



Ballina Shire Development Control Plan 2012

Chapter 6d – Commercial Development West Ballina Enterprise Corridor

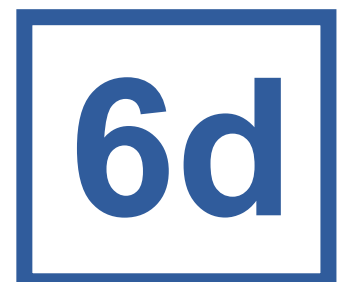




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Part 1 Preliminary

1.1 Introduction

Name:

Ballina Shire Development Control Plan 2012, Chapter 6d – West Ballina Enterprise Corridor.

Purpose:

To identify Council's requirements relating to commercial development in the West Ballina Enterprise Corridor.

Relationship to other Chapters of this DCP:

The provisions in this chapter prevail over those in chapters 1, 2, 2a and 2b where there is an inconsistency.

Where there is an inconsistency between provisions in chapters 3, 4, 5, 6, 6a, 6b, 6c, 6d and 7 Council will determine which provision(s) will apply based on consideration of the strategic planning framework for the land the subject of the application, statutory considerations, relevant planning objectives and the nature of the proposed development.

The provisions of chapter 8 apply in conjunction with those in this chapter, but prevail in the event of an inconsistency unless otherwise specified.

The provisions of this Chapter prevail over the general provisions in Chapter 6 in the event of any inconsistency.

Application:

This Chapter applies to:	
Location/s:	All land in West Ballina within Zone E3 Productivity Support
Development Type/s:	All development.

Planning Objectives and Development Controls:

The provisions of this chapter are categorised in relation to a series of planning considerations (referred to as elements). For each element, planning objectives and development controls are specified. Development proposals must be consistent with the planning objectives for the chapter and each of the applicable elements. Such consistency is typically demonstrated by compliance with the identified development controls, although there may be circumstances where an alternative to the application of a development control is consistent with the planning objectives.



Part 2 Chapter Planning Objectives

The planning objectives of this chapter seek to:

- a. Facilitate a high level of landscape and urban amenity,
- b. Provide active and attractive street frontages,
- c. Provide a suitable interface between adjoining development, particularly residential lands,
- d. Activate street frontages and provide the opportunity for mixed uses and activities,
- e. Promote development of an appropriate scale and architectural detail,
- f. Provide for appropriate access and car parking,
- g. Encourage the renewal of underutilised sites in West Ballina Enterprise Corridor, and
- h. Encourage development that is consistent with the desired future character and preferred land uses identified for each precinct.

Part 3 Background

3.1 The Precincts

The West Ballina Enterprise Corridor comprises seven distinct character precincts. These precincts have been identified through analysis of current land uses and character and consideration of future character.

The character precincts are detailed on the West Ballina Enterprise Corridor Precincts Map and comprise the following:

- Precinct 1: Large Footprint Uses
- Precinct 2: Live Work Precinct (light industrial & integrated shop top housing)
- Precinct 3: Large Footprint Uses
- Precinct 4: Motor Sales Strip
- Precinct 5: Motor Vehicle Servicing
- Precinct 6: Large Footprint Uses
- Precinct 7: Environmental Character

All applications for development within the West Ballina Enterprise Corridor (Zone E3 Productivity Support) are required to demonstrate compliance with the general development controls contained in **Chapter 6** as well as the development controls as specified in this chapter.

Further details regarding each precinct are contained within the West Ballina Enterprise Corridor - Site Recommendations Plan (Appendix A) and the West Ballina Enterprise Corridor - Possible Development Built Form Configuration Plan (Appendix B).

All development proposals in West Ballina Enterprise Corridor shall be designed in consideration of the general land use controls specified in this chapter. However, if a proposed development is consistent





with the encouraged land uses, stated objectives and specified development controls within its applicable precinct, the provisions of that precinct shall also apply to that development.

Built-in incentives are detailed in the individual precinct land use controls. The built-in incentives vary for each precinct and only apply where the identified objectives and development controls are satisfied.

3.2 Desired Future Character

The primary intent of the West Ballina Enterprise Corridor is to provide an area suitable for a mixture of business and industrial land uses that are compatible with each other and the adjoining residential areas.

The corridor is intended to provide an opportunity for redevelopment and to encourage businesses and industries that are either not well suited to, or do not need to be located in, either traditional industrial or commercial areas.

A vibrant, active and integrated live/work component is encouraged within the West Ballina Enterprise Corridor which will assist in improving the employment opportunities and economic strength of the area without detrimentally impacting the core industrial and commercial areas.

Part 4 General Development Controls – West Ballina Enterprise Corridor

4.1 Element – Building Setback

Objectives

- a. Maintain a well defined street edge along River Street;
- b. Provide an attractive street frontage not dominated by car parking; and
- c. Provide appropriate separation to residential areas.

Controls

- i. Minimum 10m *building line or setback* from primary street frontage (River Street);
- ii. Minimum 6m *building line or setback* to secondary street frontages;
- iii. Minimum 5m *building line or setback* to residential zones and existing residential areas within the B6 zone;
- iv. Minimum 1 metre *building line or setback* to side boundaries; and
- v. Variations to these controls may be considered where a development proposal comprises a land use that is consistent with the applicable precinct land use controls.





4.2 Element – Access

Objectives

- a. To ensure vehicle access does not deactivate public space,
- b. To minimise conflict between pedestrian and vehicle movements,
- c. To provide simple and legible access and parking arrangements, and
- d. To segregate service vehicle lanes for large footprint development from general traffic access areas and pedestrian circulation routes.

