

**SHIRE OF DENMARK****TOWN PLANNING SCHEME POLICY NO. 26.1****SOUTH COAST HIGHWAY COMMERCIAL DEVELOPMENTS**

The specific area this policy relates to is South Coast Highway between Hardy Street and Hollings Road as shown on the attached plan.

**Goal**

*To maintain the essential character of Denmark and preserve the attractive entrance to the Denmark Townsite by providing strict guidelines on the form of development along this major arterial road.*

**Policy Objectives**

1. *To facilitate an efficient and socially acceptable development of this town centre land by appropriate and sensitive design.*
2. *To provide strict design and amenity controls to ensure an appropriate development takes place on this highly visible site.*

The objectives listed above are discussed under the following headings:

1. Amenity
2. Development Standards
3. Car Parking & Delivery Areas
4. Vehicular & Pedestrian Access / Egress
5. Landscaping & Vegetation Protection
6. External Lighting Control
7. Water Supply / Effluent Disposal / Stormwater Runoff

**1. AMENITY**

*Part of creating a livable and pleasant village atmosphere is the provision of streetscapes. Denmark already has a unique character through lines of trees, the Denmark River and a range and scale of buildings, several of which are of heritage value. These aspects create an overall character for the town. The use of appropriate building design techniques coupled with the use of appropriate colours on external materials and finishes can enhance the existing amenity provided by the townscape and maintain Denmark's unique character and feel.*

- 1.1 **The development is to be of an architectural style sympathetic to the current historic commercial core of the Central Business District within the Denmark Townsite, to the satisfaction of Council.**
- 1.2 **The form of development will preferably have single storey profiles, with open front facades to the property line incorporating verandahs to the road frontage to continue the theme present in the core of the CBD. Roof pitches should be in the range of 20° to 40°.**

- 1.3 All external building materials and finishes shall be sympathetic to existing landscape in design, colour and material. Roofs and external walls shall be finished in natural earth or vegetation colours wherever possible. White and off white colours will not be permitted.**
- 1.4 If a house is proposed to be converted for Commercial use then the appearance of the dwelling is to be retained in respect to its facade and garden areas wherever possible, with parking areas and so on being located to the rear of the building.**
- 1.5 Screen walls will not be permitted to the Highway frontage. Limited entry statements may be permitted and appropriate landscaping shall be used to provide screening where necessary.**
- 1.6 Open storage and display yards must be located to the rear of building development.**
- 1.7 All external lighting, satellite dish and communication apparatus will require the approval of Council and must have regard to the policy objectives.**
- 1.8 Rubbish containers must be screened from public view in locations acceptable to Council and incinerators are not permitted.**

## **2. DEVELOPMENT STANDARDS**

*Denmark has a limited number of commercial development opportunities within and around the historic core of its CBD. Limitations are imposed on these areas to ensure development is of a standard that enhances the CBD environment and benefits the community as a whole. These standards are in Table 2 (Development Standards) of Town Planning Scheme No. 3.*

### **2.1 Development standards are to be as specified by Town Planning Scheme No.3, which are as follows:**

<b>Front Setback:</b>	<b>Nil</b>
<b>Side Setback:</b>	<b>Nil</b>
<b>Rear Setback:</b>	<b>6m</b>
<b>Max. Plot Ratio:</b>	<b>1:1</b>
<b>Max. Site Coverage:</b>	<b>As determined by Council at time of application.</b>
<b>Landscaping:</b>	<b>10%</b>

## **3. CAR PARKING & DELIVERY AREAS**

*Council recognises reliance on the use of private transportation and sets standards to ensure residents are able to park their vehicle within a reasonable proximity to the service they wish to access. At the same time Council also recognises the impact of vehicles on an areas amenity, as well as the potential to conflict with other land uses and modes of transport. Town Planning Scheme No.3 at Appendix 11 sets down the rate at which car parking spaces are to be provided for new developments.*

- 3.1 Car parking and delivery areas are to be provided at the rear of development sites. These areas are to be paved, marked out and drained to the satisfaction of Council. Large expanses of car parking in front of new developments will not be supported, as they are contrary to the theme present in the CBD core.**
- 3.2 Service delivery areas are to be separated from car parking areas wherever possible through the use of suitable landscaping or other measures to the satisfaction of Council.**
- 3.3 As specified in Town Planning Scheme No.3, the number of car parking bays required will be determined at the rate of 1 bay per 40m<sup>2</sup> gross leaseable area for retail shops, offices and commercial premises. Appendix 11 of the Scheme also sets various standards for other uses.**

#### **4. VEHICULAR & PEDESTRIAN ACCESS**

*Council encourages the use of alternative methods of travel and of particular importance is the use of clean and efficient modes of transportation. This means encouraging people to either walk or cycle in and around Denmark.*

- 4.1 Special attention is to be given to pedestrian and cycle access to ensure that it does not conflict with vehicular access. This will include the provision of pedestrian footpaths and/or dual use paths.**
- 4.2 Vehicular access to and from development sites should be developed in consultation with Council and where relevant Main Roads WA.**
- 4.3 Council will require the provision of secure bicycle parking facilities when looking at larger forms of development.**

#### **5. LANDSCAPING & VEGETATION PROTECTION**

*Landscaping forms an integral part of a livable community by providing a structure and identity to the street networks of a town. Landscaping and the presence of remnant vegetation form part of the heritage value of the area and this wherever possible should be maintained in future to preserve the character and unique identity of Denmark.*

- 5.1 Council may require the preparation of landscaping plans to be submitted as part of planning consent applications, and these may require planting and maintenance (for a period of three years), of native tree and plant species.**
- 5.2 Car parking and setback areas shall be suitably landscaped to the satisfaction of Council.**
- 5.3 Where a house is to be converted for Commercial use as at 1.4 above, existing garden areas to the front of houses are generally not to be sacrificed for the provision of parking.**

## **6. EXTERNAL LIGHTING CONTROL**

*Lights have the ability to promote business through advertisement of both products and location. When excessively used they also have the ability to destroy the character and amenity of a built or natural environment.*

- 6.1 All external lighting including flood lighting must be designed to have regard to the objectives of this policy and shall be in the form of low level, controlled spill lighting with any variations requiring Council approval.**

## **7. WATER SUPPLY / EFFLUENT DISPOSAL / STORMWATER RUNOFF**

*Effluent disposal must ensure a healthy ecosystem and environment are maintained. Storm water runoff has the capacity to erode soils and damage waterways. The adoption of water sensitive design principles should minimise erosion and ensure nutrients are not transported into waterways.*

- 7.1 Nutrient stripping and nutrient retention stormwater drainage facilities are to be provided where considered necessary by the Manager, Engineering Services.**
- 7.2 All development will be required to connect to the Water Corporation reticulated water supply network.**
- 7.3 All development will be required to connect to the Water Corporation reticulated sewer network.**

*Adopted on the 28<sup>th</sup> August, 2001 in accordance with Clause 8.2 of Town Planning Scheme No. 3*

*This Policy 26.1 supersedes TPS Policy No. 26*

DRAFT TOWN PLANNING SCHEME POLICY NO.26.1

**SOUTH COAST HIGHWAY  
COMMERCIAL DEVELOPMENTS**

