

Local Planning Policy

Barragup Furnissdale Activity Centre

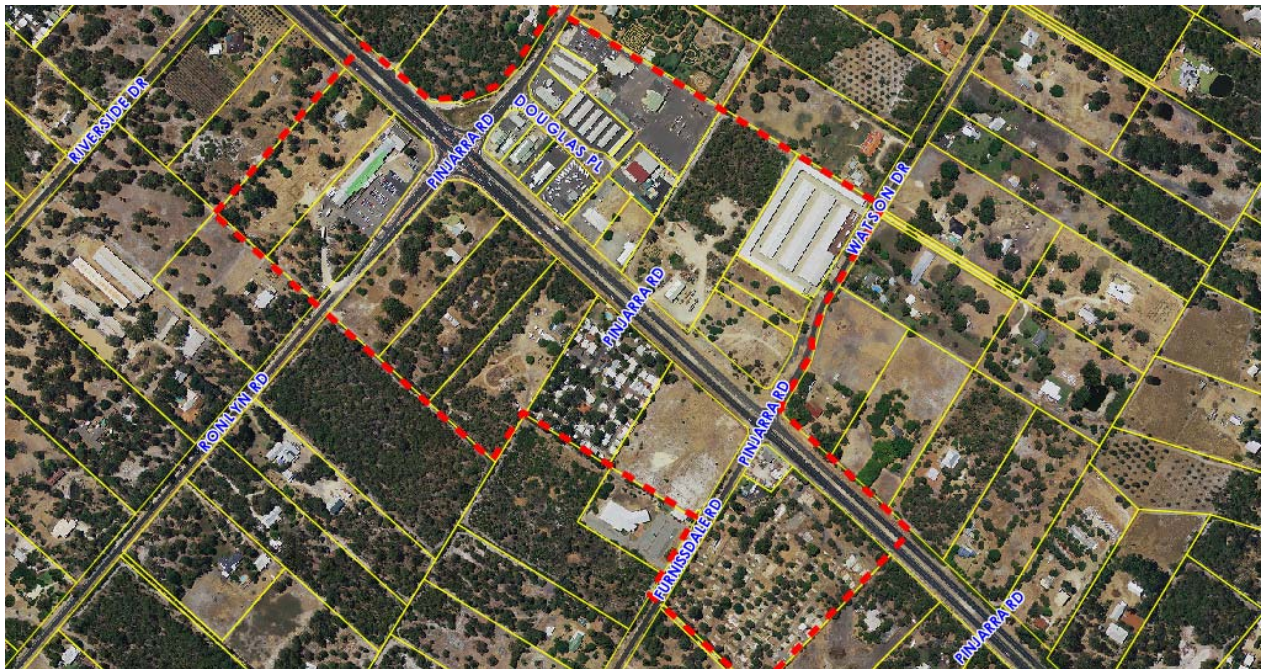
Prepared by Planning and Sustainability Services
May 2018

Local Planning Policy

Barragup Furnissdale Activity Centre

Background

This Policy applies to all development within the Barragup Furnissdale Activity Centre, as outlined in the plan below.



Planning Approval Requirements

All proposals for development within the centre require the Planning Approval of the Shire prior to the commencement of works, unless specifically exempt by the Shire's Town Planning Scheme.

Applications will need to clearly demonstrate that the proposal meets the objectives and requirements of this policy. Applications must also meet any other requirement of the Shire's planning framework that may be applicable for a particular property under the Scheme or any applicable Outline Development Plan, Structure Plan, Local Planning Policy or Detailed Area Plan.

Objectives

1. To provide for a high quality, comprehensively planned activity centre that provides an attractive and functional western gateway to the Shire.
2. To provide for safe, functional and coordinated vehicular and pedestrian access to and within the centre.
3. To provide for a vibrant and diverse main street based neighbourhood centre to serve the daily and weekly needs of the Barragup and Furnissdale communities.
4. To provide an appropriate interface to protect the character and amenity of land adjacent to the centre.

