



**Greater Hume Shire**  
simply greater



**GREATER HUME  
DEVELOPMENT CONTROL PLAN  
2013**

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# 1.0

INTRODUCTION



# 1.0 INTRODUCTION

## TITLE

The title of this Development Control Plan is the *Greater Hume Development Control Plan 2013* (GHDCP).

## LAND TO WHICH THE GHDCP APPLIES

The GHDCP applies to all land within the Local Government Area of Greater Hume.

## PURPOSE

The purpose of the GHDCP is:

- to reflect the objectives of the *Environmental Planning and Assessment Act 1979* (EP&A Act);
- to implement the *Greater Hume Shire Strategic Land Use Plan 2007-2030* (SLUP);
- to assist in the administration of *Greater Hume Shire Local Environmental Plan 2012* (GHLEP); and
- to provide good planning outcomes for development in the Shire.

## OPERATION

The GHDCP has been prepared in accordance with Section 74C of the EP&A Act.

It was adopted by Council on 26 June 2013 and came into effect on the 5 July 2013.

## RELATIONSHIP WITH OTHER PLANNING INSTRUMENTS

The GHDCP should be read in conjunction with:

- the GHLEP; and
- any relevant State Environmental Planning Policies (SEPPs).

Where there is a conflict between a provision in the GHDCP and one in an Environmental Planning Instrument (namely a SEPP or the GHLEP), the provisions of the Environmental Planning

Instrument shall prevail to the extent of that inconsistency.

## STRUCTURE

The GHDCP is made up of a number of chapters that address particular development matters. More than one chapter may be relevant to development proposals.

## APPLICATION

Where a development application is required, a person shall not develop land except in accordance with the provisions of the GHDCP.

## VARIATION TO STANDARDS

Variations to the standards in the GHDCP may be considered by Council. Details as to the process of seeking a variation to a development standard expressed in the GHDCP are detailed in each chapter.

## NOTES

Notes expressed in the GHDCP are for information purposes only and are not a formal part of the GHDCP.

**RECORD OF AMENDMENTS TO THE GHDCP**

No.	Date commenced	Details of change
1	19 March 2014	Parking requirements in commercial areas and updated Township Structure Plans.

# 2.0

RESIDENTIAL DEVELOPMENT



## 2.0 RESIDENTIAL DEVELOPMENT

### PURPOSE

This chapter of the GHDCP applies to all forms of residential development in the Shire for which a development application is required.

The overall purpose of the controls in this chapter is to create safe, liveable, functional and well-designed residential environments for the current and future population.

The controls in this chapter are expressed firstly as the objective Council is seeking to achieve for residential development and secondly the development standards which represent performance standards considered by Council to deliver these intended outcomes.

Compliance with all development standards should result in consistency with the objective and consequently the granting of development consent (if SEPP and GHLEP requirements are also met). In exceptional circumstances Council may consider a variance to a development standard but only where the applicant has demonstrated in writing and/or with appropriate plans and/or details that the objective can still be achieved.

### APPLICATION

The residential development standards are grouped under different components of residential development. Within each component there are general development standards that relate to all types of proposals as well as specific development standards for specific types of residential development.

The specific types of residential development under this GHDCP are categorised according to density, and comprise the following:

- **Higher density** being generally but not exclusively groups of two or more dwellings on single or multiple small lots within the RU5 Village zone.
- **Average density** being generally but not exclusively single detached dwellings located on conventional urban sized lots within the RU5 Village zone. The majority of residential development undertaken within the Shire will fall within this category.
- **Lower density** being generally but not exclusively single detached dwellings within the R2 Low Density Residential zone.

- **Rural living** being single detached dwellings within the R5 Large Lot Residential zone and the RU4 Primary Production Small Lots zone.
- **Rural** being generally but not exclusively dwellings within the RU1 Primary Production zone.
- **Other** being generally dwellings but not exclusively such as 'shop top' housing and caretaker/manager dwellings.

In applying the development standards to a particular development proposal, both the general and specific development standards to that particular type of development are applicable. Where there is conflict between a general and a specific development standard, the specific development standard shall apply to the extent of the inconsistency.

**It is important to note that dwellings compliant with the standards expressed in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* ("the Codes SEPP") can be approved as 'complying development' and therefore exempt from the provisions of the GHDCP. Any proposed residential development not compliant with the Codes SEPP will require a development application and be subject to the provisions of the GHDCP.**

### OBJECTIVES

The specific objectives of the controls are to:

- provide for a variety of residential development that caters for the housing needs of local residents;
- encourage dwelling design that has minimal impact on adjoining neighbours;
- ensure that residential buildings offer visual interest and variety in their appearance and style;
- make sure that new development is sympathetic with the established form of an area to ensure that neighbourhoods with distinct character are developed over time;
- ensure that new residential development is consistent and compatible with the desired future form and density of an area; and
- encourage residential development that is respectful to the character of areas which are developed over time.

## 2.1 Neighbourhood character

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### Objectives

- Provide for a mix of compatible dwelling types.
- Create aesthetically pleasing residential neighbourhoods.
- Residential areas providing high levels of amenity.
- Encourage higher density housing to be located in close proximity of town centres.
- Maintain a lower density residential character outside of the immediate town centres.
- Ensure a transition in density from lower to higher density residential areas.
- Maintain the character of existing average and lower density residential neighbourhoods.

### Standards

#### *General*

1. The design of residential development is to suit the existing scale, density, setbacks and character of the neighbourhood.

#### *Higher density*

2. Higher density residential development should be located in proximity to public open space areas, public transport routes and commercial centres.

## 2.2 Streetscape

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### Objectives

- Residential design that makes a positive contribution to the streetscape.
- The provision of passive surveillance to the street.
- The integration of new development into the streetscape and neighbourhood.

### Standards

#### *General*

1. Retain existing trees in the streetscape.
2. Retain and enhance heritage items where they make a positive contribution to the streetscape.