Controls

- i. The number of vehicle crossovers shall be minimised and appropriate sight lines provided to ensure safe pedestrian and vehicle movement;
- ii. Limited access off River Street to be provided where possible via existing roundabouts or future traffic light intersections; and
- iii. Service areas and loading zones shall be orientated away from residential zones unless provided with suitable acoustic and visual buffers.

4.3 Element – Car Parking

Objectives

- a. Adequate provision is made for off-street parking commensurate with the volume and turnover of traffic likely to be generated by the development; and
- b. Parking areas and access ways are easy and safe to use by vehicles and pedestrians.

Controls

- i. All car parking required for a development is to be provided on the site; and
- ii. **Landscaped areas** shall be provided on the edge of and within car parking areas to provide shade, soften the built form of the proposal and enhance the development's appearance from public viewpoints.

4.4 Element – Amenity

Objectives

- a. Ensure business and commercial development does not erode the amenity of adjoining residential areas; and
- b. Ensure that the interface between business and commercial development and adjoining residential areas is of a high quality and achieves adequate visual and acoustic privacy.

Controls



- i. Development shall be designed so that all service areas are provided with appropriate visual and acoustic controls to residential zones;
- ii. Waste management areas are to be designed and managed so as to minimise odour and should be suitably separated from residential zones and screened from public spaces; and
- iii. Building elevations fronting residential zones shall be considerate of the scale and bulk of the adjoining residences.

4.5 Element – Landscaping

Objectives

- a. Provide landscaping that shades, softens the built form and enhances the appearance of development from public viewpoints;
- b. Improve the amenity of places through the retention and/or planting of trees and shrubs; and
- c. Require landscape works that incorporate the principles of Crime Prevention through Environmental Design (CPTED).

Controls

- i. Screen planting, in association with noise control is required along any interface of the development with adjoining residential land uses with a minimum planting depth of 3 metres;
- ii. Low planting and occasional large scale trees are to be provided on all frontages to River Street, Kalinga Street and Barlows Road with garden beds having a minimum width of 2 metres;
- iii. Landscape planting is to generally comprise low shrubs (to 1.2 metres high) and pruned up trees (to 2 metres) that will provide sightlines consistent with CPTED principles; and
- iv. Where landscaping is required in accordance with this element, a development application is to be supported by a landscaping plan.



Note:

Landscaping treatment provisions may vary for encouraged land uses within precincts. Refer to the Precinct Land Use Controls for encouraged land use provisions.



4.6 Element – Building Design

Objectives

- a. To ensure that buildings and their associated landscaped frontages are easily accessible and promote an active and interesting interface with streets; and
- b. Provide building frontages with clear and direct public access.

Controls

- i. Ground floor levels shall not contain residential land uses;
- ii. A minimum of 50% of the ground floor façades of building components addressing principal streets shall be clear glazed;
- iii. Active ground floor uses shall be accessible and at the same level as the footpath except where floor levels need to comply with the flood level standards; and
- iv. The main pedestrian entries to buildings are to be visible and as close to the street frontage as possible.

4.7 Element – Fencing

Objectives

- a. Ensure that fencing does not become a dominant built element in the streetscape;
- b. Provide security only where necessary; and
- c. Ensure that fencing does not impact on the safe movement of pedestrians or vehicles.

Control

- i. Front fencing along the River Street frontage is undesirable and will be discouraged;
- ii. Fencing shall not comprise solid metal sheeting;
- iii. Security fencing (i.e. that containing barbed wire or the like) may only be erected on secondary street frontages where it can be demonstrated as being required to store vulnerable items.



Note

Specific fencing provisions apply to certain precincts. Refer to the Precinct Land Use Controls for encouraged land use provisions





Part 5 Development Controls Applying to Precincts 1, 3 and 6

5.1 Desired Future Character

The western-most portions of these precincts are key gateway sites due to their visual prominence in relation to traffic entering Ballina from the south and west.

These precincts need to provide for a visually attractive entrance to West Ballina and shall define the start of the Ballina township.

Two large footprint retail developments have been approved within Precinct 1.

Active street frontages with limited signage, clearly defined access points and well-designed buildings are desired.

Land uses encouraged within Precincts 1, 3 and 6 include:

- Large footprint uses.

5.2 Precinct Objectives

- To facilitate a high level of landscape and urban amenity;
- To encourage the clustering of similar large footprint land use activities;
- To provide a vibrant and attractive entry to West Ballina; and
- To provide a suitable interface between large footprint land uses and adjoining residential lands.