Requirements

Vehicular and pedestrian access

The vehicular and pedestrian access layout is to be as set out below and depicted on the plan attached to this policy. The key components of this are:

1. Traffic signals at the intersections of Pinjarra Road with both Furnissdale Road/Watson Drive and Ronlyn Road/Husband Road. This will include channelisation of traffic lanes and associated localised road widening.
2. Four well distributed left turn in only vehicular access points to Pinjarra Road with associated 120 metre long left-turn deceleration lanes. An additional restricted movement vehicular access point to Lot 151 may be considered if this can be appropriately justified to Main Roads Western Australia and Shire satisfaction by a traffic assessment.
3. The closure of the existing Pinjarra Road median opening approximately midway between Ronlyn and Furnissdale Roads.
4. Access points from the side streets at Ronlyn Road, Husband Road, Furnissdale Road and Watson Drive to be no closer to the ultimate Pinjarra Road boundary, identified by the Primary Regional Road reservation under the Peel Region Scheme, than 30 metres for a left-in left-out access and 60 metres for a full movement access.
5. East-west access through the centre is to be provided for by integrated shared driveways protected by easements in gross or public roads, including the extension of Douglas Place eastwards to Watson Drive as shown on the plan attached to this policy.
6. The widening and upgrade of Furnissdale Road to a 26 metre wide two lane boulevard road, with 5 metre wide verges, 5 metre wide traffic lane incorporating a cycle lane and a 6 metre wide central median.
7. The redesign of Ronlyn Road to a main street standard with on-street car parking and fully paved verges, street trees and street furniture.
8. Dual use paths along both sides of Pinjarra Road, Furnissdale Road, Douglas Place and along the eastern side of Husband Road and the western side of Watson Drive with clear pedestrian pathways connecting key development entries to these paths.
9. Pedestrian paths with a minimum width of 2 metres along the front of buildings and providing convenient pedestrian connections to adjacent buildings.
10. Provision for bus embayments within Pinjarra Road adjacent to Ronlyn Road.

It is noted that these access arrangements are ultimate and that a practical application of this policy will be required over time to ensure all lots retain access to the road network

Precincts

The centre contains three distinct precincts with separate provisions for each precinct designed to provide a different purpose and character. The extent of each precinct is shown on the plan attached to this policy.

Neighbourhood Centre Precinct

Character statement

The neighbourhood centre precinct will provide a focal point for the Barragup and Furnissdale community. The precinct will focus on providing for the daily and weekly needs of the nearby population. A diverse range of uses will ensure that the precinct remains active both during the day and evening. There will be a strong focus on the pedestrian within the precinct with emphasis on the provision of a safe, comfortable and accessible public realm. The main street design will encourage low vehicle speeds and the ability for safe

pedestrian movement across Ronlyn Road. The built form will be relatively intense, continuous and be constructed up to the street. The human scale and design elements of buildings offer high pedestrian amenity and create a sense of enclosure providing for an active, safe and comfortable street environment. A centrally located public square will be the key focus of activity within the precinct. The building design, materials and colour treatment as well as landscape themes reinforce a distinct local identity.

Preferred uses

Land use permissibility for the precinct is guided by Town Planning Scheme No 4.

A diverse mix of land uses is encouraged within this precinct with preferred uses being those which provide for the daily or weekly household shopping and community needs of the nearby population. At street level this should include retail, office, medical, personal services, day care, places of worship, leisure and entertainment uses including licenced premises, restaurants and cafés. Above street level offices and residential accommodation are encouraged.

Other uses that would be more appropriate to other activity centre types and in particular those uses that would serve greater than a neighbourhood catchment such as bulky goods retailing or drive through facilities are not considered suitable for this precinct.

The extent of retail floor space will be based on a retail needs assessment based upon the existing and future population projections for Barragup and Furnissdale.

Design Guidelines

Height:

Development is to present a minimum two-storey façade to Ronlyn Road and no more than three storeys.

Landmark buildings are required at the northern and southern entrances to the precinct as shown on the plan attached to this policy. These buildings are required to be developed with high quality architectural elements that bring focus and prominence to the location, including emphasised building scale and architectural features that draw attention to corners and building entrances.

Setbacks

Buildings shall be constructed to the Ronlyn Road street boundary.

Building form and character

Development is to be arranged and designed in a manner that will maximise pedestrian activity along Ronlyn Road. This should include strategically locating customer entrances to key land uses and car parking areas.

A public square measuring approximately 25 metres by 25 metres is to be incorporated into the built form on the western side of Ronlyn Road in a central location as shown on the attached to this policy.

Development is to provide for a permanent built frontage to Ronlyn Road and the public square, with the exception of pedestrian and vehicle access ways as shown on the attached to this policy.

All development must provide the primary customer entrance/s to Ronlyn Road and the public square with finished floor levels at grade with the adjoining pathways.

Architectural form and character must avoid large unrelieved expanses of wall or roof, where they can be seen from the public realm. The mass of the building façades is to be visually broken down by use of architectural treatments, building structure, cladding, glazing and colours.