#### *Higher, average & lower density*

3. Dwellings are to address the existing or proposed primary street frontage.
4. Facades of dwellings facing a public road should respond to the existing streetscape character.
5. Rear or service areas of a dwelling (bathrooms, laundry, etc.) shall not face the street.
6. Dwellings should be designed to ensure observation of adjoining streets and any adjoining public open space.
7. Bulk and scale should respond to the existing or likely development in the residential precinct.
8. Appropriate variety of building design and features is encouraged.
9. High quality materials and finishes should be used for residential building exteriors as well as any fences constructed as part of the development.
10. The width of a garage facing a public road is to be no greater than 7 metres, or 50%

**Objectives**

**Standards**

of the width of the building frontage, whichever is the lesser.

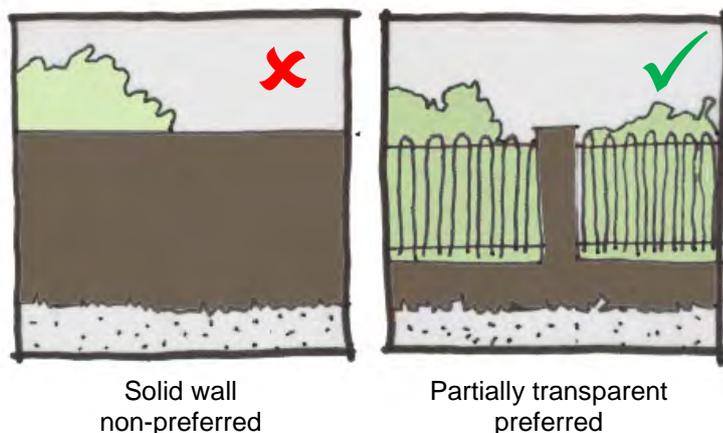


Figure 2.1 – Fencing design (adapted from AMCORD)

**Objectives**

11. High fencing in front of dwellings should be avoided if practicable.
12. Fences to street frontages are to be designed to complement the character of the area. Fences should be low (less than 1.2 metres in height) or if taller, provided with openings. Solid fences taller than 1.2 metres will fail the objective for streetscape and therefore are unlikely to be supported (see Figure 2.1 above).

**2.3 Site requirements**

**Objectives**

- To provide a balance between the built and open space areas of a site.
- To prevent over development of a site.
- To provide for residential amenity.
- To protect the neighbourhood character.
- To encourage development that responds to the characteristics of the site.
- To encourage energy efficiency.

**Standards**

**Average & lower density**

1. As per Part 3, Division 2, Subdivision 2 of the *General Housing Code in the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

**Higher density**

2. Proposals shall not occupy more than the following proportion of the allotment on which the development is carried out:
  - In the case of a single-storey or split level building 45%
  - In the case of a two-storey building 40%
3. The minimum lot size for attached dual occupancy developments is 550m<sup>2</sup> and for detached dual occupancy developments 650m<sup>2</sup>.
4. The design of proposals shall be based on a thorough site analysis that responds to:
  - opportunities for northern orientation;
  - shaded areas;
  - adjacent sources of noise and overlooking;
  - the siting of buildings on adjoining land;
  - the location of private open space and living areas of adjoining development;
  - the location and form of fences and trees;

**Objectives****Standards**

- site gradient, drainage and easements; and
- BASIX requirements.

**Rural & rural living**

5. As per Part 3A, Division 3, Subdivision 2 of the *Rural Housing Code* in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

**2.4 Building heights****Objectives**

- Ensure buildings are not obtrusive or dominate the streetscape or landscape.
- Minimise impacts on adjoining properties from overshadowing and overlooking.

**Standards****General**

1. Council may require the floor level of a dwelling to be constructed at a minimum level of 600mm above natural ground level in areas considered to be subject to the passage and/or storage of stormwater during and/or following major rainfall events.

**Average & lower density**

2. As per Part 3, Division 2, Subdivision 3, Clause 3.13 of the *General Housing Code* in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

**Rural & rural living**

3. As per Part 3A, Division 3, Subdivision 3 of the *Rural Housing Code* in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

**2.5 Building setbacks****Objectives**

- Attractive streetscapes through consistency in front building setbacks.
- The maintenance of existing character in residential areas (e.g. average density, lower density, etc.).
- Adequate separation between dwellings.
- Maintain and ensure reasonable access to views for all.
- Maintain sight distance for vehicular safety.
- Provide privacy and areas for landscaping.

**Standards****General**

1. A 1m wide articulation zone for no more than 25% of the frontage of the building is permitted within the front building setback.
2. A garage must be setback a minimum 1m behind the front building line if the building is at the minimum setback distance.

**Average & lower density**

3. As per Part 3, Division 2, Subdivision 3 of the *General Housing Code* in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

**Higher density**

4. A minimum 4.5m from the front (primary) property boundary or the average of the setback of the adjoining buildings.
5. A minimum 2m from the side and rear property boundaries.
6. A minimum 4m to the side (secondary) property boundary on a corner site (does not apply to detached dwellings that face the second frontage to which the front setback applies).
7. A minimum 1m from the vehicular access way.
8. A minimum 8m between the main entrance of a dwelling and the main entrance of another dwelling which is visible by direct line of sight.
9. A minimum 2m between each group of dwellings or each detached dwelling.
10. A zero lot line setback may be permitted from a single storey garage or carport to a side or rear boundary.

**Objectives****Standards****Rural & rural living**

11. As per Part 3A, Division 3, Subdivision 3 of the *Rural Housing Code in the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.
12. A minimum 40 metres from the top of the bank of a watercourse other than the Murray River.
13. A minimum 100 metres from the top of the bank of the Murray River.
14. A minimum 100 metres from the full supply level of Lake Hume.

## 2.6 Privacy &amp; amenity

**Objectives**

- The protection of privacy and amenity of neighbouring properties.
- Privacy and amenity for residents within medium density developments.

