

SEVERN SHIRE COUNCIL



Deepwater – Village Extension

DEVELOPMENT

CONTROL PLAN

Prepared by Severn Shire Council 2004

Adopted by Council on 12th October, 2004

CONTENTS

No.	Page
PART 1 - THE PLAN	
Preamble	1
Purpose	1
Objectives	1
Procedures	1
Map 1	2
Procedures Flow Chart	3
PART 2 - PLANNING CONTROLS	
Landscaping	4
Traffic Management & Parking	6
Soil Erosion & Sedimentation	7
Soil Erosion and Sedimentation Map	8
Setbacks	9
Signage	9
Water & Sewerage	10
Waste Services	10

PART 1

THE PLAN

Preamble

What is the purpose of this DCP?

the land to cater for future village expansion for light industrial* and possible residential and retail purposes

The purpose of this DCP is to provide guidelines for the development of

Purpose

This Development Control Plan (DCP) applies to the land shown on Map 1. This Development Control

Plan came into force on and is called the Deepwater Village Extension Development Control Plan.

Objectives

What are the objectives of this DCP?

The objectives of this DCP are:-

- To provide for the integrated development of the land while protecting the Deepwater potable water supply and to provide for collection, treatment and disposal of sewage wastes generated by future development in a way that meets environmental, health and operational needs of the community.
- To provide guidelines for future development
- To ensure the development of the land is compatible with the locality.
- To retard the flow of water into the natural drainage system and mitigate impacts on the Deepwater potable water system from stormwater runoff
- To ensure traffic flow to and from the site does not adversely effect the flow of traffic on the New England Highway and to this end approved physical barriers are to be established between the site and the Highway to restrict traffic and pedestrian movements to and from the Highway from the site via Stannum Road and Alice Street.

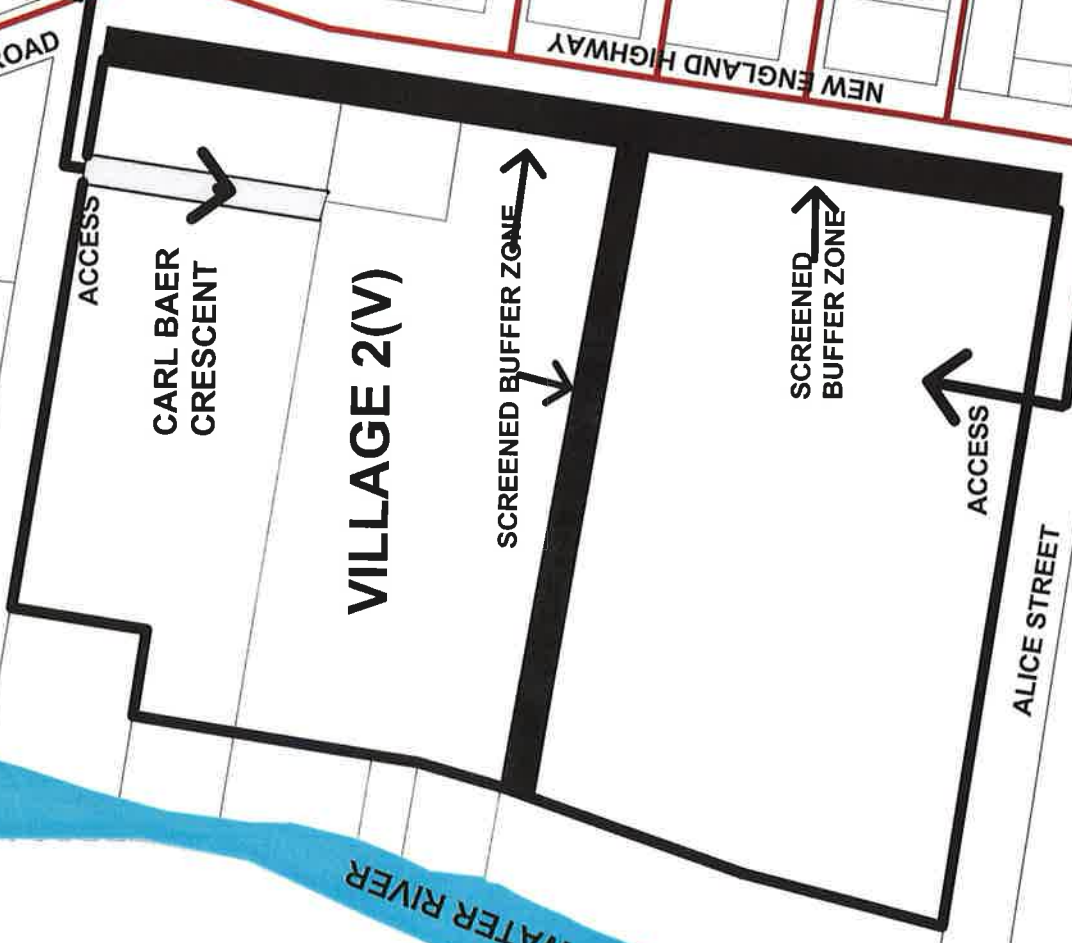
**Light industry has the meaning ascribed to it in the Model Provisions and is industry that is not offensive or hazardous in which the processes carried on, the transportation involved or the machinery or materials used do not interfere with the amenity of the neighborhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit oil, or otherwise.*

