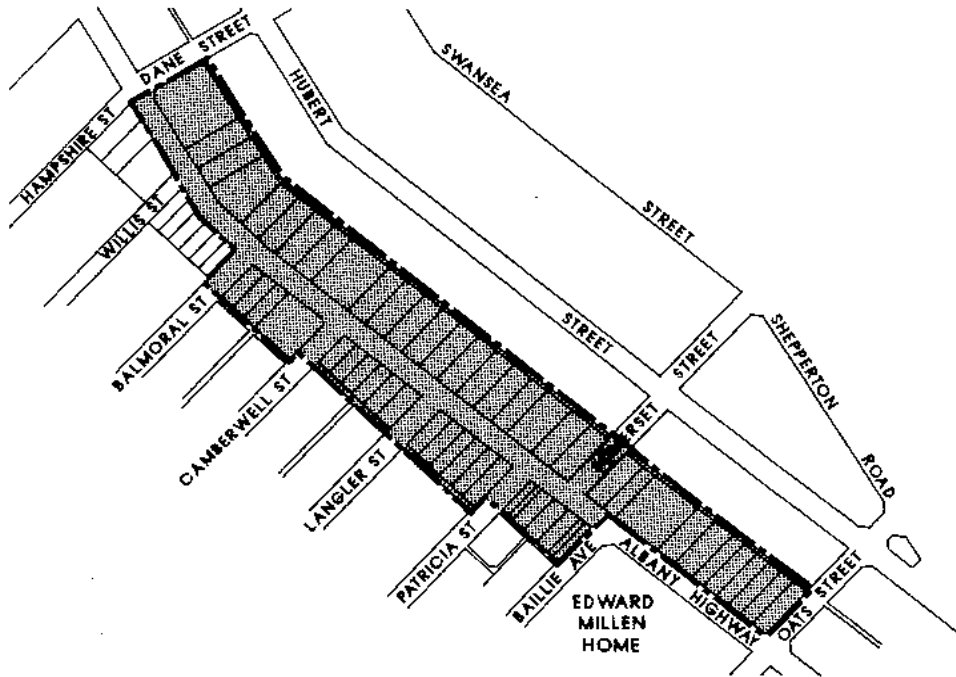


**1. INTRODUCTION**

- a) The Council is encouraging an increase in the residential population of the part of Albany Highway between Dane and Oats Street (see plan below). This is intended to add variety and vitality to the area and provide accommodation close to existing services along the Highway. The residential component of this area is therefore intended to be the predominant land use.
- b) The area accommodates a significant number of existing commercial uses including caryards, shops, offices, repair workshops, a tavern and a service station. In recognition of this the Council is prepared to consider appropriate new commercial uses in this area, where combined with a residential use. Stringent land use and development control guidelines are intended to minimise any undesirable impact of commercial development upon residential development.



**2. OBJECTIVES**

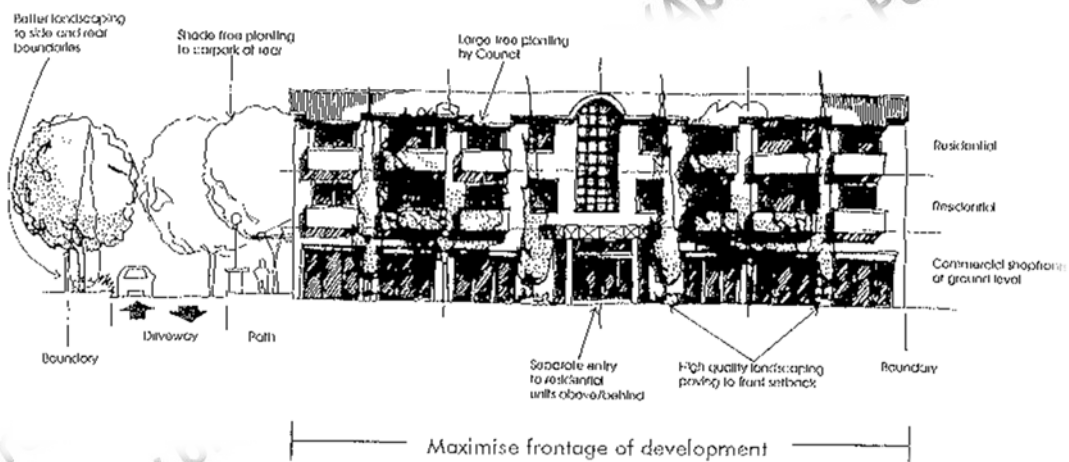
- a) Encourage mixed residential and non-residential development.
- b) Protect the amenity of existing and future residential uses.
- c) Encourage development consistent with the style and character of adjacent commercial areas along Albany Highway, and complementary to adjacent residential development.