**Standards****Higher & average density**

1. A window in a habitable room of a new dwelling house or a new window in any alterations or additions to an existing dwelling house must have a privacy screen if:
  - the floor level of the room is more than 1m above existing ground level;
  - the sill is less than 1.5m above the floor; or
  - it directly overlooks the living area and/or private open space of an neighbouring property.
2. A new balcony, deck, patio, pergola, terrace or verandah and any alterations to an existing balcony, deck, patio, pergola, terrace or verandah must have a privacy screen if it:
  - has a floor level more than 1 metre above ground level (existing), or
  - directly overlooks the living area and/or private open space of an neighbouring property.
3. A detached deck, patio, pergola or terrace or any alterations or additions to an existing deck, patio, pergola or terrace must not have a floor level that is more than 600mm above ground level (existing).
4. For two storey buildings, upper floor walls should be set back from the sides to reduce the amount of overshadowing on adjoining lots.
5. Noise transmission between attached dwellings is to comply with the *Building Code of Australia*. Swimming pools and other recreational areas are not encouraged close to neighbour's living areas and bedrooms.
6. External lighting (including tennis courts and outdoor living areas) shall be baffled so there is minimal light spillage onto adjoining properties.

## 2.7 Landscaping

**Objectives**

- Front landscaping that contributes to an attractive streetscape.
- Enhancement of the natural environment.
- Reduction in stormwater run-off from allotments.
- Landscaping that

**Standards****General**

1. A minimum of 15% of a lot area should have a surface permeable to water.
2. Existing mature trees should be incorporated in the development wherever possible. Selection of species should have regard to the surrounding context and Council's preferred species list.
3. Wherever possible native plant species are to be utilised in landscaping with preference given to drought tolerant species.
4. Deciduous species of trees to be used in open space located on the northern

**Objectives**

contributes to the solar efficiency of the dwelling.

**Standards**

side of living areas.

5. Landscaping must comply with that shown on the approved BASIX certificate for the dwelling.

**Average & lower density**

6. As per Part 3, Division 2, Subdivision 4, Clause 3.24 of the *General Housing Code in the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

**Higher density**

7. Where an access way is located adjacent to a side boundary, the access way is to be separated from the fence by a minimum one metre wide landscaping strip. This strip should be densely planted with shrubs (mature height of around 1.5m) and groundcovers.
8. The western side boundary, whether it is a landscape strip, courtyard area, common open space, private open space, or a dwelling setback, is to be planted with an advanced tree (minimum 1.5m high) every 5m. The tree species should be indigenous and fast growing with a mature height of around 5m and a spread of at least 3m.
9. A Landscape Plan detailing the site features, hardstand areas, number and type of plant species and planting locations should be submitted with any application for consideration by Council.

**Rural & rural living**

10. As per Part 3A, Division 3, Subdivision 4 of the *Rural Housing Code in the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

## 2.8 Private open space

**Objectives**

- A private outdoor space for residents.
- Practical and useable outdoor areas for residents.
- Outdoor areas that enhance residential amenity.
- Private outdoor areas to maximise solar access.

**Standards****General**

1. Private open space (i.e. space that is not visible at ground level from a public place or adjoining property) is to be provided at the rate of:
  - 30m<sup>2</sup> for a one bedroom dwelling.
  - 50m<sup>2</sup> per two or more bedroom dwelling.
2. The principal private open space is to be in close proximity to the main living area of the dwelling.

**Average & lower density**

3. As per Part 3, Division 2, Subdivision 4, Clause 3.25 of the *General Housing Code in the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

**Higher density**

4. Each dwelling is to be provided with a principal private open space area of minimum dimensions 5m x 5m. This space is to be functional and not constrained by slope or other constraints affecting its use.
5. The primary private open space area must have a northern orientation. 'Northern orientation' means open space that faces a point between Northwest and East without obstruction (within the property) apart from privacy or boundary fencing.
6. The primary private open space area must receive a minimum of three hours direct sunlight between 9.30am and 2.30pm at the Winter Solstice.

## 2.9 Car parking & access

### Objectives

- Sufficient on-site parking for residents and their visitors.
- Safe movement of vehicles within a site.
- High standard of construction and appearance of hardstand areas associated with vehicle movement and parking.

### Standards

#### Average & lower density

1. As per Part 3, Division 2, Subdivision 5 of the *General Housing Code in the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.
2. The parking spaces to be located in a safe and convenient location for residents and visitors.
3. Stacked parking is permissible for one parking space.
4. Parking, with the exception of stacked parking, is not to be provided within the front building setback.
5. Driveways must be a minimum of 3 metres wide.
6. The driveway surface should provide an all-weather, hard wearing material.
7. All driveways, exposed car parks and manoeuvring areas are to be constructed to provide for stormwater drainage.

#### Higher density

8. On-site resident parking at the following rates:
  - One bedroom dwelling/unit: 1 space
  - Two or more bedroom dwelling/unit: 2 spaces
9. Visitor spaces provided at the rate of 1 visitor space per four dwellings/units (or part thereof)
10. Shared driveways longer than 20 metres in multi-dwelling developments shall be 5 metres wide or provide appropriate passing bay(s).
11. Access and parking within multi-dwelling developments featuring a shared driveway must be designed so that all on-site vehicle movements (apart from manoeuvring) are in a forward direction.
12. Manoeuvring areas within the site must be designed to minimise the number of vehicle movements, and particularly rearward movements.
13. Manoeuvring areas must be designed so that all movements can be contained within the hardstand areas provided for that purpose.

#### Rural & rural living

14. As per Part 3A, Division 3, Subdivision 5 of the *Rural Housing Code in the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.
15. The main access point for the property should be from a sealed local road where practical and possible.
16. All-weather access roads and driveways within the property should follow the contours of the land as much as possible so as to avoid excessive cut and fill and potential erosion problems.
17. Long dead-end sealed roads such as cul-de-sacs will be considered as inconsistent with the objectives for this control.
18. Roads and driveways crossing gullies and streams, both within and external to the site, should be constructed using a culvert to Council's requirements. Applicants should check with Council to ascertain whether any other approvals are required to undertake works such as a vehicle crossing within a road reserve or waterway.

