

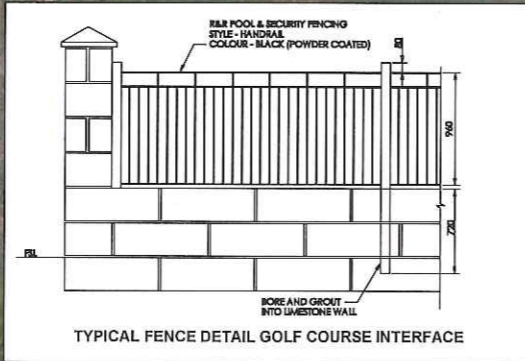
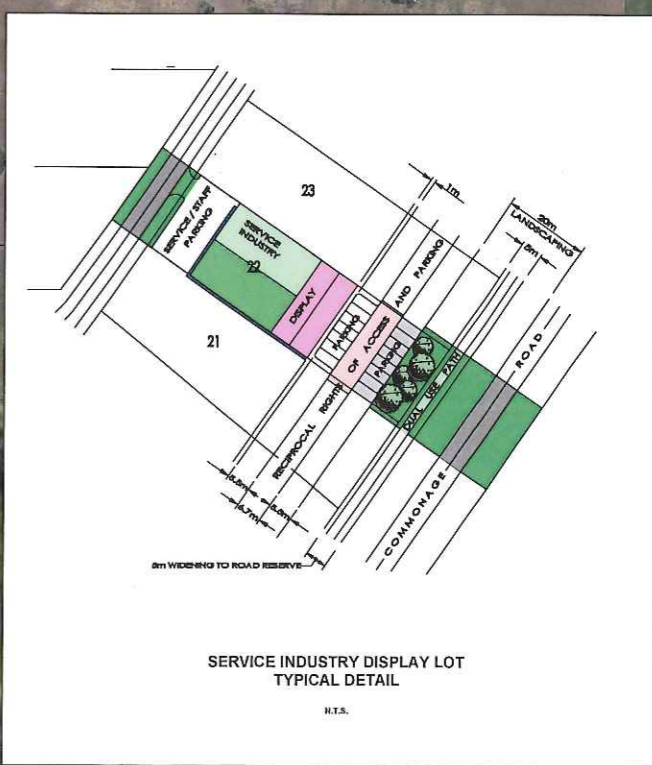
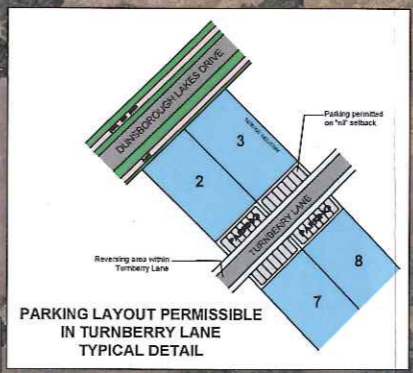
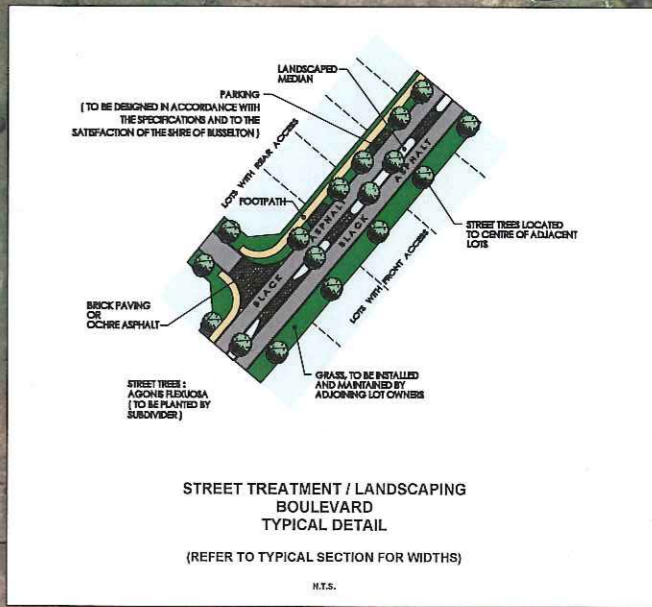
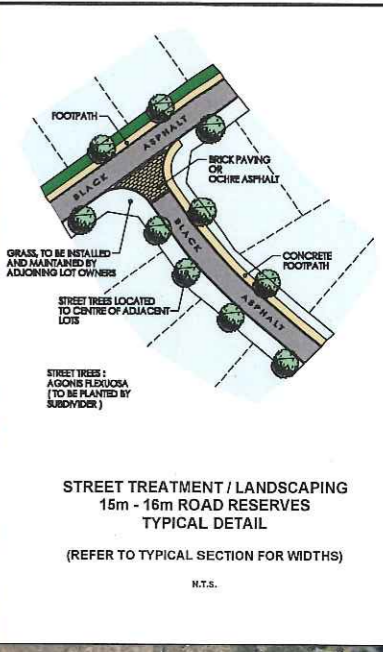
**Local Development Plan 6**