DEEPWATER VILLAGE EXTENSION

DRAFT DEVELOPMENT CONTROL PLAN

MAP 1

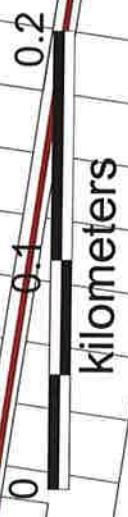
RURAL (1a)



CADELL STREET

BOURKE STREET

NEW ENGLAND HIGHWAY



kilometers

Figure 1

PROCEDURES FLOW CHART

Step 1

Consult Council's Town Planning Officer, Manager Environmental Services on Development Proposal

- is the proposed land use permitted
- is a development application required



Step 2

Does the development meet the objectives of this DCP



Where a development application is required



Step 3

Lodge a development/complying development application and construction certificate with Council where applicable

PART 2

PLANNING CONTROLS

LANDSCAPING

Objective

To provide a landscape that will be in harmony with the industrial estate development and assist in establishing a satisfactory visual and

noise barrier to the site and thereby creating a pleasing image of Deepwater at its northern entrance.

Performance Criteria

Landscaping along the New England Highway frontage shall comprise a mixture of upper, middle and lower canopy species that permit selected views into the development.

Landscaping should create a significant edge to the New England Highway as seen from vantage points along the highway.

Prescriptive Measures

A concept landscape plan will be required for Council's industrial estate and shall be approved before any industrial lots are sold or before the consideration of any development applications for light industrial uses. The Plan shall nominate species, location of landscaping and associated structures, and outline landscaping maintenance procedures.

The landscape master plans should include but not be restricted to the following:

- The landscaping theme and plant species should be consistent with New England Tablelands species that perform well in cold weather climates.

- Screen planting by planting or fencing for all storage areas.
- Screen planting along the edge of New England Highway frontage.
- All landscaping of the industrial estate shall be in accordance with Council's concept landscape master plan and each individual owner will be responsible for landscaping and maintenance of their lots as shown on the plan. Council will be responsible for all areas indicated on the master plan including landscaping adjacent to the Highway.

- The 40 metre retained Rural 1(a) buffer area that abuts the industrial estate and private land adjacent to the Deepwater River will be planted with plant and tree species that perform well in cold weather climates.
- A landscape concept plan will be required to be submitted prior to the development of the private land with consideration to be given to landscaped buffer zones between the land and the industrial estate, the 40m Rural 1(a) non development buffer area abutting the river frontage and a landscaped buffer zone on the lands New England Highway frontage.
- The 10 metre buffer zone to be established between the industrial estate and the private land along the entire boundary of the two sites will be planted with plants and tree species that perform well in cold weather climate and are to be planted to a density that will provide a satisfactory visual and noise barrier between the two areas of land.
- Council may require the lodgement of a bond for landscaping.

