



# Chapter 5 d)

## Commercial Development



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# Commercial Development

The following section identifies development controls within the B2 Local Centre zone. New commercial developments are encouraged to be located within the commercial zone to strengthen the continued viability of these centres. Remote retail developments of a large scale can take business away from the commercial core and should be avoided.

## Commercial Development Objectives

Commercial and economic development is encouraged within the Narromine Shire and provides vital avenues for employment and tourism. The following objectives are used to assist in these targets:

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage economic development through tourism activities, business opportunities, employment initiatives and fostering industry growth.
- To encourage development that is sympathetic to the character of the existing streetscape.

### *Scale*

All new development must be of a scale that is proportionate to the existing development and character of the locality. This may include any residential development if adjacent to the site.

### *Site Layout*

Where possible, the layout of building(s) on a site should maximize environmentally sustainable design principles, while recognising and enhancing the character of the locality. This is of particular importance in the main streets of Narromine and Trangie where new developments must integrate with the existing and sometimes historic buildings. The main streets for this section are: Dandaloo Street, Narromine, Burroway Street, Narromine and Dandaloo Street in Trangie.

### Mixed Use Development

Dwellings may be best considered as part of a commercial development. That is, there is an office, shop or separate commercial component to the development.

### *Access, Traffic & Car Parking*

All land must have legal access to a public road. Usually this is in the form of direct vehicular access to a public road. In certain circumstances where direct access to a road is not possible, a right of way carriage way can be created over adjoining land.

Where access is provided to a formed Crown Road or a road not under the responsibility of the Council or the Roads and Traffic Authority (RTA), the responsibility for maintenance is with the landowners.

All development applications are required to clearly identify the means of vehicular access, access points and the standard of access provided (all weather access). Vehicular access will be required to comply with relevant engineering standards.

#### *Vehicle Manoeuvrability on Site*

All access ways, manoeuvring areas, parking areas and loading areas are to be readily accessible and adequate areas on site must be provided for the turning and manoeuvring of all vehicles. The loading, unloading and reversing of vehicles on Council's roads, footpaths or reserves is strictly prohibited. All vehicles entering and exiting the development site must do so in a forward direction. Council will assess the vehicle manoeuvrability on site by the vehicle turning templates available in the relevant Australian Standard and AUSTROADS.

The loading and manoeuvring areas are to be sealed with a surface capable of withstanding the proposed loads while minimising the impact of dust and nuisance from vehicle manoeuvrability.

#### *Signposting*

All vehicle movements to, from and on site are to be clearly delineated. Off street car parking spaces are to be clearly delineated line marked and signposted in accordance with the RTA Guidelines and the relevant Australian Standard prior to occupation of the development.

#### *Car Parking*

The Roads and Traffic Authority (NSW) *Guide to Traffic Generating Developments* identifies the generation rates for determining car parking demand. On-site parking is to be calculated in accordance with the following table. Where the land use is not specified, it is to be categorised into one of the like headings and the number of spaces calculated accordingly. This includes car parking provision for people with a disability and service vehicles.

Land use	Car parking requirements
Car tyre retail outlet	3 spaces per work bay.
Catering and reception centre	1 space per 3 seats plus 1 designated space for loading/unloading vehicles.
Drive in liquor store	1 space per 40m <sup>2</sup> of retail floor area plus 1 space per employee.
Hotel, licensed club, tavern	20 spaces per 100m <sup>2</sup> of licensed floor area (bar, lounge, beer garden, bistro/dining area) plus 1 space per motel unit

Motel	1 space per unit plus 1 space for each 2 employees plus 1 space per 40m <sup>2</sup> of GFA restaurant.
Motor showroom	1.5 spaces per 200m <sup>2</sup> of site area plus 5 spaces per work bay,
Office	1 space per 40m <sup>2</sup> of GFA
Outdoor displays and sales	1.5 spaces per 200m <sup>2</sup> of external site area for storage and sale of goods.
Restaurant	1 space per 3 seats for restaurants 100m <sup>2</sup> or greater or 1 space per 40m <sup>2</sup> of GFA for restaurants less than 100m <sup>2</sup> GFA
Roadside stall	Minimum number of 4 spaces
Service stations	6 spaces per work bay, plus 1 space per 40m <sup>2</sup> or greater or 1 space per 40m <sup>2</sup> of GFA for a restaurant
Shop	1 space per 40m <sup>2</sup> of GFA less than 200m <sup>2</sup> GFA
Shopping Centre	4.4 spaces per 100m <sup>2</sup> NLS for developments of 200m <sup>2</sup> or greater
Take away food outlet	12 spaces per 100m <sup>2</sup> of NLS plus 1 space per 3 seats plus development with drive through facilities a queuing area for 5 to 12 cars measured from pick up point and a separate area of vehicles waiting pickup.

Larger development applications (such as major commercial or industrial developments, traffic generation development as defined by State Environmental Planning Policy (Infrastructure) 2007) may require a specific Parking Study or Traffic Impact Assessment to justify the proposed development in terms of access, provision of car parking and impact on the local road network. Certain development will require a referral and concurrence from the NSW Roads and Traffic Authority (RTA). Development with direct access to a classified road or within the vicinity of a classified road will be referred to the RTA for their concurrence.

For fractions of a whole number, the total number of spaces shall be increased to the next whole number.

Bicycle parking/racks should be considered for shopping and recreational developments.

For commercial developments provision is to be made for service vehicles and for loading and unloading of goods and waste collections. Such facilities should not conflict with on site car parking.