Building frontages to Ronlyn Road and the public square are to be predominantly glazed with no more than 30% of the façade comprising solid walls. Ground floor windows are to have unobscured glass where facing Ronlyn Road. The use of reflective, heavily tinted, obscure glass, painting out or otherwise obscuring windows to Ronlyn Road is not permitted.

Building colours, materials and architectural themes should generally be sympathetic and complementary with the surrounding rural/natural environment.

Verandahs or awnings shall be used on the entire length of all buildings located along the Ronlyn Road and public square frontages to provide weather protection to the street space and building entrances. The minimum dimensions are 2.5 metres in depth and 3 metres in height above the footpath.

Signage

A high standard of signage is required as an integral part of achieving a high quality urban form in the precinct.

Signage shall be integrated into the design of the building, relate to the architectural design of the building and not obscure architectural features.

Signage shall be considered as part of building design and is to be restrained. Repetitive advertising is not permitted.

Windows are to be free of advertising in the zone between 1 and 2 metres above the pavement to allow unhindered visual exchange between the interior and exterior of the buildings.

Planning applications for any buildings within the activity centre are to include signage strategies.

Car parking

Car parking shall be provided at the rate provided for in Town Planning Scheme No 4.

All parking (excluding on-street parking) and all service access is to be at the rear of buildings.

Car parking areas shall have large, canopy trees at close intervals for shade and visual amenity and lighting for safety. These trees shall be maintained on an ongoing basis.

Bicycles

Provision shall be made for secure bike parking for employees and the public and 'end of trip facilities' for employees.

Public bike parking facilities are to be located so they do not disrupt pedestrian movements within the precinct.

Servicing

Servicing shall be considered as part of building design. In order to ensure active street fronts and public spaces, all rubbish collection, loading areas, trolley storage areas and service zones shall be integrated into buildings, located at the side or rear of buildings. Service areas are to be screened and designed to minimise noise impacts on surrounding areas. Service zones should not be located on the street front or disrupt key pedestrian movement routes.

All services including air conditioning plant located on the roof should not be visible from the surrounds, noting that adjoining buildings may be developed with a number of levels. Services that must be located within and/or abutting the street must be integrated into the design of the building. These services shall be designed and coloured to blend into building façades and the street.

Business Precinct

Character statement

The business precinct will provide for a range of uses that require relatively large sites for retailing of bulky goods, highway focussed commercial and service activities. The precinct will successfully integrate into the surrounding 'rural' landscape setting with site planning, building and landscape design reinforcing this landscape and providing a distinctively local identity. Pedestrian and vehicular traffic has been comprehensively planned to provide safe, convenient and easy movement to and within the precinct. Well designed building frontages with restrained and coordinated signage provides an inviting streetscape to this important gateway into the Shire.

Preferred uses

Land use permissibility for the precinct is guided by Town Planning Scheme No 4.

A wide range of land uses is encouraged within this precinct with preferred uses being those which provide for the retailing of bulky goods, highway focussed commercial and service activities. Those sites with frontage to Pinjarra Road are preferred for showrooms, retail warehouses, open air display and uses focussed on servicing of vehicle traffic such as service stations and drive through take away food outlets. Preferred uses for those sites with less exposure to passing traffic are motor vehicle servicing and associated businesses, storage facilities and other service industries.

Uses with a focus on manufacturing or external storage of goods that would impact on visual or other amenity such as factories, landscape supplies, building yards or motor vehicle wrecking or are not considered suitable for this precinct. In addition, pedestrian based uses that would complement or reinforce activity within the neighbourhood centre precinct are not considered suitable for this precinct. The exception to this is the Western Power depot located on Lot 13. This use is considered acceptable on Lot 13 given its relatively obscured location.

Design guidelines

Height

Development is to present a minimum two storey façade (or equivalent) and no more than three storeys (or equivalent).

Setbacks

East of Ronlyn Road, buildings are to be setback a minimum of 15.5 metres and a maximum of 21 metres to the ultimate alignment of Pinjarra Road, being the boundary of the Primary Regional Road reservation identified under the Peel Region Scheme, and secondary streets with adjacent shared driveways as shown on the plan attached to this policy.

West of Ronlyn Road building setbacks to the ultimate alignment of Pinjarra Road is to be a minimum of three metres.

Building form and character

The elevation of buildings facing public streets is to be designed to address the street.

Building elevations on corner lots must address both street frontages with a high standard of architectural design.