5.3 Development Controls

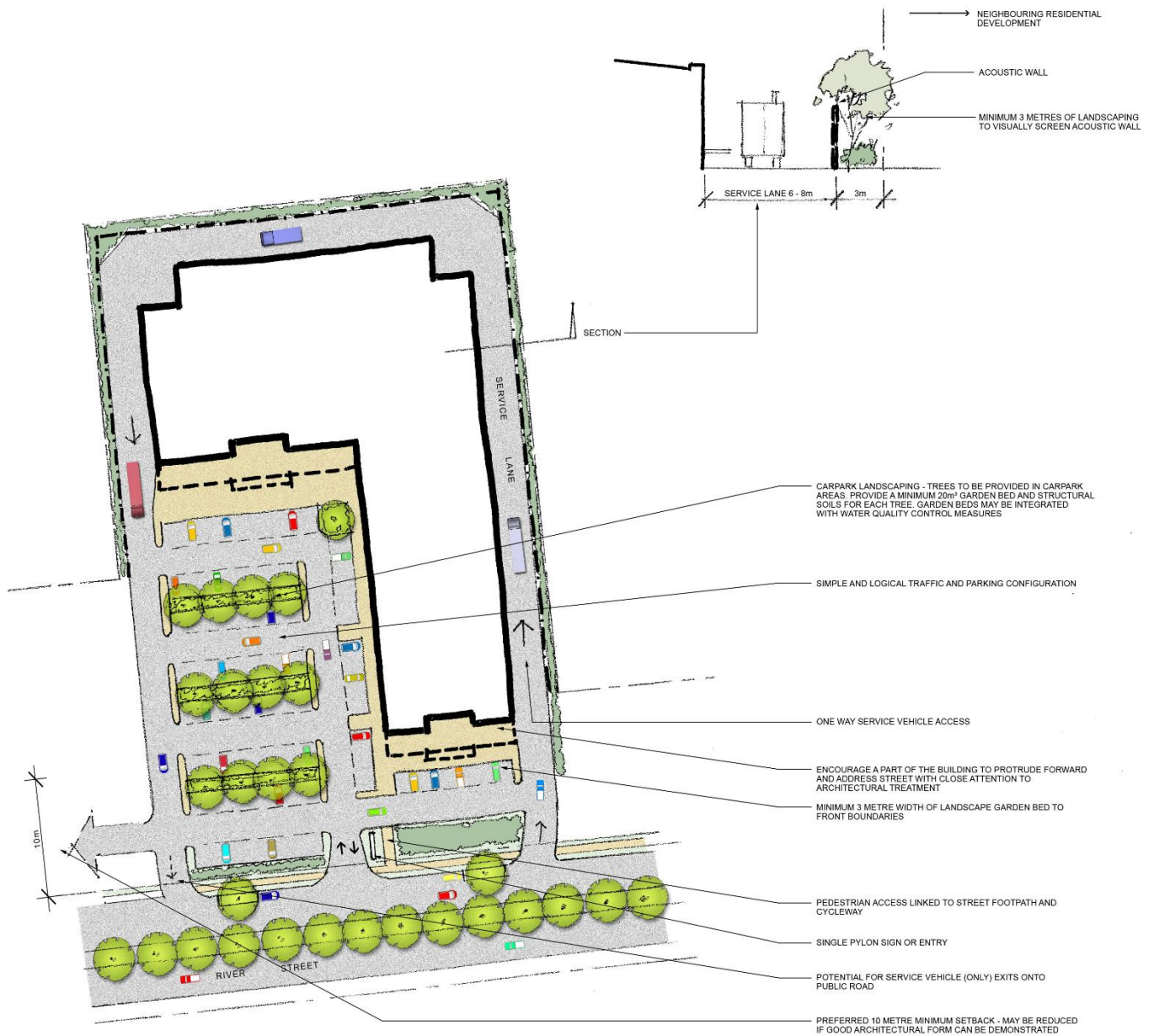
Table 6d.1 – Development Controls for Precincts 1, 3 and 6	
Element	Control
Gateway sites - Precinct 1	<ol style="list-style-type: none">Corner sites may be constructed to side boundaries or with a minimal setback if it can be demonstrated that an enhanced visual outcome can be achieved;Reduced front setbacks to River Street may be considered where good architectural design incorporating a high degree of façade articulation and visual interest is demonstrated; andCar parking is encouraged behind the front building line. Where car parking is not provided behind the front building line, a landscaping plan is required to accompany the development application demonstrating that the car



Table 6d.1 – Development Controls for Precincts 1, 3 and 6	
Element	Control
	parking area will be suitably screened and will not detract from the streetscape.
Access	<p>iv. Limited access onto River Street and Kalinga Street will be permitted (where practical, service lanes should be provided); and</p> <p>v. Service vehicle access will be permitted within the residential interface where it is integrated with suitable visual and acoustic buffers.</p>
Noise	<p>vi. Wall openings (e.g. windows, doors etc) are to be arranged so as to minimise noise impacts on residential dwellings; and</p> <p>vii. Council may require an acoustic assessment where the proposed development is considered to have a potential impact on adjoining residential land uses.</p>



Figure 6d.1 – Indicative Large Footprint Land Use Development Design





5.4 Development Incentives Applying to Precinct 1

The following incentives apply to large footprint developments (including *hardware and building supplies*) within Precinct 1:

Table 6d.2 – Development Incentives applying to Precinct 1	
Element	Control
Car parking	A reduction in the number of car parking spaces required may be granted if the development application is supported by a traffic and car parking analysis report prepared by a suitably qualified professional. This report is to demonstrate that the proposed provision of car parking is adequate to cater for the peak parking needs of the development.
Setbacks	<p>i. Consideration may be given to reduced front and side setbacks to large footprint developments within Precinct 1 if the following provisions are satisfied:</p> <ul style="list-style-type: none"> • The building, or associated structures, will not reduce the visual or acoustic amenity of the adjoining residences; • The building, or associated structures, will not create overshadowing impacts to the adjoining residences; • Buildings must demonstrate good architectural form and detail; <p>ii. Setback reductions to residential zones shall only be considered where applicants demonstrate adequate visual and acoustic treatments; and</p> <p>iii. Reductions to setbacks to residential zones shall not be considered where overshadowing and solar access requirements to adjoining residences are likely to be impacted</p>



Part 6 Development Controls Applying to Precinct 2

6.1 Desired Future Character

Precinct 2 comprises the north-eastern sector of the West Ballina Enterprise Corridor. The existing land uses within this precinct are varied but contain a number of large overall area developments including existing motels and caravan parks. These existing residential land use types are considered incompatible with the permitted land uses within the zone and are therefore not encouraged as a form of future development within the corridor.