## 2.10 Earthworks & drainage

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### Objectives

- To prevent erosion.
- To avoid sediment transfer off site via stormwater.
- To protect drainage infrastructure.
- To protect water quality.

### Standards

#### Average & lower density

1. As per Part 3, Division 2, Subdivision 6 of the *General Housing Code* in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

#### Rural & rural living

2. As per in Part 3A, Division 3, Subdivision 6 of the *Rural Housing Code* in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

## 2.11 Ancillary development

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### Objectives

- To protect residential amenity.

### Standards

#### Average & lower density

1. As per Part 3, Division 2, Subdivision 7 of the *General Housing Code* in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

#### Higher density

2. Fences will be required to the site's side boundaries (behind the building alignment) and the site's rear boundaries, and between each dwelling's private open space areas. These fences are to be a maximum of 1.8m in height (above the finished ground level of the site) and are to be constructed of approved materials such as lapped and capped timber, brick or colorbond metal, in colour complementary to the dwellings.

#### Rural & rural living

3. As per Part 3A, Division 3, Subdivision 7 of the *Rural Housing Code* in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

## 2.12 Outbuildings

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### Objectives

- Outbuildings not to be detrimental to residential amenity.
- Outbuildings to be in proportion with the size of the lot they are placed.

### Standards

#### General

1. The use of shipping containers visible from a public place will be considered by Council to be non-compliant with the objectives for outbuildings.
2. Outbuildings are to be clad in factory pre-coloured metal, timber, brick or masonry material.

#### Average density

3. The total floor area of an outbuilding or outbuildings shall not exceed 60m<sup>2</sup>.
4. Outbuildings shall not exceed 4 metres in height.

#### Lower density

5. The total floor area of an outbuilding or outbuildings shall not exceed 100m<sup>2</sup>.
6. Outbuildings shall not exceed 4.5 metres in height.

#### Rural living

7. The total floor area of an outbuilding or outbuildings shall not exceed 150m<sup>2</sup>.
8. Outbuildings shall not exceed 5 metres in height.

### 2.13 Development standards for particular land

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#### Objectives

- To reduce the risk of harm to persons and property through bushfire and flooding.

#### Standards

##### **Average & lower density**

1. As per in Part 3, Division 2, Subdivision 9 of the *General Housing Code* in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

##### **Rural & rural living**

2. As per Part 3A, Division 3, Subdivision 9 of the *Rural Housing Code* in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

### 2.14 Site facilities

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#### Objectives

- Site facilities not to detract from the aesthetics of the building.
- Site facilities not to be detrimental to residential amenity.

#### Standards

##### **Higher density**

1. External storage areas for each dwelling are to be located within the private open space.
2. Clothes drying facilities are to be provided within the private open space of each dwelling.
3. The mail box design and location should be complementary to the front setback landscaping and the dwelling design.
4. Garbage bins for each dwelling are to be stored within the building or private open space. If a common bin storage area is proposed, it shall be located in a screened enclosure central to the development.

### 2.15 Security

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#### Objectives

- Living environments that enhance residents' feelings of safety and security.
- Building and layout designs that allow surveillance of common and public spaces by residents.
- Environments that reduce opportunistic crime.

#### Standards

##### **Higher & average density**

1. The site layout enhances personal safety and minimises the potential for fear, crime and vandalism.
2. The design of dwellings enables residents to survey streets, public areas and dwelling entries to enable surveillance of the neighbourhood to take place.
3. Adequate lighting must be provided for all paths, access ways, parking areas and building entries.
4. Private open space should only be accessed from within the site i.e. not accessible directly from the street or other public space.

## 2.16 Energy efficiency

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### Objectives

- Buildings to meet projected user requirements for daylight access.
- Siting and design buildings to promote energy efficiency.

### Standards

#### *General*

1. Buildings should be oriented to make appropriate use of solar energy, be sited and designed to ensure energy efficiency of existing dwellings is not unreasonably reduced.
2. Living areas and private open space should be located on the north side of development where practicable.
3. Developments should be designed so that solar access to north facing windows is maximised.
4. Buildings shall be designed to ensure living areas and private open space of adjoining residences maintain at least three hours direct sunlight between 9am and 3pm at the winter solstice. An overshadowing diagram may need to be provided to demonstrate this development standard can be achieved.

# 3.0

INDUSTRIAL DEVELOPMENT



## 3.0 INDUSTRIAL DEVELOPMENT

### PURPOSE

This chapter of the GHDCP applies to all forms of industrial development within Greater Hume Shire for which a development application is required.

The overall purpose of the controls in this chapter is to encourage the best quality industrial development possible within defined industrial precincts.

The controls in this chapter are expressed firstly as an objective Council is seeking for industrial development and secondly the development standards considered by Council to deliver these objectives. Compliance with all development standards should result in consistency with the objectives and consequently the granting of development consent (if SEPP and GHLEP requirements are also met). In exceptional circumstances Council may consider a variance to a development standard but only where the applicant has comprehensively demonstrated in writing and/or with plans that the objective can still be achieved.

### OBJECTIVES

The specific objectives of the controls are to:

- encourage industrial development, which by its design, amenity and facilities will not detract from the quality of the surrounding environment;
- minimise the impact of the development on the natural features of the area;
- encourage the development of industrial undertakings which will be employment generating development;
- inform, assist and guide applicants, developers and consultants, Council and the general public, on Council's planning controls within the industrial estates, particularly in relation to setbacks, materials and landscaping;
- focus the development of industries outside of commercial and residential areas so as to minimise conflict between the different uses;
- direct different types of industrial development to locations best suited for that activity;
- provide for a range of industrial activities in industrial precincts;
- provide a level of amenity in industrial areas for those that visit and work there; and
- ensure that development incorporates safe and functional movement of vehicles on and off site.

### 3.1 Appearance

#### Objectives

- Buildings and sites to make a positive contribution to the streetscape.
- Buildings on sites fronting the Highway to be designed to a high standard.
- Outdoor areas to be to be screened and/or landscaped so as to make a positive contribution to the streetscape.

