

22.12 NON-RESIDENTIAL USES IN RESIDENTIAL ZONES

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C84

This policy applies to all land in the Residential 1 Zone and Low Density Residential Zone.

22.12-1 Policy basis

08/10/2009
C84

Non-residential uses in residential areas have the potential to:

- Have a detrimental impact on the amenity of nearby dwellings.
- Cause additional through traffic and car parking demand in residential streets.
- Develop into de facto commercial areas in residential zones.
- Undermine the functioning of activity centres.

This policy is based on an understanding that it is essential for non-residential uses in residential areas to be carefully assessed and regulated so that they will not prejudice, either by themselves or through incremental change, the implementation of the following policies.

This policy builds on the State Planning Policy Framework and the Local Planning Policy Framework, in particular:

- Clause 21.07 Guiding future township development.

22.12-2 Objectives

08/10/2009
C84

- To prevent out-of-centre commercial developments in residential areas that undermine the activity centres policy.
- To ensure that non residential uses are appropriately located having regard to:
 - The policy of primarily providing commercial uses in activity centres.
 - The intensity and hours of operation of the proposed activity.
 - The siting and design of proposed buildings and works, including car parking areas and advertising signs and telecommunication facilities.
 - The location of access points.
- To ensure that the scale of development is consistent with nearby housing.
- To reduce the potential adverse impacts on the amenity of residential properties.
- To avoid the development of de facto commercial strips along main roads in residential areas.

22.12-3 Policy

08/10/2009
C84

Where a permit is required it is policy to:

General

- Encourage non-residential uses to be located:
 - Adjacent or close to business zones in a way that complements the relevant activity centre. Major non-residential uses serving catchments beyond the local level should be located in commercial zones.
 - In areas that are appropriate to the intensity and scale of the proposed use and in locations that will have minimal impact on the amenity of the local area and nearby residential properties.

- Close to public transport stops.
- In locations that avoid the generation of additional through traffic on residential streets.
- Where they provide a focal point for community services, e.g. adjoining existing or planned community or public facilities.
- Where they are readily and safely accessible by road and non-vehicular routes.
- Discourage proposals for out-of-centre commercial developments that undermine the activity centres policy at Clause 22.02.
- Encourage medical and veterinary centres to be located close to other health services or, if a small medical centre, integrated with a nursing home or retirement village.
- Strongly discourage free-standing out-of-centre service stations.
- Strongly discourage free-standing out-of-centre food and drink premises.
- Encourage the built form of development intended to accommodate non-residential uses:
 - To be of a scale and architectural style compatible with a residential area, including low key advertising signage.
 - To include features to reduce the noise, loss of privacy and to enhance the appearance of the development, including landscaping, screening, acoustic fencing.
 - To have a buffer to adjoining residential development (e.g. a road).
- Encourage the siting and design of buildings and works including car parking areas to respond to the surrounding housing and streetscape.

22.12-4

08/10/2009
C84

Decision guidelines

- Before deciding on an application the responsible authority must consider, as appropriate:
 - The extent to which the application meets the objectives and directions of this policy.
 - The strategy of consolidating non-residential activities in and around business zones for established activity centres.
 - The need for the proposed premises to meet demand in the local area.
 - The impact on the proposed use and development on the amenity of surrounding residential land and on the safety and efficiency of main roads.
 - The need to avoid commercial strip development along main roads on the edge of residential areas.