The precinct is considered to be well suited for light industrial, cottage industrial, business incubation, new green technologies and *shop top housing* / live work type developments. *Shop top housing* within this precinct is particularly encouraged along the River Street frontage to provide increased building scale and general edge activation. It is also considered that the units fronting River Street could have a small showroom component. This type of development is best undertaken in smaller scale building clusters with integrated parking and open space courtyards. Refer to Exhibit 5.

Land uses encouraged within Precinct 2 include:

- Light industrial;
- Cottage industrial;
- Business incubation enterprises;
- New green technologies; and
- *Shop top housing*.

6.2 Precinct Objectives

- a. Encourage development of small footprint industrial and commercial development and integrated residential development;
- b. Develop a precinct that fosters new industries and technologies and provides opportunities to kick-start new businesses;
- c. Extend the effective hours of operation of this area and increase surveillance and security by introducing a residential component; and
- d. Ensure that the design of mixed use developments maintain a reasonable level of residential amenity and preserves compatibility between uses.





6.3 Development Controls

Table 6d.3 – Development Controls for Precinct 2	
Element	Control
Building Design	<p>i. Development shall be designed so that loading bays, garbage collection areas and noise and odour generating operations are located away from existing and proposed residential areas;</p> <p>ii. Building design is encouraged to accommodate a range of uses and allow for changes to uses over time;</p> <p>iii. The commercial and residential building components of the development shall be clearly integrated and include:</p> <ul style="list-style-type: none"> • Internal access between ground and upper floors; • Ground floor industrial and commercial; and • Upper floor(s) residential. <p>iv. Residential units will be a maximum of 120m² of internal area (not including garage and balcony);</p> <p>v. Single shop top housing units attached to multiple commercial tenancies will not be encouraged;</p> <p>vi. No residential components will be supported on the ground floor except for garage and laundry facilities; and</p> <p>vii. The residential component of development shall carefully consider visual and acoustic privacy between residential units, ground floor industrial and commercial and communal public areas.</p>
Waste Services	viii. Common garbage collection areas will be provided in close proximity to the site entrance so as to reduce noise and odour associated with collection.
Privacy	ix. Building are limited to two storeys where adjoining an existing residential area.
Fences and Walls	<p>x. Fencing and or walls shall only be permitted where separating private open space areas from common or commercial areas;</p> <p>xi. No fencing will be permitted in common courtyard or parking areas;</p>



Table 6d.3 – Development Controls for Precinct 2	
Element	Control
	<p>xii. No fencing forward of the building line will be permitted; and</p> <p>xiii. Fencing to private open space areas is encouraged to be a maximum of 1.5 metres in height so as to ensure suitable solar access to private open space areas.</p>
Access and Parking	<p>xiv. Car Parking for live/work developments should be provided as follows:</p> <ul style="list-style-type: none"> • 1 space per dwelling requirement; plus • 1 space per 75m² for commercial / light industrial. <p>xv. Visitor spaces shall not be required for all live/work developments where it can be demonstrated that there is sufficient off-street parking spaces provided within the development and adequate justification provided demonstrating that their use (by residential visitors) will primarily occur outside of the identified business hours;</p> <p>xvi. In addition to the above, the following controls also apply:</p> <ul style="list-style-type: none"> • Off-street car parking shall be provided for the use of all industrial and commercial tenancies; • Parking for residential units shall be provided in a ground floor garage or undercover area; • Residential entries shall be located directly from the public street or common area and clearly demarcated from the entries to the commercial components; and • No vehicular access is to be provided from a street frontage other than the combined access point.
Setbacks	<p>xvii. Minimum primary street frontage setback of 6 metres;</p> <p>xviii. Minimum 4 m setback to secondary street frontages;</p> <p>xix. Minimum side and rear setbacks of 4m; and</p> <p>xx. Zero lot lines will not be permitted.</p>



Table 6d.3 – Development Controls for Precinct 2	
Element	Control
Private Open Space	<p>xxi. A minimum of 16m² private open space area with a minimum dimension of 3m is to be provided for the residential component of mix; and</p> <p>xxii. Balconies and decks may be considered as private open space where the area provided has a minimum area of 16m² and a minimum dimension of 2 metres.</p>
Rooftop Gardens and common open space	<p>xxiii. Rooftop gardens are encouraged within the Precinct and may be included in the calculation of private open space for residences where they satisfy the following provisions:</p> <ul style="list-style-type: none"> • Minimum area of 12m² and a minimum dimension of 3metres; • Are not enclosed i.e. shade sails and simple roof structures may be considered but they must be open on at least 3 of 4 sides; and • Maintain visual amenity of adjoining residences and abide by the privacy and overshadowing requirements outlined elsewhere in the Combined Ballina Development Control Plan. <p>xxiv. Common space areas may be included in open space calculations where the material benefit to occupants is clearly demonstrated. Common areas which may reduce individual private open space areas include barbeque facilities, playgrounds and level grassed areas separated from the commercial areas of the development.</p>
Hours of operation	<p>xxv. Traffic and noise generating activities proposed to be undertaken within a live/work development shall be undertaken generally in accordance with the following:</p> <ul style="list-style-type: none"> • 8am to 5pm Monday to Friday; • 8am to 4pm Saturdays; • No work on Sundays or Public Holidays; and <p>xxvi. Extended hours may be permitted on Thursday nights to 9pm.</p>