Architectural form and character must avoid large unrelieved expanses of wall or roof, where they face the public realm.

Where more than one building is planned for a site, the design must result in the creation of a group of integrated buildings presenting a harmonious image.

The main entrance to each building is to be on the front elevation or close to the front of the building, clearly visible from the street.

Entrance points to buildings are to be designed as focus points and must provide protection for pedestrians by means of substantial integrated building elements such as a verandah, canopy or colonnade.

Materials and colours

Proposals which exhibit broad façades of a uniform finish will not be acceptable. The aim should be to divide up the façades into contrasting smaller areas by introducing differing colours, materials and forms.

Simple building structures need not be bland and unattractive; consideration should be given to 'breaking up' the façade to create interest using:

- Different materials such as concrete panels, profiled metal cladding, fibre cement cladding, face brickwork, stone panels separately or in combination.
- Different materials to express changes in the form of the building.

- Feature elements such as the louvre vents and screens, exposed steel columns and bracing, careful placement of roller shutters.
- Vertical, horizontal and/or angled grids to break up unrelieved wall surfaces. These could be expressed feature joints in pre-cast concrete panels, fibre cement panel joints, brick banding or rendered panels.
- Division of the façade into top, middle and bottom elements using differing materials, grading of colours, horizontal lines such as dado line or parapet cappings.
- Projecting features such as canopies, sun shading, overhanging roof etc to create shadows on the façades.

Where a single development comprises multiple units occupied by multiple independent tenancies, the use of colours, finishes and materials for each unit should be complementary, whilst allowing each tenancy to be easily distinguishable and identifiable.

Building colours should generally be sympathetic and complementary with the surrounding rural/natural environment and to site landscaping.

Large areas of one material should be treated with muted colours and tones avoiding strong hues. Large expanses of zincalume metal finished cladding will not be accepted.

Small and important building elements such as a feature wall, canopies, steel bracing and columns, sunscreens, ventilation louvres etc should be treated with strong highlight colours to provide visual interest and relief on the building façades.

Landscaping

A minimum 8% of the site is to be set aside for landscaping, including the first 2 metres of a site adjoining all public roads. Landscape areas should be designed and located to complement the building design.

Existing significant trees should be maintained and incorporated in car parking areas and landscape areas where this is reasonably practical.

Car parking areas shall be provided with native trees at the rate of 1 per 4 car bays for shade and visual amenity. These trees shall be maintained on an ongoing basis.

Landowners are to landscape all adjacent road verges and be responsible for verge maintenance.

A landscape plan is to be prepared for each development site by a qualified landscape architect or designer as a condition of approval, with landscaping implemented in accordance with the approved plan prior to the development first being occupied.

Car parking and access

Car parking shall be provided at the rate provided for in Town Planning Scheme No 4.

Car parking areas are to include the areas set aside for this purpose on the street side of service roads as shown on the plan attached to this policy.

Car parking areas are to be designed as far as practical to integrate with adjoining sites.

Clear pedestrian paths are to be provided from the street pedestrian paths through the site to the main building entry.

Parking areas and access driveways must be paved or sealed with asphalt.

Bicycles

Provision shall be made for secure bike parking for employees and the public and 'end of trip facilities' for employees.

Public bike parking facilities are to be located so they do not disrupt pedestrian movements within the precinct.

Servicing and storage

All plant and equipment areas should be screened or located away from public areas, particularly from the street. The exception to this may be where stacks or ductwork that are necessary for the building function are designed to be a feature design element of the building.

No open storage of goods, unserviceable vehicles or machinery shall be carried out on within the front boundary setback area (forward of the building line), which shall be used only for landscaping and drainage, car parking, servicing, loading and unloading, or where appropriate and subject to the approval of the Council, for trade display.

All open storage areas shall be screened from the street and adjoining properties by landscaping, fencing and/or other means approved by the Shire. Service areas to be located and designed to minimise noise impacts on surrounding areas.

Roof space shall be designed to conceal any plant, equipment, lift motor rooms etc.

Fencing

No fencing is to be constructed within the street setback area.

The minimum fencing standard in the precinct where fencing is visible from the street is an 1800mm high metal tube framed vertical pale and horizontal rail fence with powder coat finish. All vertical pale fencing must feature a minimum nominal open area of 80%.

Signage

A high standard of signage is required as an integral part of achieving a high quality urban form in the precinct.

Signage shall be integrated into the design of the building, relate to the architectural design of the building and not obscure architectural features.