TRAFFIC MANAGEMENT & PARKING

Objective

To provide for the safe, efficient and convenient movement of vehicles within and around the site.

Performance Criteria

Traffic flow to and from the site should not adversely effect the flow of traffic on the New England Highway.

Prescriptive Measures

Ingress and egress to the industrial estate shall be by Carl Baer Circuit – Torrington Road, no traffic or pedestrian access will be permitted directly from the industrial estate to the New England Highway.

Ingress and egress to the private land shall be by Alice Street.

No traffic or pedestrian access will be permitted directly from the private land to the New England Highway unless it is considered desirable for a street to be located from the land to the New England Highway to assist in controlling stormwater drainage on the site. Such entry point to conform with RTA requirements.

Parking

- Parking provisions include:-
Light Industrial Buildings – 1.3 spaces per 200m² Gross Floor Area plus 0.5 spaces per 200m² Gross Floor Area for visitor parking with a minimum of 1 visitor parking for each building.
- Parking bays are to be a minimum of 2.4m x 5.5m and all parking areas to be line marked, contain shade trees and include appropriate provision for disabled parking
- Parking is to be provided within the building frontage set back area
- Provide provisions for parking, turning & manoeuvring areas consistent with AS2890.1 and AS2890.2
- Allowances to be made for service/delivery vehicles where necessary including loading or unloading dock.

SOIL EROSION AND SEDIMENTATION

Objective

To minimize soil erosion and sedimentation by minimizing land disturbance and requiring control measures at the source.

Performance Criteria

Best management practices are to be implemented to control run-off and soil erosion and to trap sediment at the source.

Prescriptive Measures

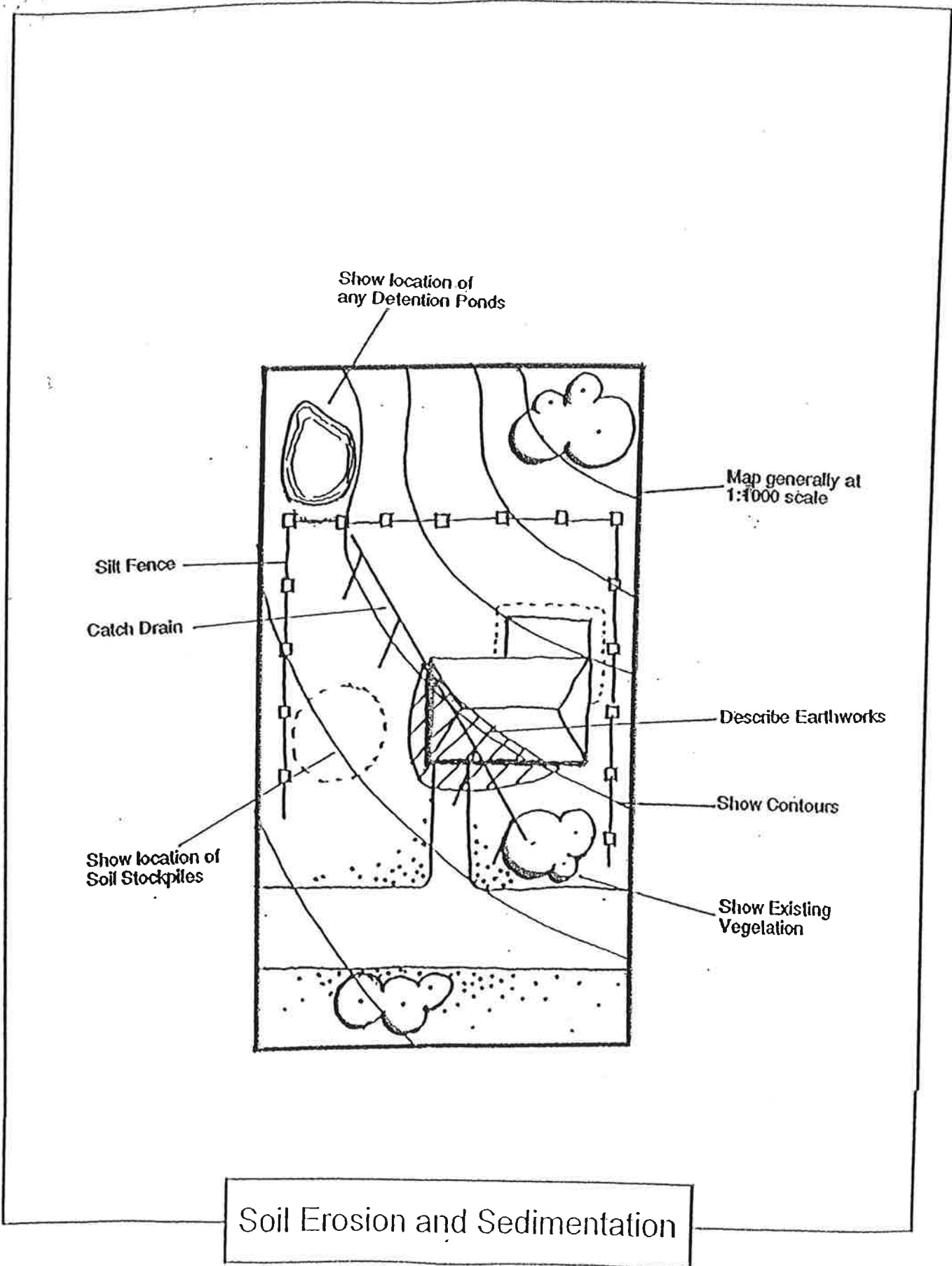
All development proposals that may result in disturbance of the existing land surface, or placement of fill thereon, will require an Erosion and Sediment Control plan as a condition of consent.