Figure 6d.2 – Typical Site Layout

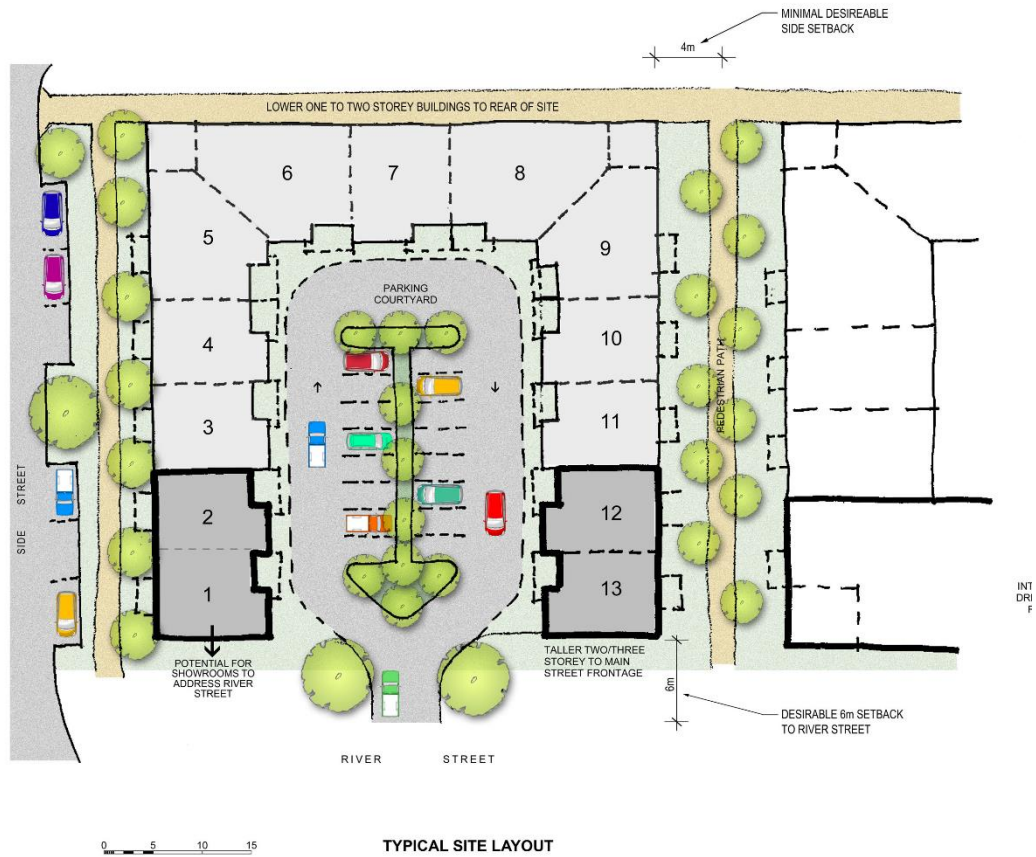
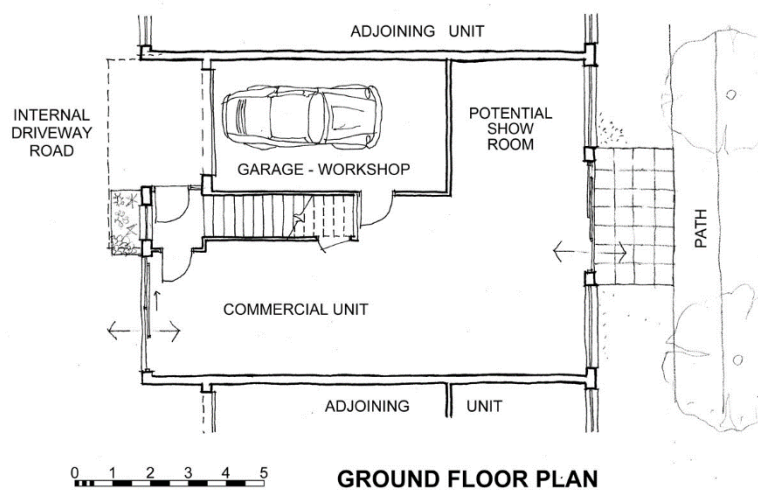
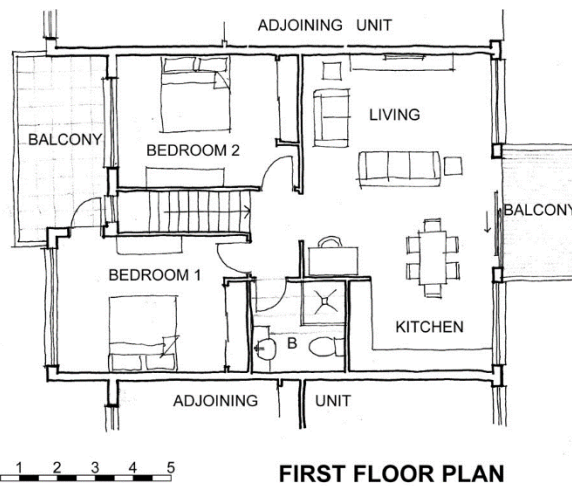
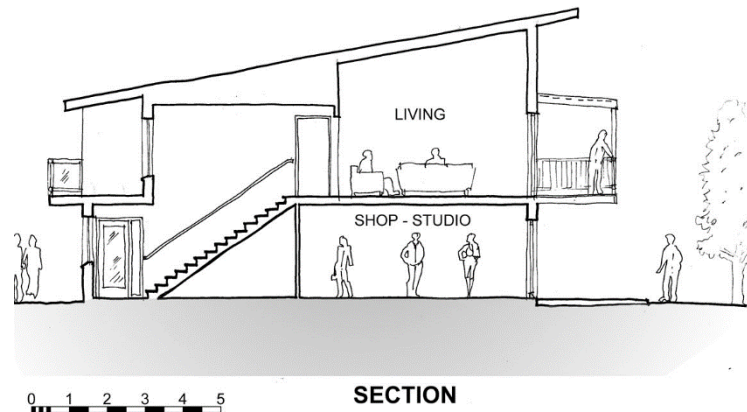