### 3. TOWN PLANNING SCHEME

- a) This area is subject to the usual provisions of the Town Planning Scheme, including the residential and parking requirements. The zoning of the area is Residential/Commercial. The permitted uses are described in the Town Planning Scheme.
- b) Under Town Planning Scheme No. 1 (Albany Highway Precinct - P11) a non-residential use is only permitted if combined with a residential use. The maximum permitted plot ratio of such a combined development is 1.0. The non-residential component is not permitted to exceed 33% of plot ratio or the constructed floorspace, whichever is the lesser.

### 4. SETBACKS

- a) The front setback from Albany Highway should be 3 metres and may be landscaped and/or used as a pedestrian space. The Council may consider some variation to this setback where necessary. All other residential setbacks shall be in accordance with the Residential Planning Codes.



### 5. DESIGN AND LAYOUT

- a) The non-residential part of any development should face Albany Highway. This is intended to maintain the traditional orientation of commercial uses towards Albany Highway and minimise the impact on the amenity of surrounding residential uses. The ground floor of buildings fronting Albany Highway should be used for display activities. Display windows should use non reflective glazing. The residential component of any development should be above or behind the non-residential part.
- b) Buildings should maximise the street frontage of a site by minimising side setbacks. Facades should be articulated to create interest and variety and minimise the visual impact of the building scale. Heights of buildings shall be a maximum of 11.5 metres (3 storeys).

### **5.1. Landscaping**

- a) Landscaping should be used to buffer and screen the residential component, provide shade and shelter and visually enhance the streetscape. Most of the landscaping should be substantially related to the residential component.

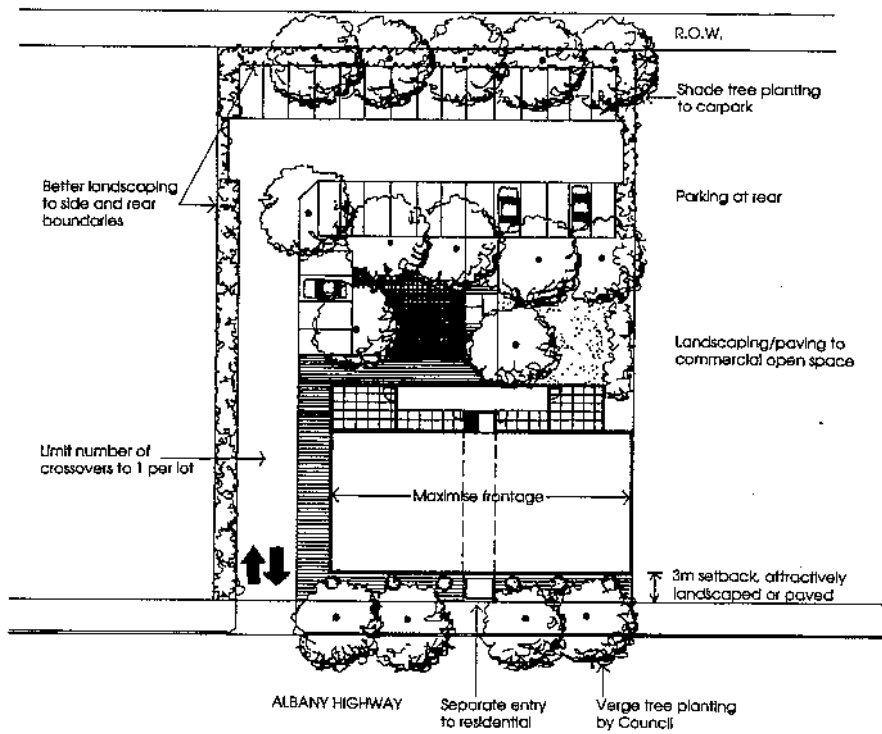
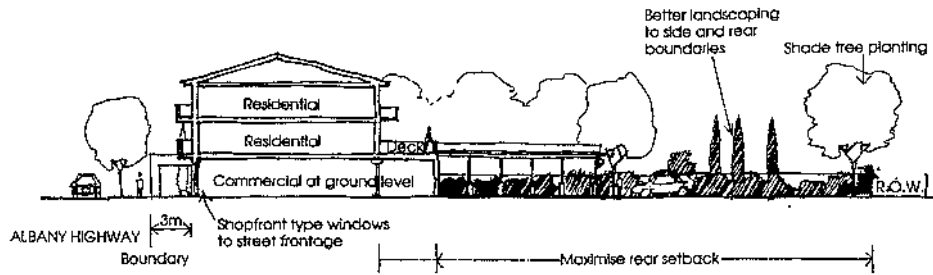
## **6. VEHICULAR ACCESS**

- a) Where available, vehicular access shall be from a right-of-way or adjoining side street. Vehicular access directly onto Albany Highway is restricted to existing crossovers only.

## **7. CAR PARKING**

- a) Car parking areas are not permitted to front Albany Highway. Each residential dwelling shall be provided with at least one exclusive car parking bay that is independent of non-residential parking areas. Other residential car bays can be combined and shared with non-residential parking areas, where agreed to by the Council.

Also refer to the R-Codes, Volume 2 'Apartments'  
which may prevail over requirements in this Policy



Alsr  
which

Note: Vehicular access is to be from a right-of-way.