

Division 6: Commercial Development Code**About the Commercial Development Code**

- The Commercial Development Code regulates most uses in the Commercial Use Class, whether they are Self assessable, Code assessable or Impact assessable. (Note: the Tables of Assessment in the relevant Zone/Overlay stipulate when this Code is applicable)
- The Code regulates the scale and form of buildings, their siting and location, the provision of access and parking, and other design elements that are important in the Towns and Villages of the Shire.

(1) Commercial Development Code

The provisions in this division comprise the Commercial Development Code. They are;

- (i) The Purpose of the Commercial Development Code – Section (2); and
- (ii) The Specific Outcomes, Probable Solutions and Acceptable Solutions for Commercial development – Table 6.6.1.

(2) The Purpose of the Commercial Development Code

The purpose of the Commercial Development Code is to achieve the following overall outcomes; Commercial development is;

- (i) Located on sites which are suitable for commercial uses having regard to size, location, and accessibility for vehicles and pedestrians;
- (ii) Consistent with the desired character and amenity of the locality; and
- (iii) Designed to provide a safe and pleasant environment.

| TABLE 6.6.1 COMMERCIAL DEVELOPMENT CODE | |
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| Specific outcomes (S) for Code and Impact assessable development | Probable Solutions (P) for Code and Impact assessable development; and Acceptable Solutions (A) for Self assessable development. (where Self assessable development does not meet the Acceptable Solutions in the applicable codes, it requires Code assessment. Refer to Section 1.2.9). |
| <i>All Uses and Works in the Town – Commercial Precinct</i> | |
| Building Scale and Form | |
| <p>S1 Development is designed and constructed such that it is in keeping with the existing character of the town, and having regard to the following;</p> <ul style="list-style-type: none"> (i) The location, scale, height and bulk of buildings on adjoining premises and in the surrounding area; (ii) The type of building materials used in the construction of buildings on adjoining premises and in the surrounding area; (iii) The role of the commercial centre eg Town or Village; (iv) The provision of pedestrian pathways and shelter; and (v) The location of car parking on sites in the vicinity. | <p>P/A1.1 A suspended or cantilever awning is provided across the road frontage/s of the site, and to the full width of the footpath, to offer shelter to pedestrians. Such awnings are designed in accordance with the Development Standards Code – Structures and are only provided along the frontages of;</p> <ul style="list-style-type: none"> (i) The western side of Lawrie Street, Gracemere between Platen Street to Lot 1 RP 618318 (used for the purposes of a service station at the commencement date); and (ii) Both sides of the road in Russell Street, Gracemere between Lawrie Street and Barry Street. <p>P/A1.2 The outermost projection (towards the street) for any awning provided in accordance with P/A1.1 above, is no closer than 0.5m to the kerb, to ensure that there is sufficient clearance between the structure and the on-street parking areas.</p> <p>P/A1.3 Car parking is provided at the rear of the building, except for development on the eastern side of Lawrie Street, Gracemere, between Platen and Arthur Streets.</p> <p>P/A1.4 Buildings have a total site cover;</p> <ul style="list-style-type: none"> (i) Not exceeding 80% in the Town – Commercial Precinct |
| Building presentation to Frontages | |
| <p>S2 Active frontages are maintained along all road frontages of the site in the following locations;</p> <ul style="list-style-type: none"> (i) The western side of Lawrie Street, Gracemere between Platen Street to Lot 1 RP 618318 (used for the purposes of a service station at the commencement date); and (ii) Both sides of the road in Russell Street, Gracemere between Lawrie Street and Barry Street. | <p>P/A2.1 Where development is a mix of residential and non residential uses;</p> <ul style="list-style-type: none"> (i) Dwelling units are located behind non residential uses at ground level; and (ii) Any car parking or garages associated with the residential use are located at the rear of the premises. <p>P/A2.2 Buildings incorporate a minimum of 70% of the ground floor frontage as door openings, window glazing or transparent materials/display areas, as distinct from blank walls.</p> <p>P/A2.3 Active frontages are punctuated only where it is necessary to provide access driveways to on-site car parking, loading and service facilities.</p> |
| Public safety | |
| <p>S3 Commercial development promotes public safety.</p> | <p>P/A3.1 Entry points to buildings have direct access onto the street or other public space.</p> <p>P/A3.2 Illuminated pedestrian links are provided through landscaped areas to building entrances from car parking areas.</p> <p>P/A3.3 If landscaping is provided, it is in accordance with the Development Standards Code – Works – Parks, Landscaping and Street Trees such that planting does not prevent the casual surveillance of public spaces and car parking areas, and is achieved by plantings;</p> <ul style="list-style-type: none"> (i) Providing a tree canopy, with the canopy height being greater than 1.8m; and (ii) Providing hedges with a maximum height of 1m. |