Figure 6d.3 – Indicative Building Design



6.4 Precinct 2 Development Incentives

Council may consider a relaxation of various control elements for the following types of developments:



- Light industrial;
- Cottage industries;
- Business incubation enterprises;
- New green technologies; and
- *Shop top housing.*

Table 6d.4 – Development Incentives applying to Precinct 2	
Element	Control
Setbacks	<p>Council may consider a reduction in the building setback specified in table 6d.3 where the following requirements are satisfied:</p> <ul style="list-style-type: none"> i. Demonstrated compliance with the precinct objectives outlined in Section 5.4.6 (B) above; and ii. Actives commercial frontages address primary street frontage is provided. <p>Where these provisions are satisfied, the following reductions may be considered:</p> <ul style="list-style-type: none"> iii. Primary road frontage setback reduced from 6m to 4m; and iv. A reduction in side setbacks where private open space areas are provided.
Car parking	<p>A reduction in car parking may be considered from that prescribed in Table 6d.3 when the following provisions are satisfied:</p> <ul style="list-style-type: none"> a. The development must provide shop top housing above each industrial/commercial tenancy b. Where courtyard car parking, including the provision of appropriate landscaping is provided; c. There is sufficient off-street parking spaces provided within the live/work development and adequate justification is provided demonstrating that their use (by residential visitors) will primarily occur outside of the identified business hours then no requirement for visitor car parking will be required; d. Off-street car parking shall be provided for the use of all industrial and commercial tenancies;



Table 6d.4 – Development Incentives applying to Precinct 2	
Element	Control
	<p>e. Parking for residential units shall be provided in a ground floor garage or undercover area;</p> <p>f. Residential entries shall be located directly from the public street or common area and clearly demarcated from the entries to the commercial components; and</p> <p>g. No vehicular access is to be provided from a street frontage other than the combined access point.</p>

Part 7 Development Controls Applying to Precincts 4 and 5

7.1 Desired Future Character

Precinct 4 is approximately 60 metres wide and contains a number of large allotments having frontages to both River Street and Kalinga Street. This dual frontage provides an excellent opportunity for high exposure 'motor sales' frontage to River Street with related service centres fronting Kalinga Street. This desired future character is consistent with a number of existing car sales/maintenance developments within Precinct 4.

Precinct 5 has a frontage to Kalinga Street and is flanked by residential development along its southern boundary. Precinct 5 currently contains a number of larger, light industrial buildings which are considered suitable for motor vehicle related land uses such as motor vehicle parts or vehicle sales or hire premises.

Clean forms of auto-related land uses with enhanced buffer controls to the neighbouring residential development are encouraged in Precinct 5. Noisy land uses, such as car wreckers and panel beaters (vehicle body repair workshop) are discouraged within Precinct 5. Future development proposals will be required to address the potential noise impacts as well as interface treatments to the adjoining residential dwellings.

As a minimum, the provision of substantial landscaping works is required on the interface of Precinct 5 land uses with neighbouring residential development.

Land uses encouraged within Precincts 4 and 5 include:

- Larger scale motor show yards (Precinct 4); and
- Motor vehicle hire and parts and vehicle repairs (Precinct 5).





7.2 Precinct Objectives

- i. To facilitate a high level of landscape and urban amenity;
- ii. To encourage the clustering of similar motor vehicle related activities;
- iii. To encourage well-presented street frontages;
- iv. To separate the sales and maintenance components of motor related activities; and
- v. To provide a suitable interface between the motor vehicle related sales and maintenance and adjoining residential lands.