#### Standards

1. Buildings are to have their main building facade and entries addressing the primary street frontage.
2. High quality materials and finishes should be used for building exteriors as well as any fences.
3. All building surfaces (with the exception of the roof) shall be of a non-reflective nature (e.g. not white or silver), details of which are to be supplied to Council at the time of lodging the development application.
4. Office components shall be generally located at the street frontage to enable the placement of windows and doors to 'break up' the façade.
5. Sites are to be maintained in a neat and tidy condition at all times.

### 3.2 Landscaping

#### Objectives

- To improve the visual quality and amenity of industrial development through the provision of effective, low maintenance landscaping.
- Landscaping as a means of screening outdoor areas from adjoining properties and from public places (including roads).
- A landscape buffer between industrial developments and adjoining or nearby non industrial land uses

#### Standards

1. All industrial sites are to be appropriately landscaped.
2. A minimum 1m wide landscaping strip shall be provided across the street frontage of industrial lots (except for access points).
3. A minimum 3 metre wide landscaping strip shall be installed and maintained on industrial sites where they adjoin non-industrial land uses, including future residential land. Landscaping within this strip shall consist of plant species that will provide a tall and dense screen.
4. Proposed landscaping elements are to be clearly identified on development application plans submitted to Council with a comprehensive landscape plan required to show all areas of vegetation, pathways and vehicles access areas.
5. Landscaping areas are to be protected from vehicle movement areas to prevent their damage.
6. A range of plant species of various heights should be used in the landscaping of industrial sites to create visual interest, improve amenity and help screen external activity areas such as storage and car parking areas.
7. Where ever possible, native plant species are to be utilised in landscaping with preference given to drought tolerant species.
8. Landscaping must be designed to ensure low maintenance.
9. Existing mature trees should be incorporated in the development where possible.

### 3.3 Building setbacks

#### Objectives

- Sufficient land is available for landscaping, vehicle parking and vehicle circulation
- Buildings are appropriately sited to provide an attractive streetscape and reduce any adverse impacts

#### Standards

1. All buildings shall be setback a minimum of:
  - 7.5 metres from any boundary adjoining a main road; and
  - 4.5 metres from the boundary of any other road.
2. In the case of corner allotment, the minimum setback required for the secondary frontage is 5 metres, provided that this frontage does not address a main road.
3. Where a development occurs on land adjoining a residential property, the minimum setback to the common boundary is 3 metres.

**Objectives**

**Standards**

4. Fencing is permissible within the setback area if it is:
  - open type fencing (e.g. green coloured open mesh security fencing), provided that it is not closer than 5 meters to a road; and/or
  - low fencing (less than 500mm high) which does not obstruct the view of landscaping from the street and the driver’s view from driveway to road.
5. Signs may be approved within the minimum setback area (see below).

**3.4 Parking & Access**

**Objectives**

- Sufficient on-site parking for employees and visitors.
- Safe movement of vehicles and pedestrians within a site.
- High standard of construction areas associated with vehicle movement and parking.

**Standards**

**Parking**

1. Parking is to be provided on-site at the following minimum rates:  
 Note: The total minimum number of parking spaces to be provided on-site is the sum total of the components.

Use	Rate
Industry	1 space per 70m <sup>2</sup> of gross floor area or part thereof
Warehouse	1 space per 100m <sup>2</sup> of gross floor area or part thereof.
Office/Showroom	1 space per 40m <sup>2</sup> of gross floor area or part thereof.
Disabled	1 space in accordance with the Building Code of Australia, then 1 additional space per 15 general spaces or part thereof.
Visitor	1 space per 500m <sup>2</sup> , up to a maximum of 5.

2. Council may consider a reduction in these standards if it can be demonstrated the proposed use of the premises does not warrant such provision. However Council will take into consideration the nature of the proposed activity. Applicants must demonstrate there is sufficient room on the site to provide parking in accordance with the standards should the use of the premises change.
3. Council may require on-site parking at a rate in excess of the above if the proposed use of the premises warrants such an outcome.
4. Parking spaces must be physically separated from access ways, loading and unloading areas, and manoeuvring areas.
5. All parking areas are to be constructed so as to allow for the catchment and disposal of stormwater to a point of discharge agreed to by Council.

**Objectives**

**Standards**

**Access**

6. Driveways should generally comprise a width of at least 8 metres, allowing two-way 'in' and 'out' movements.
7. Access and internal layout must ensure all vehicles (including trucks) are able to enter and exit the site in a forward direction.
8. Developments should be designed to allow a heavy vehicle to complete a three point or semi-circular turn on site without interfering with parked vehicles, buildings, landscaping or outdoor storage and work areas.
9. Development shall be designed to accommodate the largest vehicle expected to access the site. If the development is likely to be accessed by larger vehicles, the appropriate access and manoeuvring areas are to be shown on plans provided with the development application.
10. All parking, loading or unloading of vehicles is to be carried out on the development site.
11. Truck turning areas will not be permitted either wholly or partly within the minimum setback area.

**3.5 Outdoor areas**

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**Objectives**

- Enhance the visual amenity of industrial areas
- Screen outdoor storage and work areas as seen from public land and non industrial land uses

**Standards**

1. Outdoor storage and work areas should be located behind the front building line of the building where possible.
2. Outdoor storage and work areas are to be substantially screened from any public roads and/or adjoining lots by suitable landscaping.
3. Outdoor storage and work areas must be suitably surfaced to prevent dust raising from vehicle movements or wind.
4. Fencing of a 'transparent nature' (i.e. wire mesh) is permitted to a maximum height of 2.4 metres. This fencing is permitted in front of the building line.
5. Fencing behind the building line should be no greater than 1.8 metres if 'opaque' or solid fencing is proposed.