**Dunsborough Enterprise Park**

Version: Revision P Date: 07 December 2016

**PROVISIONS:**

- This local development plan is to be read in conjunction with relevant clauses of the City of Busselton Town Planning Scheme and Local Planning Policies.
- A restrictive covenant is to be imposed on all titles of lots within the service industry precinct requiring all development to be designed to comply with the design guidelines as contained within the City of Busselton's Local Planning Policies.
- A restrictive covenant is to be imposed on all titles of lots with uniform fencing installed by the subdivider to ensure that uniform fencing is maintained and repaired to a high standard and restricting any modifications to uniform fencing other than for repair and maintenance purposes.
- Prior to subdivision the subdivider is to submit to the City of Busselton a Landscaping Strategy for the road reserves. The Landscaping Strategy is to be cognisant of the City's relevant policies and ongoing management requirement, is to be the subject of a management agreement between the subdivider and the City, and is to be implemented by the subdivider. The Landscaping Strategy is to include the following requirements:
  - The planting of street trees is to be undertaken by the developer.
  - Verge and median strip areas shall be planted using local endemic trees, shrubs and plant species.
- Prior to clearance of subdivision of Lot 9036, the subdivider is to create and construct the area of public open space identified on the plan (opposite Griffin Drive).
- Land use permissibility within the Service Industry precinct are to be in accordance with the provisions and requirements of which apply to the Restricted Business Zone in the Town Planning Scheme with the following exceptions:
  - The following land uses are permitted: Service Industry.
  - The following land uses may be permitted at the discretion of the City: Amusement Parlour, Factory Unit Building, Liquid Fuel Depot, Market, Motor Vehicle and Marine Sales Premises, Office, Plant Nursery, Professional Consulting Rooms, Takeaway Food Outlet.
  - The following land uses are not permitted: Chandlery, Child Care Centre, Corner Shop, Hotel, Marina, Marine Facilities, Marine Filing Station, Motel, Restaurant, Salvage Yard, and Tavern.
- Car parking requirements for all land uses will be assessed at a minimum rate of 1 bay per 40m<sup>2</sup> of Net Lettable Area (NLA) in acknowledgement of changing land use (tenancy) of developments over time, except as follows:
  - At the discretion of the City, car parking may be provided at a rate of 1 bay per 50m<sup>2</sup> of NLA where a proposed development cannot reasonably be adapted (without site reconfiguration) to provide for an Office or other land use identified in 7b that would ordinarily generate a higher level of parking demand.
  - Car parking for the following land uses shall be determined in accordance with the provisions of the City's Car Parking Policy: Club, Community Centre, Medical Centre, Place of Assembly, Place of Public Worship, Professional Consulting Room, and Reception Centre.
  - 90 degree parking bays permitted to be constructed in lots accessed from Turnberry Lane, with the laneway utilised as the reversing area.
  - Servicing of lots having frontage to Turnberry Lane can be undertaken from the laneway. No service bays are required on site for lots with frontage to Turnberry Lane.
- 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 7b. above shall pay a financial contribution of \$2500 per lot for every 200m<sup>2</sup> ( 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, 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.
- One additional crossover to Commonage Road for common use is permitted adjacent to Lots 884 and/or 885. Construction of this crossover is the responsibility of lot owners and is subject to minimum car parking requirements being fulfilled on all adjacent lots.
- Access to lots from Faure Lane and Turnberry Lane is for secondary purposes only and must not include principle customer entry to a development.



Adopted by the City of Busselton pursuant to Local Planning Scheme No. 21 in accordance with delegation TPD14 of Council on the 21st Day of May 2017.

Director, Planning and Development Services

Map Produced on 29/11/16  
Typical Detail diagrams produced by RPS Planning & Development

Disclaimer  
The City of Busselton does not guarantee that this map is without errors and accepts no responsibility for consequences of actions that rely on this map

LOCATION PLAN

40 0 40 80 120 160m

- LEGEND**
- Boundary of DLAP 6
  - - - Uniform Fencing (refer to detail) to be installed by the subdivider
  - - - Dual Use Path
  - - - Footpath
  - Service Industry
  - Child Care Centre
  - Residential (R20)
  - Residential (R30)
  - Grouped Dwelling Site (R40)
  - Public Open Space
  - 20m Landscape Strip (from edge of existing carriageway)
  - 1 bay Parking Bay
  - Cadastre