The Erosion and Sediment Control plan is to be based on the following principle:

- All run-off from surrounding land is to be diverted away from the areas disturbed (where legal and possible)
- All polluted run-off to be retained and treated on the site.

- Disturbance of vegetation is to be minimized.
- All disturbed areas are to be stabilized, preferably with vegetation as soon as possible after earthworks are completed.
- Works are to be appropriately staged to minimize the disturbed area.

The Erosion and Sediment Control plan is to be approved by the Department of Infrastructure, Planning and Natural Resources, or Council, and include the map components described in the diagram.



SETBACKS

Objectives

To provide for building setbacks that compliment the Industrial Estate streetscape.

Prescriptive Measures

- A minimum 10 metre landscaped set back is required along the entire New England Highway frontage of the Industrial Estate land to prevent direct pedestrian and traffic movements on to the New England Highway.
- A minimum three metre set back is required for all buildings within the estate.
- Trade waste agreements with Council.
- Location of display areas subject to Council consent.

SIGNAGE

Objectives

To provide signage that will compliment the Industrial Estate.

Prescriptive Measures

- Provision for signage will be made on a Council supplied directory board within the Industrial Estate.
- Signage on site is to be located wholly within the property and is not to obscure entry/exit sight distance from the premises.
- Council consent is required for all signage.

WATER & SEWERAGE

Objective

To provide a secure potable water supply to the development site to provide for collection, treatment and disposal of sewage wastes generated

by the development in a way that meets environmental, health and operational needs of the community.

Prescriptive Measures

- All individual allotments will be required to be connected to the existing reticulated water/sewerage systems that traverse the development site.
- Water and sewer connections, where not available to an allotment, will require the extension of Council's main to service that lot.
- Design plans are to be prepared by a suitably qualified engineer.

WASTE SERVICES

Objective

To ensure efficient collection of commercial waste without

unreasonable impacts on adjacent landowners.

Performance Criteria

- Design of waste collection facilities are to have regard to aesthetics, odour, noise and access by collection vehicles.
- Development is to be provided with on site collection points that do not obstruct traffic movements and allow unobstructed access for collection vehicles.
- Where appropriate trade waste collection agreements will be requested between industrial estate businesses and Council.