**3.6 Amenity**

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**Objectives**

- Locating industrial activities in locations that minimise detrimental offsite impacts.
- Ensuring new or expanded industrial activities in rural areas respond to the surrounding context
- Minimise amenity impacts on residential and future residential areas

**Standards**

1. All development is required to comply with the requirements of the Protection of the Environment Operations Act 1997 (as amended) and it's Regulation.
2. Applications for potentially hazardous or offensive development are to submit information demonstrating compliance with SEPP 33- Hazardous and Offensive Development.
3. Outdoor areas must be treated and maintained to prevent dust raising.
4. All stormwater is to be appropriately managed.
5. A trade waste agreement is to be entered into with Council for disposal of liquid waste to Councils sewerage system for certain activities.
6. Industrial activities in land zoned primarily rural use should ensure appropriate operational conditions which ensure the primary agricultural capacity of the surrounding area is not compromised.
7. Land uses or development considered by Council to potentially have a detrimental impact on adjoining properties through noise or air emissions (e.g. dust or odour) are to provide information in respect to the likely impacts and proposed mitigation measures of these impacts.

8. Land uses or development considered by Council to potentially have a detrimental impact on existing or future residential areas through noise or air emissions (e.g. dust or odour) will be discouraged without the submission of a relevant Impact Statement by the applicant demonstrating otherwise. Compliance with the Impact Statements will then become a condition of consent.

### 3.7 Signage

#### Objectives

- Signage that is of a high professional standard
- Signage that does not detrimentally affect the streetscape or highway corridor.
- Signage to the minimal extent necessary.

#### Standards

1. Signage to be restricted to identifying and promoting the business activity occupying the site and the goods and services it offers only.
2. Signage relating to a product, activity or service unrelated to the business on the site is not permitted.
3. Advertising signs and structures shall be of a size, colour and design which are compatible with the building to which they relate.
4. Signs should be proposed in a manner which does not visually dominate the area of building walls nor should they extend above the roof of the building.

### 3.8 Non-industrial activities

#### Objectives

- Non-industrial activities that are ancillary to the industrial use of a site.
- Non-industrial activities that compliment and do not compromise industrial activities.

#### Standards

1. Retailing and the display of goods in association with industrial activities will only be considered where it is ancillary to the principal industrial use onsite.
2. Neighbourhood shops, take-away food and drink premises or like developments are permitted within industrial areas where they provide for the daily convenience needs of the workforce in the surrounding industrial area.
3. Office space is to be ancillary to the principal industrial land use onsite.
4. An office shall not detrimentally affect the trading performance, singularly or cumulatively, of existing commercial centres.
5. Commercial activities in industrial areas will only be considered if:
  - suitable land is not available in the town centre;
  - the commercial viability of the town centre will not be detrimentally affected; and
  - they do not conflict with existing or future industrial activities.
6. A managers or caretakers residence shall be:
  - no more than 100m<sup>2</sup> in gross floor area;
  - subservient and incidental to the industrial use of the site;
  - only used in association with an approved industrial activity on the site;
  - justified on site due to the nature of the industrial activity ;
  - restricted in associated with or in the vicinity of hazardous or offensive industries; and
  - restricted to sites within close proximity to the amenities and services of existing townships.

### 3.9 Pollution control

#### Objectives

#### Standards

## Objectives

- To minimise pollution generated by industrial activities.

## Standards

1. The emission of air impurities, as defined under the *Protection of the Environment Operations Act* (POEO Act), is to be controlled to the satisfaction of Council at all times.
2. If the premises are subject to licence under the POEO Act, any conditions of such licences shall form part of any development approval.
3. Any machinery or activity considered to create a noise nuisance shall adequately sound proofed in accordance with the provision of the POEO Act.

# 4.0

COMMERCIAL DEVELOPMENT



## 4.0 COMMERCIAL DEVELOPMENT

### PURPOSE

This chapter of the GHDCP applies to all forms of commercial development within the Shire for which a development application is required.

The overall purpose of the controls in this chapter is to ensure high quality future commercial development within the towns and villages. The controls also seek to ensure the ongoing growth and development of the preferred commercial centres within the Shire.

### APPLICATION

The controls in this chapter are expressed firstly as an objective Council is seeking for commercial development and secondly the development standards considered by Council to deliver these objectives. Compliance with all development standards should result in consistency with the objective and consequently the granting of development consent (if SEPP and GHLEP requirements are also met).

In exceptional circumstances Council may consider a variance to a development standard but only where the applicant has demonstrated in writing and/or with plans that the objectives can still be achieved

The specific objectives are to:

- encourage orderly and economic development within the Shire having regard to its commercial and retail needs;
- accommodate the expansion of retail, commercial, professional services and community facilities for local residents in convenient locations within the Shire;
- promote pedestrian movement and connectivity within commercial areas;
- encourage the provision of additional parking spaces within any redevelopment to address the current parking deficiency within the centres;
- ensure the orderly and safe flow of traffic along main roads by prohibiting direct vehicular access to individual commercial activities;
- ensure the integrated shopping centre by reinforcing existing pedestrian movements and creating pleasant and interesting linkage to the extensions;
- ensure a safe and comprehensive pedestrian network throughout the expanded centres. Particular attention being paid to the separation of pedestrian access from parking, manoeuvring and loading/unloading areas;
- ensure that new or extension to a commercial development is compatible with the character of the area and enhances the streetscape and is compatible with adjoining nearby residences; and
- encourage the provision and retention of existing landscaping to be used as a buffer between proposed extension and the existing residential area and to be used to create an attractive streetscape to the main roads.

### OBJECTIVES

#### 4.1 Location

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##### Objectives

- To consolidate existing town centres
- To discourage isolated commercial development.
- To encourage infill development within existing town centres.
- To increase retail expenditure in the Shire by enhancing the town centres

##### Standards

1. New commercial activities (including retail and office) to be located within the existing commercial centres and those centres identified within the adopted structure plans for each town or village.
2. Small businesses which principally service local neighbourhoods may be located outside of town centres where it is demonstrated that such services are necessary and appropriate.
3. Commercial activities are encouraged in areas accessible to residents and visitors.