#### *Parking for People with a Disability*

Where access for persons with a disability is required as part of the development, the requirements of the Building Code of Australia (BCA) and Commonwealth Disability (Access to Premises – Buildings) Standards will need to be complied with. At least 1% of the required car parking spaces for a building which can be accessed

by the public are to be provided on site and in close proximity to the main access to the building. Disabled car parking must be designated as such.

Note: irrespective of the need to comply with the BCA and relevant standards, there is an obligation to comply with relevant legislation such as the NSW Anti Discrimination Act 1977 and the Australian Government's Disability Discrimination Act 1992 (DDA) whereby the design of a premises should not discriminate against persons with a disability visiting or being employed in such premises.

### *Landscaping*

The objective of this section is to ensure that landscaping is of a high quality for all developments and maintains the natural character of the local government area.

A detailed landscape plan must be provided with development applications for major extensions/alterations to an existing building, all new commercial buildings and must contain the following provisions:

- Landscaping to screen parking areas and service areas (especially waste areas);
- Landscaping to assist in the energy efficiency of the building;
- Low water usage and native vegetation is encouraged (but not mandatory) on all allotments;
- Landscaping must not include species which are identified as weeds;
- Landscaped areas must be at least 1.5 metres wide (where provided along boundaries) and include watering measures such as drip systems;
- A buffer between differing commercial uses if appropriate;
- Landscaping must minimize the effects to overhead and underground services and utilities; and
- Lighting to walkways and entries to manage safety and security.

### *Crime Prevention through Environmental Design*

All development proposals on public and private land must incorporate these controls, however, it is primarily aimed at commercial areas, shopping centres, recreational areas and where people may gather or travel, especially after dark.

## *Crime Prevention Controls*

### *Lighting*

Lighting is important in crime prevention and personal safety as you can see and respond to what is around you. Lighting ensures people can be seen which reduces the likelihood of criminal activity.

- Pedestrian pathways, lane ways and access routes to outdoor public spaces should be lit in accordance with Australian Standard (AS) 1158 – lighting for roads and public spaces and AS 4282 – Control of the obtrusive effects of outdoor lighting;
- Lighting should be directed to access and egress routes rather than towards buildings;
- Lighting should be designed so that it is difficult for vandals to damage the lighting;
- Use of movement sensitive and diffused lights are encouraged where appropriate;
- Avoid or minimize lighting spillage into neighbouring properties (especially where the adjacent site includes residential development) as this can cause nuisance and reduce opportunities for natural surveillance;
- Illuminate areas where intruders may hide thus reducing entrapment spots; and
- Use energy efficient lamps to save energy.

### *Fencing*

Fencing that is too high or made of inappropriate materials reduces the opportunity for casual surveillance of the street and for people on the street to see what activities are taking place on your site.

- Fence design should maximize natural surveillance from the street to the building as well as from the building to the street and minimize the opportunities for intruders to hide; and
- In locations such as along busy roads, or adjacent to a railway line where noise insulation is required, incorporating measures within the building such as double glazing at the front of the building, use double brick at the front and other similar measures is a better option.
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### *Car Parking*

Car parks that are poorly designed can discourage use, especially after dark as they can be a dangerous environment for users. Lighting and signage can make these areas safer.

- Car parks should be designed to ensure that passive surveillance is possible and where appropriate incorporate active measures such as cameras and security patrols; and
- Potential entrapment points (places where offenders hide) should be avoided (for example under stairs, blind corners and wide columns).

### *Entrapment Spots and Blind Corners*

Entrapment spots and blind corners provide ideal opportunities for perpetrators of crime to hide and commit crime.

- Pathways should take a direct route and be easily accessible
- Where appropriate, the installation of mirrors allow users to see ahead and around corners;
- Entrapment spots adjacent to main pedestrian routes such as storage areas or alleys should be avoided; and
- Discourage the excuse to loiter through avoiding placement of seats near or adjacent to ATMs, toilets, corridors and isolated locations.

### *Landscaping*

Trees and shrubs are good for beautifying any development, however, when inappropriately located can reduce surveillance opportunities and provide entrapment spots.

- Avoid medium height (1-2 metres) vegetation with concentrated top to bottom foliage. Plants such as low hedges, shrubs, creepers, ground covers and high canopied vegetation are good for natural surveillance;
- Trees with dense low growth foliage should be spaced or the crown raised to avoid a continuous barrier;
- Use low ground cover or high canopied trees with clean trunks;
- Avoid vegetation which conceals the building entrance from the street; and
- Avoid vegetation that impedes the effectiveness of public and private space lighting.

### *Communal/Public Areas*

Communal areas or areas of open space that do not have adequate natural surveillance are a risk to personal safety.

- Waiting areas should be close to areas of active uses and be visible from the building entry; and
- Seating should be located in areas of active uses.

### *Entrances*

The entrance of any development that is not visible from a public area provides an opportunity for criminal behaviour. Entrances to a development need to be clearly visible to ensure users can gain entry expediently.

- Design entrances to allow users to see into buildings before entering;
- Entrances should be easily recognizable through design features and directional signage;
- Minimise the number of entry points;
- Staff entrances, where they must be separated from the main entrance, should maximize opportunities for natural surveillance from the street; and
- Avoid blank walls fronting the street.

## *Referrals*

Where Council receives a Development Application for a large commercial development including:

- Supermarkets;
- Retail Centre Redevelopments;
- Car parks; and
- Other commercial developments where criminal activity could be concentrated or facilitated;

Council will refer these applications to the relevant Crime Prevention Officer of the NSW Police Service. The Officer, trained in CPTED theory, will then look at the application and assess it for perceived crime risk and recommend strategies to reduce the risk of crime. Council will then take into consideration such comments in the assessment of the application.



Commercial Development in Narromine