| TABLE 6.6.1 COMMERCIAL DEVELOPMENT CODE | |
|---|---|
| Specific outcomes (S) for Code and Impact assessable development | Probable Solutions (P) for Code and Impact assessable development; and Acceptable Solutions (A) for Self assessable development. (where Self assessable development does not meet the Acceptable Solutions in the applicable codes, it requires Code assessment. Refer to Section 1.2.9). |
| <i>All Uses and Works in the Town – Commercial Precinct</i> | |
| Impacts on surrounding residential uses | |
| <p>S4 Residential amenity is maintained for residential uses which exist, or which are planned eg in the Town – Residential Precinct and Town – Residential Accommodation Precinct, on adjoining land to the new commercial development.</p> | <p>P/A4.1 The development layout and operation incorporates the following; (i) The siting of vehicle loading and refuse storage and collection areas furthest from land in the Town – Residential Precinct or Town – Residential Accommodation Precinct; or (ii) Where 1 is not possible (in order to achieve other Probable Solutions of the Code) these areas are provided within enclosed service yards with a minimum screen fence height of 1.8m; and (iii) limiting refuse collection times to daylight hours; and (iv) Locating and designing ventilation and mechanical plant so that they face away from residential areas.</p> <p>P/A4.2 Where the site area shares a rear and/or side boundary with land in the Town – Residential Precinct or the Town – Residential Accommodation Precinct, buildings incorporate the following design features; (i) A minimum building setback of 6m to the shared boundary; (ii) A landscaped buffer with a minimum width of 3m, including mature trees is provided along the whole rear boundary where residential uses exist on adjoining land; (iii) A solid, timber or block fence with a minimum height of 1.8m is erected and maintained along the shared boundary; and (iv) The building provides articulation and variations in setback of at least 1.5m depth, at least every 10m length of the building which faces residential uses on adjoining land.</p> <p>P4.3 New commercial development has; (i) Windows and openings located and designed so they do not directly overlook or look into residential uses on adjoining land; (ii) Buildings are sited and orientated to minimise the likelihood of overlooking occurring; and (iii) The inclusion of screening across openings.</p> |
| Car parking, Access and Service Vehicles | |
| <p>S5 Car parking access driveways, loading and service facilities are efficient and safe in their location and design, and does not compromise any existing on street parking.</p> | <p>P/A5.1 Where the site area for development has a single frontage to Lawrie Street, Gracemere and involves the development of two or more lots, only one access driveway is provided off Lawrie Street.</p> <p>P/A5.2 Where development has a frontage to Lawrie Street, Gracemere and also another road frontage, vehicular access is not from Lawrie Street.</p> |

| Landscaping and Streetscape | |
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| <p>S6 Development is designed and constructed such that it is in keeping with the existing character of the town, having regard to the following:</p> <p>(i) The provision of landscaped areas; and</p> <p>(ii) The location of any vegetation or street trees that contribute to the streetscape.</p> | <p>P/A6.1 All existing street trees are retained.</p> <p>P/A6.2 Where the development requires more than 20 car parking spaces to be provided on site, landscaping is provided in the car parking area; such that;</p> <p>(i) A 1m minimum landscaped setback from car parking to any road frontage is provided; and</p> <p>(ii) Established (minimum 100 litre pot size) shade trees are provided at a rate of 1 tree per 4 car parking spaces.</p> <p>P/A6.3 A total of 10% of the site is landscaped in accordance with the Development Standards Code – Works – Parks, Landscaping and Street Trees, except for sites in the following locations;</p> <p>(i) The western side of Lawrie Street, Gracemere between Platen Street to Lot 1 RP 618318 (used for the purposes of a service station at the commencement date); and</p> <p>(ii) Both sides of the road in Russell Street, Gracemere between Lawrie Street and Barry Street.</p> |
| All Uses and Works in the Town – Commercial Precinct | |
| Retail/Commercial Complex development | |
| <p>S7 Car parking access driveways, loading and service facilities are efficient and safe in their location and design.</p> | <p>P7.1 The siting and design of on-site facilities ensures that;</p> <p>(i) Car parking, loading bays, truck turning areas and refuse storage and collection areas, are shared for a number of commercial uses/tenancies, and are in a central location to all uses/tenancies; and</p> <p>(ii) Public toilets, taxi ranks and bus stops are provided for in close proximity to the primary road frontage of the site.</p> |
| All Uses and Works outside the Town – Commercial Precinct | |
| Building Scale and Form | |
| <p>S8 Building scale and form;</p> <p>(i) Is consistent with other buildings in the street;</p> <p>(ii) Is consistent with the purpose of the land, as indicated by its Zoning; and</p> <p>(iii) Does not negatively impact upon the amenity of adjoining land or streetscape.</p> | <p>P/A8.1 Buildings have a total site cover not exceeding 40%.</p> <p>P/A8.2 A landscaped area that is a minimum of 30% of the site area is provided in accordance with the Development Standard Code – Works – Parks, Landscaping and Street Trees.</p> |