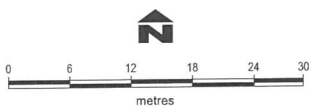


Approval
This LDP has been approved by the City of Busselton under Clause 52 (1)(a) of the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2, Part 6.

Signature: _____

Dated: 25/3/22

NOTE: LDP Provisions Attached (Refer Overleaf)



NOTES

Base data supplied by MNG

Areas and dimensions shown are subject to final survey calculations.
All carriageways are shown for illustrative purposes only and are subject to detailed engineering design.

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CLIENT : LOT 1150 PTY LTD
SCALE : 1:750 @ A3
DATE : 23 March 2022
PLAN No : DL-4-015
REVISION : C
PLANNER : SLB
DRAWN : BL

LOCAL DEVELOPMENT PLAN 2
ENTERPRISE PARK, DUNSBOROUGH



A 191A Naturaliste Terrace Dunsborough WA 6281
P (08) 9750 5925

E admin@lbplanning.com.au
ABN 55 115 374 128

Dunsborough Enterprise Park - Local Development Plan 2 Provisions

1. This Local Development Plan (LDP) is to be read in conjunction with the relevant clauses of the City of Busselton Local Planning Scheme (the Scheme) and Local Planning Policies (LPPs). Where there is any conflict between this LDP, the Scheme or LPPs, the provisions of this LDP will prevail.
2. Notwithstanding reference on the Dunsborough Lakes Structure Plan, the landscape buffer to Commonage Road is not required.
3. All carparking areas shown on this LDP are to be constructed by subdivider prior to the creation of the proposed lots.
4. At the time of subdivision, an easement shall be provided over all carparking areas identified on this LDP, in accordance with Sections 195 & 196 of the *Land Administration Act 1997*, to the benefit of the City and the public at large for the purposes of providing unrestricted public vehicular and pedestrian access.
5. Land use permissibility to be in accordance with the provisions and requirements which apply to the 'Service Commercial' Zone in the Scheme with the following exceptions:
 - a. The use class 'Office' is permitted on all lots.
 - b. The use class 'Convenience Store' is permitted on Lot 128, as shown on this LDP.
6. Car parking requirements for all land uses will be assessed at a minimum rate of 1 bay per 40m² of Net Lettable Area (NLA) in acknowledgement of changing land use (tenancy) of developments over time, except as follows:
 - a. At the discretion of the City, car parking may be provided at a rate of 1 bay per 50m² of NLA where a proposed development cannot reasonably be adapted (without site reconfiguration) to provide for an Office or other land use identified in **6b** that would ordinarily generate a higher level of parking demand.
 - b. Car parking for the following land uses shall be determined in accordance with the provisions of the City's Car Parking Policy: Club Premises, Community Purpose, Medical Centre, Place of Public Worship and Consulting Rooms.
7. In addition to the provision of the minimum parking requirement on site, all development or change of use proposals for (or including) an 'Office' land use or any of the land uses subject to **6b** above, shall pay a financial contribution of \$2500 per lot for every 200m² (or part thereof) of NLA for these land uses. This contribution is based on the average construction only cost of one car parking bay as shown on this plan, shall be adjusted in accordance with the Local Government Cost Index on 30 June each year, and shall be applied by the City to the construction of additional on-street car, bicycle and motorcycle parking within the area of this plan.
8. One additional crossover to Commonage Road for common use is permitted to Lot 123.
9. Access to laneway lots is for secondary purposes only and is not to be used as the primary customer entry to any business.
10. Access for service vehicles, as well as the location of delivery and loading areas to Lots 118-126 shall be provided from the laneway.
11. At the development application stage, sufficient vehicle circulation and turn around provision within the 'development area' of Lots 122 – 126 shall be required, to ensure all vehicle access/egress movements to the laneway, can be achieved in forward gear.
12. A 1.5m wide footpath shall be provided by the owners of Lots 118 - 127 along the main street frontage, as shown on the LDP, between the 'development area' and the adjoining car parking bays at the development approval stage. (*note: footpath to be included in the access easement area*).

DESIGN GUIDELINES

These design guidelines have been prepared to ensure that service commercial, office and convenience store uses within the LDP Area are developed in a manner that has minimal impact on the amenity of the surrounding residential area whilst maintaining a high-quality appearance.