Signage shall be considered as part of building design and is to be restrained. Repetitive or portable freestanding advertising such as banners, A-Frames or flags are not permitted.

Planning applications for any buildings within the precinct are to include signage strategies.

Western Power Depot (Lot 13)

Given the specialised use of Lot 13 as a Western Power Depot and its relatively obscured location, development of Lot 13 is not subject to the design guidelines set out above. Development on this lot is to be considered on its merit having regard to the potential impacts on the character and amenity of the adjoining properties and the general area.

Residential Precinct

Character statement

The residential precinct will provide part of a transition from the neighbourhood centre precinct to the predominantly single residential character beyond the centre. Higher residential densities are encouraged to maximise the population within walking distance of the centre and in order to provide for community needs, allow for lifestyle choice, promote affordability and encourage access to services.

The precinct will provide for a mixture of dwelling types which will offer variety of housing forms. Dwellings will front the west with vehicular access from the shared driveways within the centre not only provide for improved streetscape but also acoustic protection for residents from the centre activity. Tree lined walkways through the precinct provide safe and convenient pedestrian links between the neighbourhood centre and residential area beyond.

The close proximity to the services and transport links of the Centre makes this precinct well suited to accommodate home based and other low scale businesses and also ancillary dwellings, in the form of a laneway fronting studios. These uses front the adjoining centre shared driveway in order to promote improved surveillance of adjacent areas.

Preferred uses

Land use permissibility for the precinct is guided by Town Planning Scheme No 4.

A wide range of dwelling types including attached and detached terraces, townhouses and small scale multiple dwellings are preferred within this precinct.

Ancillary dwellings, home based and other small scale businesses are encouraged to front the shared driveway to the east of the precinct.

Non-residential uses except as specifically provided for in this precinct are discouraged.

Design Guidelines

Residential density and design is to be in accordance with the R60 requirements of the Residential Design Codes or any Residential Design policy adopted by the Shire, except as otherwise set out below.

All dwellings are to be oriented toward and are to address the proposed primary street frontage which is proposed to be provided with the subdivision of the adjoining Lot 150. In addition all dwellings adjoining the pedestrian walkways shown on the plan attached to the policy and Pinjarra Road are to address and orientate toward these areas.

Vehicular access is to be obtained from the adjacent shared driveway shown on the plan attached to the policy.

Design of all development is to minimise the impact of noise from activity associated with the adjoining development and traffic from Pinjarra Road.

All residential dwellings shall incorporate large windows, balconies, outdoor living spaces and/or terraces that overlook the primary street and, where applicable, Pinjarra Road and pedestrian walkways.

Signage associated with any businesses is to be of a high standard, be integrated into the design of the building, relate to the architectural design of the building and not obscure architectural features. Signage shall be considered as part of building design and is to be restrained. Repetitive or portable freestanding advertising such as banners, A-Frames or flags are not permitted.

General Provisions

All development within the centre is to be connected to reticulated sewer and water.

All development is to be designed and located to protect the character and amenity of the adjoining Special Rural, tourism based and residential lots. Applications are to address the means of achieving this objective which may include reference to development setbacks, screen landscaping, fencing, landscape and sensitive placement and treatment of service areas, mechanical plant and lighting.

Development is not to encroach within the 10 metre road widening to Pinjarra Road as reserved in the Peel Region Scheme as Primary Regional Road.

Shared driveways as shown on the plan attached to this policy are to be protected by an easement in gross in favour of the public at large. The shared driveways and walkways shown along the southern side of Lots 151 and 403, between the Neighbourhood Centre/Business precincts and the Residential Precincts as well as the walkways shown on Lot 151 are to be created as rights of way/pedestrian access ways as relevant and are to be constructed with the land being ceded free of cost to the Crown and without payment of compensation at the time of subdivision or development of Lots 151 and 403.

Stormwater drainage is to be treated using water sensitive urban design techniques. An Urban Water Management Plan consistent with the Shire's Water Sensitive Urban Design Policy and the requirements of the Department of Water is to be provided as part of the application for planning approval.

An Acid Sulphate Soils Management plan may need to be prepared and implemented as part of development works.

A Mosquito Management Plan may need to be prepared and implemented as part of the development works.