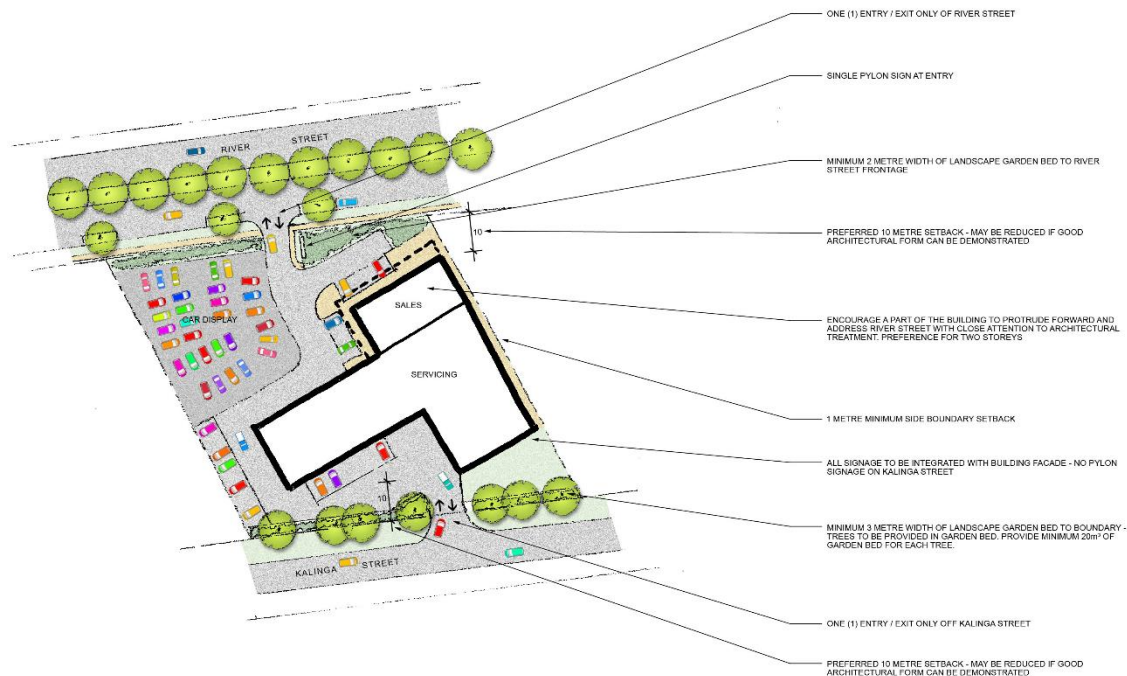
7.3 Development Controls

Table 6d.5 – Development Controls applying to Precincts 4 & 5	
Element	Control
General Controls – Precinct 4	<p>Design of buildings is to include forward protrusions forward and a primary frontage that addresses River Street. Variations to the front setback provisions may be permitted if buildings with higher (2 storey) built form elements addressing River Street and good overall architecture forms can be demonstrated;</p> <p>Single vehicular access points to each lot frontage shall be provided to minimise potential vehicle and pedestrian conflict and to minimise on street car parking loss;</p> <p>Separate access and egress points may be considered where the layout and function of the vehicle areas is integrated into the design of the premises and is considered logical and simple to use;</p> <p>Off-street parking is encouraged and should be provided within close proximity to the site entrance; and</p> <p>Service vehicle entries are to be provided off Kalinga Street.</p>
Fencing – Precinct 4	<p>Fencing to secondary road frontages (Kalinga Street) is not encouraged. Fencing shall only be permitted where it can be demonstrated that the use of other security and vandalism prevention measures such as flood lighting, security monitoring and the like is cannot be achieved;</p>



Table 6d.5 – Development Controls applying to Precincts 4 & 5	
Element	Control
	and If security fencing is proposed in accordance with the above, it must be open style fencing and integrated with landscape garden beds a minimum 2 metres wide.
General Controls – Precinct 5	Buildings that address Kalinga Street and exhibit good architectural form are encouraged; Land adjoining residential land uses shall provide a minimum 2 metre wide landscaped buffer; and Setback reductions to residential land uses shall only be considered where a proposal demonstrates adequate visual and acoustic treatments.

Figure 6d.4 – Indicative Motor Sales and Servicing Design





7.4 Precinct 4 and 5 Development Incentives

Council may consider a relaxation of various control elements for the following types of developments:

- Vehicle sales or hire premises (Precinct 4); and
- Motor vehicle parts (Precinct 5).

Table 6d.6 – Development Incentives applying to Precinct 4 & 5	
Element	Control
Setbacks	<p>Consideration may be given to reduced front and side setbacks to vehicle sales or hire premises within Precincts 4 & 5 if the following provisions are satisfied:</p> <p>The building and associated structures demonstrate good architectural form, an active street frontage and logical access and parking;</p> <p>The building, or associated structures, will not create overshadowing impacts, particularly with respect to the adjoining residences; and</p> <p>Where applicants demonstrate adequate visual and acoustic treatments.</p> <p>Reductions in setbacks to residential land uses shall not be considered where overshadowing and solar access requirements to adjoining residences are likely to be impacted.</p>
Car parking	<p>The following provisions apply to development within Precinct 4 fronting River Street:</p> <p>A reduction in the provision of car parking spaces for a development may be considered when the following provisions are satisfied:</p> <ol style="list-style-type: none"> a. The development must provide shop top housing above each industrial/commercial tenancy; b. The building and associated structures demonstrate good architectural form, an active street frontage and logical access and parking; c. It can be demonstrated that available on-street parking spaces will only be required to cater for peak demand and



Table 6d.6 – Development Incentives applying to Precinct 4 & 5	
Element	Control
	<p>that the typical usage patterns can be accommodated on-site; and</p> <p>d. It can be demonstrated that any peak time parking shortfall will not detrimentally impact adjoining land owners and the general public in terms of an unreasonable on-street parking usage.</p>

Part 8 Development Controls Applying to Precinct 7

8.1 Desired Future Character

This precinct comprises two separate parcels of land, both with direct frontage to Fishery Creek.

Proposals for any future land uses on these land parcels must demonstrate that any land use activities proposed will not have a detrimental impact on the adjoining wetlands. Vegetation buffers and water quality control measures will be required for any development in this precinct.