#### 4.2 Appearance & design

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##### Objectives

- Encourage the use of a combination of materials articulation and fenestration when designing buildings.
- A positive contribution to the existing character and streetscape of the town centres.
- Encourage and promote and consistent and attractive streetscape in terms of building bulk, height, setbacks, street furniture, signage and building designs.

##### Standards

1. Shopfronts are to be designed to be inviting and active at street level.
2. Building facades facing the street are to contribute to the 'main street' commercial character of town centres.
3. Large expanse of blank or flat walls along a street frontage will be considered as incompatible with the objectives of these controls.
4. Car parking areas and access should be located behind the building frontage wherever possible.
5. Development is designed having regard to safety and where possible implements measure for *Crime Prevention Through Environment Design*.

#### 4.3 Landscaping

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##### Objectives

- Landscaping is of a standard that enhances the amenity of the development and commercial areas.

##### Standards

1. Developments that are set back from the street frontage shall incorporate appropriate landscaping with the front setback that enhances the visual quality and character of the street.
2. On-site car parking areas in excess of 10 spaces are to be provided with appropriate internal landscaping.

#### 4.4 Heritage

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##### Objectives

- Ensure new development is compatible and sympathetic to heritage items.

##### Standards

1. Developments adjoining and in the vicinity of a heritage item are to be designed to complement rather than detract or dominate.

## 4.5 Signage

### Objectives

- Signage does not detrimentally affect the character and amenity of the area.

### Standards

1. Signage to be kept to a minimum and appropriate for the type of commercial activity being undertaken.
2. Signage to be of a scale in proportion of the building (i.e. must not to dominate the building facade or street frontage).
3. Signage not to be a hazard for pedestrians or motorists.
4. Moving and/or flashing signs are to be avoided.

## 4.6 Parking

### Objectives

- To match the supply of car parking with the demand likely to be generated by customers and employees.
- To ensure off-street car parking and manoeuvring areas are constructed to a high standard.
- Minimisation of the visual impact of large areas of car park.
- Buffer between car parks and adjoining property.
- Safe car parks (particularly at night).
- Pedestrian and vehicular movement through commercial areas in a functional, safe and integrated fashion.
- To ensure adequate and safe loading/unloading facilities are provided to cater for proposed developments.

### Standards

1. On-street parking to be provided for the length of street frontage of the development site.
2. On-site car parking is to be located to the side or rear of the development.
3. The total number of car parking spaces (on and off-street) to be provided at the rate required in Chapter 5 of the NSW Roads and Maritime Services guide, shown in Table 4.1 below.
4. Parking spaces should be designed in accordance with Australian Standard 2890.1 and 2890.2.
  - Car parks adjoining public land (including a road) shall be provided with a landscape strip at the interface.
  - Car parking to be accessible at all times during the business hours of the premises.
  - Car parks to be designed to provide pedestrian connectivity and minimise conflicts between vehicles and pedestrians.
  - Loading facilities are to be located at the rear or side of the building and not adjacent to any residential property.
5. Loading and unloading facilities are to be provided in accordance with the provisions of NSW Roads and Maritime Services guide.
6. Loading and unloading areas are to be located separate from other vehicle manoeuvring areas, car parking areas and pedestrian movement areas.

TABLE 4.1 - CAR PARKING REQUIREMENTS

Land Use	Parking Requirements										
<b>Casual accommodation</b>											
Motels	1 space for each unit + 1 space per 2 employees. If restaurant included then add the greater of 15 spaces per 100m <sup>2</sup> GFA of restaurant/function room, or 1 space per 3 seats.										
Hotels (traditional or tourist)	Comparisons should be drawn with regard to similar developments.										
<b>Office &amp; commercial</b>											
Commercial premises	Unconstrained situation: 1 space per 40m <sup>2</sup> GFA Constrained situation: consult with Council										
<b>Retail</b>											
Shopping centres	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">GLFA (m<sup>2</sup>)</th> <th style="text-align: center;">spaces per 100m<sup>2</sup> GLFA</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0-10,000</td> <td style="text-align: center;">6.1</td> </tr> <tr> <td style="text-align: center;">10,000-20,000</td> <td style="text-align: center;">5.6</td> </tr> <tr> <td style="text-align: center;">20,000-30,000</td> <td style="text-align: center;">4.3</td> </tr> <tr> <td style="text-align: center;">over 30,000</td> <td style="text-align: center;">4.1</td> </tr> </tbody> </table>	GLFA (m <sup>2</sup> )	spaces per 100m <sup>2</sup> GLFA	0-10,000	6.1	10,000-20,000	5.6	20,000-30,000	4.3	over 30,000	4.1
GLFA (m <sup>2</sup> )	spaces per 100m <sup>2</sup> GLFA										
0-10,000	6.1										
10,000-20,000	5.6										
20,000-30,000	4.3										
over 30,000	4.1										
Service stations and convenience stores	The sum total of: 6 spaces per work bay, plus 5 spaces per 100m <sup>2</sup> GFA of convenience store If restaurant present, then greater of 15 spaces per 100m <sup>2</sup> GFA, or 1 space per 3 seats.										
Motor showrooms	0.75 spaces per 100m <sup>2</sup> site area plus + 6 spaces per work bay (for vehicle servicing facilities)										
Car tyre retail outlets	Whichever is the greater of: 3 spaces per 100m <sup>2</sup> GFA, or 3 spaces per work bay										
Roadside stalls	4 spaces										
Drive-in liquor stores	Nil										
Markets	2.5 spaces per stall (customers only).										
Bulky goods retail stores	Comparisons should be drawn with similar developments										
Video stores	6.1 spaces per 100m <sup>2</sup> GFA										
Drive-in take-away food outlets	Developments with no on-site seating: 12 spaces per 100m <sup>2</sup> GFA Developments with on-site seating: 12 spaces per 100m <sup>2</sup> GFA or greater of: 1 space per 5 seats (internal and external), or 1 space per 2 seats (internal) Developments with on-site seating and drive through facilities: The greater of: 1 space per 2 seats (internal), or 1 space per 3 seats (internal and external) plus queuing area for 5 to 12 cars										