Administration

| Directorate | | Officer Title | |
|-----------------------------|-----------------------|--------------------------------------|----------------|
| Planning and Sustainability | | Director Planning and Sustainability | |
| Version | Decision to Advertise | Decision to Adopt/Amend | Current Status |
| 1 | OCM14/019 – 27/2/2014 | OCM14/164 – 18/12/2014 | Adopted |

Barragup Furnissdale Activity Centre Policy Plan

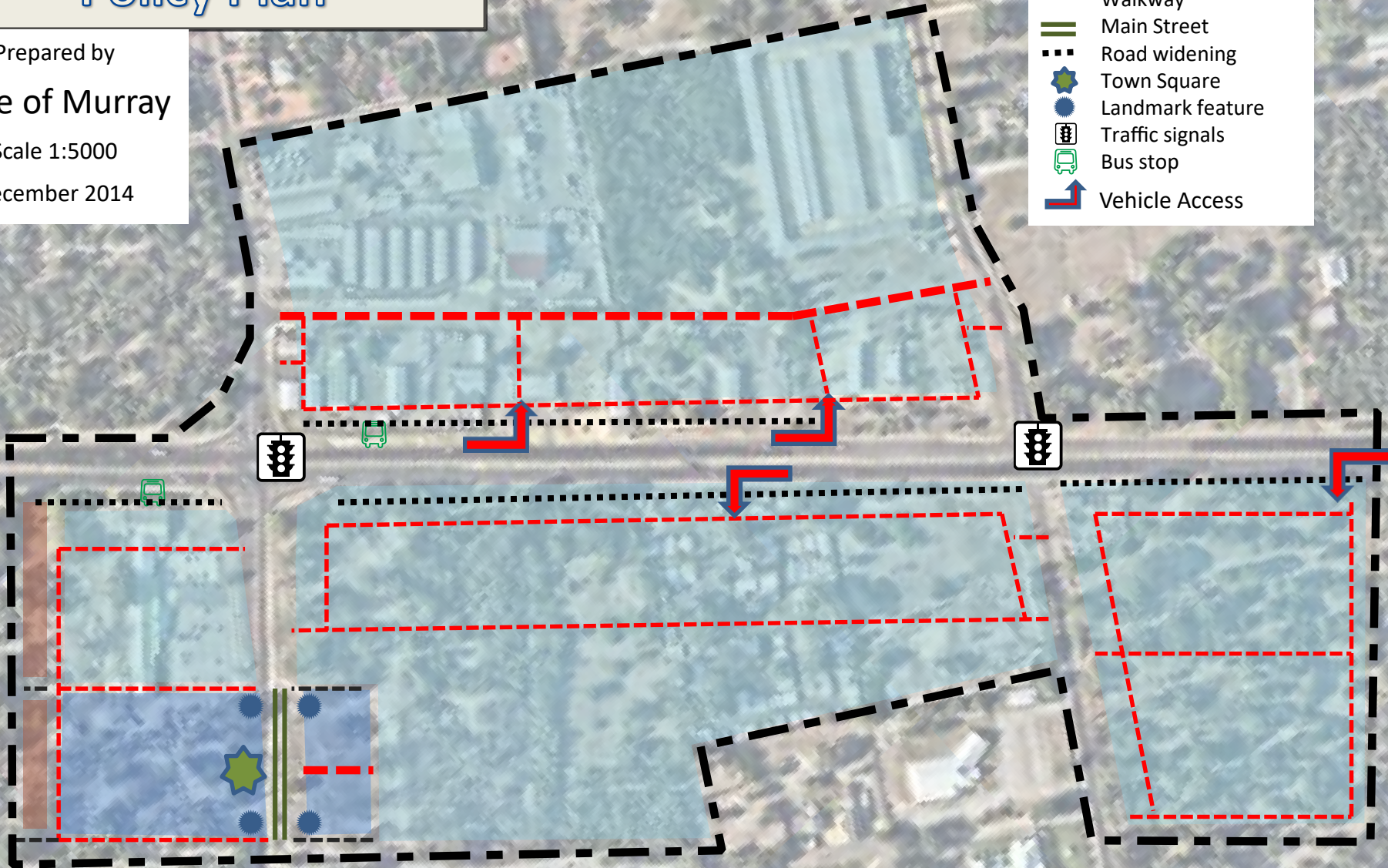
Prepared by

Shire of Murray

Scale 1:5000



December 2014

| Legend | |
|---|----------------------|
|  | Neighbourhood Centre |
|  | Business |
|  | Residential |
|  | Street |
|  | Shared driveway |
|  | Walkway |
|  | Main Street |
|  | Road widening |
|  | Town Square |
|  | Landmark feature |
|  | Traffic signals |
|  | Bus stop |
|  | Vehicle Access |



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