- The design guidelines set out the minimum standards and conditions under which land use and development within the LDP Area will normally be applied.
- Land use and development in accordance with the guidelines is deemed to comply and subject to development approval being granted by the City of Busselton. Variations to the guidelines may be permitted subject to demonstration to the satisfaction of the City of Busselton that the proposed development is in keeping with the intent of the guidelines.
- The design guidelines apply to all lots identified on Local Development Plan 2 (LDP 2) which has been approved by the City, pursuant to the relevant special provisions of the Scheme.

Building Development Standards

Lots	Lots 123 & 125	Lots 126 & 127	Lots 122 & 124	Lots 118 to 121
Setback to Commonage Rd	18.5m	18.5m	NA	NA
Setback to Laneway	1.5m	1.5m	1.5m	1.5m
Setback to Newquay Tce	NA	7m for Lot 126 & 1.5m for Lot 127	8.5m	Nil
Setback to Congressional Drive	NA	NA	NA	8.5m
Side Setback	Nil	Nil	Nil	Nil
Height	10m from NGL	10m from NGL	10m from NGL	10m from NGL
Loading Bays	1 per development	1 per development	1 per development	1 per development

Notes:

1. All setbacks are minimum only;
2. 1 loading bay per lot shall be provided unless it can be demonstrated to the City that such provision is not required for the proposed use;
3. The applicable development standards for Lot 128 shall be determined at the development application stage in consultation with the City.

Design Provisions

Subject	Provisions
Car Parking	Design details and standards for the provision of the required parking bays, turning areas and associated access ways are to be in accordance with the requirements of LPP2.1 – Car Parking. Parking areas and vehicle access ways are to be paved, marked and drained to City specifications and these areas are not to be used for storage of goods, rubbish or equipment or for industrial or automotive purposes such as wrecking and repair.

Fencing	<p>Solid fencing or chain mesh will not be permitted to be constructed at any point forward of the building line without approval from the City.</p> <p>All side and rear fencing shall be located on the lot boundary at a maximum height of 1.8m with black PVC coated galvanized link-mesh (including black PVC coated poles).</p> <p>Where a boundary forms secondary street frontage then landscaping along the inside fence will be required.</p>
Signage	<p>Where not exempted by Schedule 9 of the Scheme, all signage will be subject to an individual merit-based assessment against the Scheme and provisions LPP 4.12 - Advertisements and Advertising Signs.</p> <p>Use of flashing/revolving or other moving signs, roof signs, sandwich boards, roster signs and billposting are generally not acceptable.</p>
Landscaping	<p>To assist in achieving a common theme within the LDP Area and for the mutual benefit of landowners and tenants the establishment and maintenance of suitable landscaping (including verge) is required as follows:</p> <p>a) Grass/lawn (automatically reticulated and regularly mowed and weeded).</p> <p>b) Native gardens beds, auto reticulated and regularly weeded and tended.</p>
Street Trees	<p>No street trees can be removed without prior approval of the City.</p> <p>Crossovers must not interfere with existing street trees. Where a street tree is required to be removed for development, written approval must be obtained and the costs shall be borne by the owner. Street trees which have been removed shall be replaced with an equal number of trees of the same species, located to the satisfaction of the City.</p>
External Storage/Use of Outdoor Space	<p>Open yard areas visible from a street shall not be used for storage of goods or for vehicle repair and industrial activities. Such areas must be screened from public view either with landscaping or by a closed wall-fence to be constructed of material approved by the City.</p>
Building Materials, Facades and Footpaths	<p>Building materials, colours and window glazing shall have low reflective qualities to ensure that glare does not impact on adjacent properties or public areas, including roads and laneways. All development shall comply with LPP.3.1 Reflective Building Materials</p> <p>All parapet walls are to be constructed of materials similar to the rest of the building.</p> <p>To improve street facades, the City will discourage the use of face brick or concrete tilt panels in large expansive areas without relief by way of major openings or other measures to diminish building bulk.</p> <p>Facades to buildings should be designed with streetscape sensitive features such as large windows, eaves, awnings, verandahs and gables in order to enhance the overall streetscape and development quality within the locality.</p> <p>All footpaths, as required by LDP Provision 11, to align seamlessly with other existing footpaths on adjoining lots to ensure safe pedestrian movement and to be constructed of concrete with exposed aggregate or as otherwise approved by the City.</p>