8.2 Precinct Objective

To ensure that development within Precinct 7 does not result in any detrimental impacts on adjoining wetlands associated with Fishery Creek.

8.3 Development Controls

Table 6d.7 – Development Controls applying to Precincts 7	
Element	Control
General Controls	<p>Primary buildings in any development are to address the River Street or Barlows Road frontage and are to be of a high architectural standard;</p> <p>A singular vehicular access point is provided for each lot;</p> <p>Fencing is not located on the River Street or Barlows Road frontage; and</p> <p>All car parking spaces required for the development are provided on site and are adequately screened from the River Street or Barlows Road frontage.</p>
Vegetated Buffers	<p>A continuous 10 metre wide vegetation screen is to be provided along the site boundary fronting the wetlands</p>



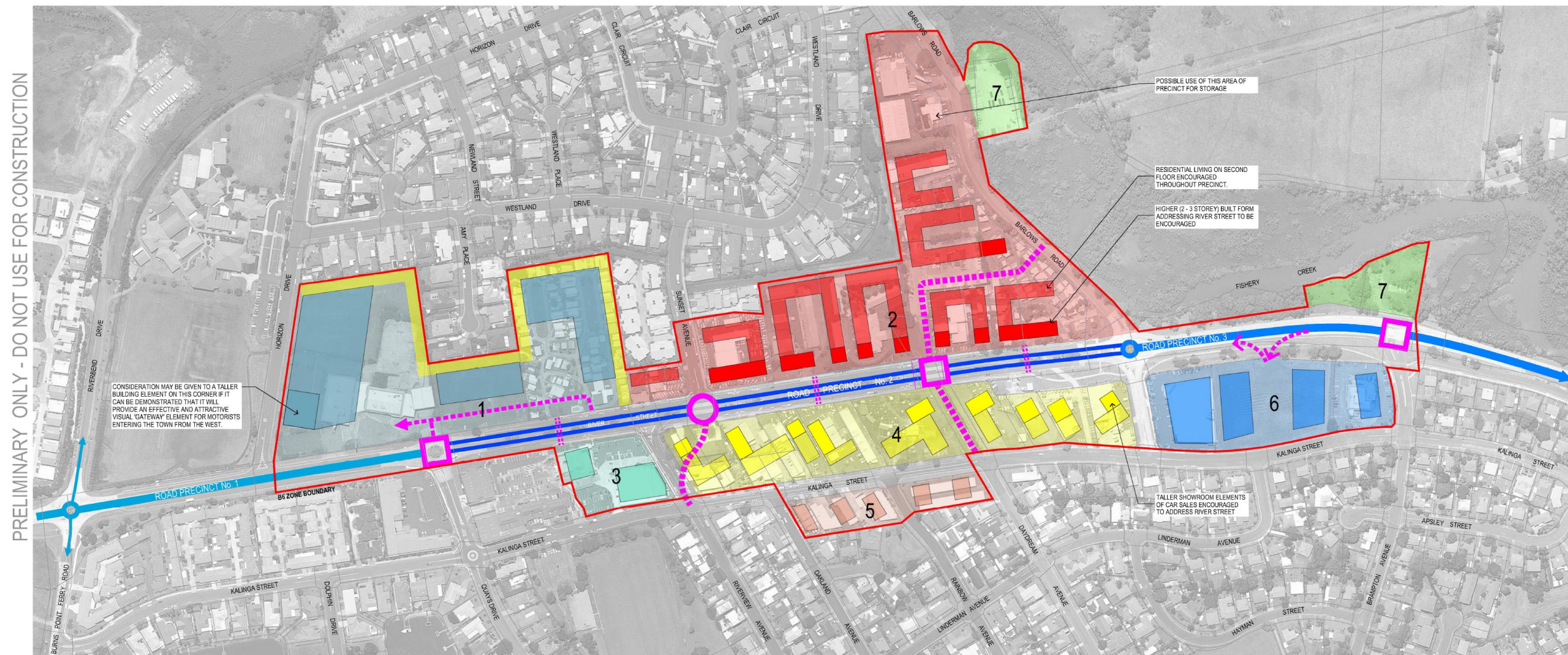
Table 6d.7 – Development Controls applying to Precincts 7	
Element	Control
	<p>associated with Fishery Creek;</p> <p>A 3 metre wide vegetation screen is to be provided between on-site parking areas and the frontages of River Street and Barlows Road; and</p> <p>All plant species used in vegetation screen planting and other landscaping on the site are to comprise species indigenous to the Fishery Creek wetland.</p>
Stormwater	<p>Water quality control basins are to be provided for the treatment of all stormwater discharging from the site in accordance with the provisions outlined in Chapter 2 of this DCP.</p>





Appendix B

West Ballina Enterprise Corridor – Possible Development Built Form Configuration Plan



PRELIMINARY ONLY - DO NOT USE FOR CONSTRUCTION



SCALE 1:2000 @A1

K&C 001 (04/12) Ballina Development Control Plan - Planning and Design - 01/12/12 - Planning and Design - 01/12/12 - Planning and Design - 01/12/12

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EXHIBIT 4
POSSIBLE DEVELOPMENT BUILT FORM CONFIGURATION
B6 ENTERPRISE ZONE CORRIDOR
PREPARED FOR BALLINA SHIRE COUNCIL BY KING & CAMPBELL MAY 2012



people • place • prosperity