Land Use	Parking Requirements
Restaurants	Whichever is greater of: 15 spaces per 100m <sup>2</sup> GFA, or 1 space per 3 seats
Clubs	Comparisons should be drawn with similar clubs
<b>Recreational</b>	
Squash courts	3 spaces per court
Tennis courts	3 spaces per court
Bowling alleys	3 spaces per alley
Bowling greens	30 spaces for first green plus 15 spaces for each additional green
Gymnasiums	4.5 spaces per 100m <sup>2</sup> GFA (minimum)
<b>Tourist Facilities</b>	
Caravan parks	1 space per caravan site

# 5.0

## TOWNSHIP STRUCTURE PLANS



## 5.0 TOWNSHIP STRUCTURE PLANS

This chapter of the GHDCP relates to the role of township structure plans in guiding the location of types of land uses and development within the zoned urban areas of the Shire. Such guidance is necessary because of the use of one broad-based zone in the GHLEP (the RU5 Village zone) across much of the townships.

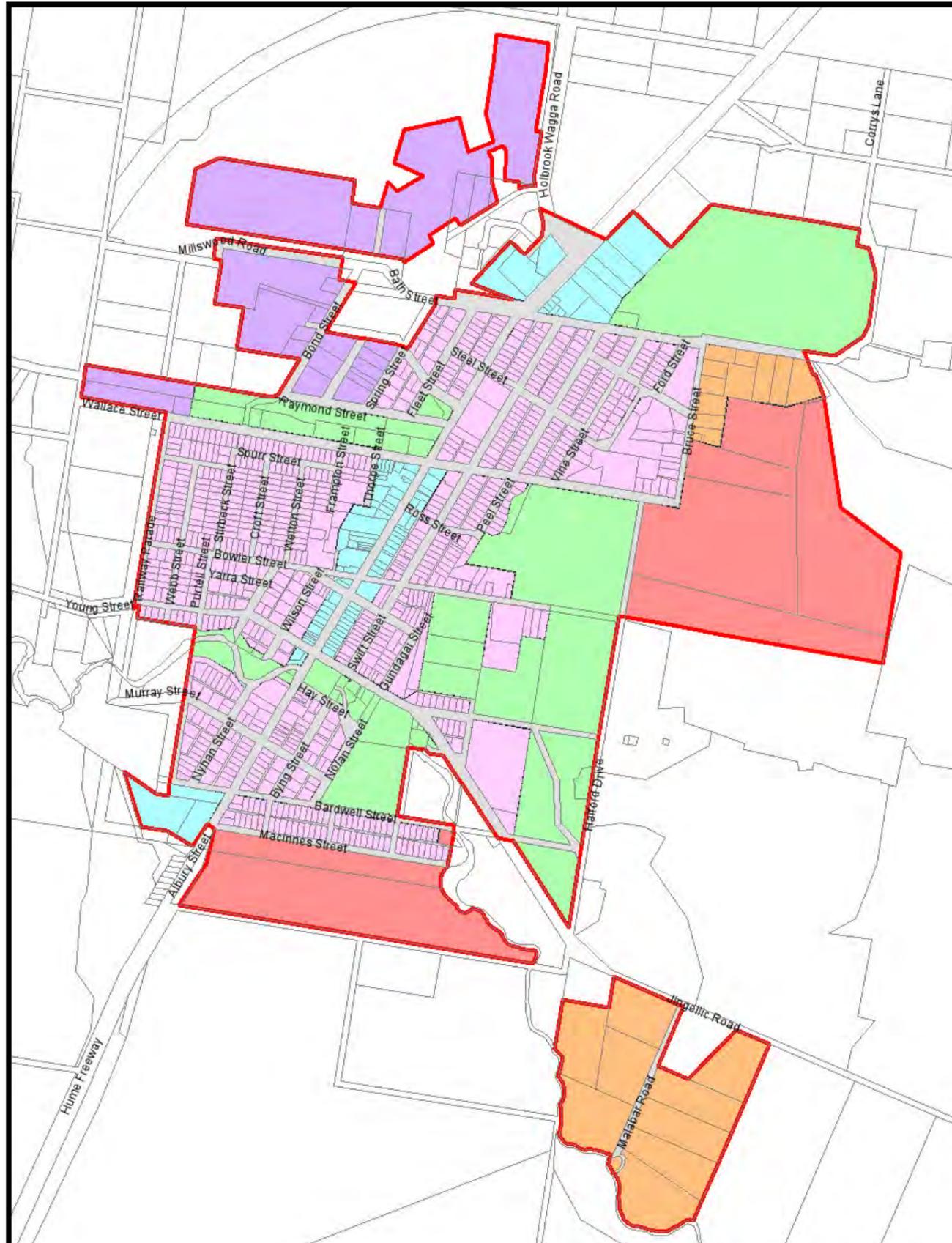
The structure plans are based on those prepared as part of the *Greater Hume Shire Strategic Land Use Plan 2007-2030* ("the SLUP"). The overall purpose of the SLUP is to guide the future development and use of land within the Shire for the next 20 years and beyond. In some cases the structure plans within the SLUP indicate non-rural activities around the fringes of the current zoned urban boundaries of townships. Further investigation of these areas is required before they can be considered suitable for inclusion in the zoned urban area of townships. These areas are excluded from this chapter of the GHDCP.

Within this chapter are structure plans for the zoned urban areas of Holbrook, Culcairn, Henty, Jindera, Walla Walla, Gerogery, Brocklesby, Burrumbuttock, Walbundrie, Woomargama and Morven.

All development proposals within the urban areas should be consistent with the township structure plans.

# Holbrook

## Structure Plan



### Legend

	Residential		Industrial (future)
	Residential (future)		Low Density Residential
	Commercial		Low Density Residential (future)
	Commercial (future)		Open Space
	Industrial		

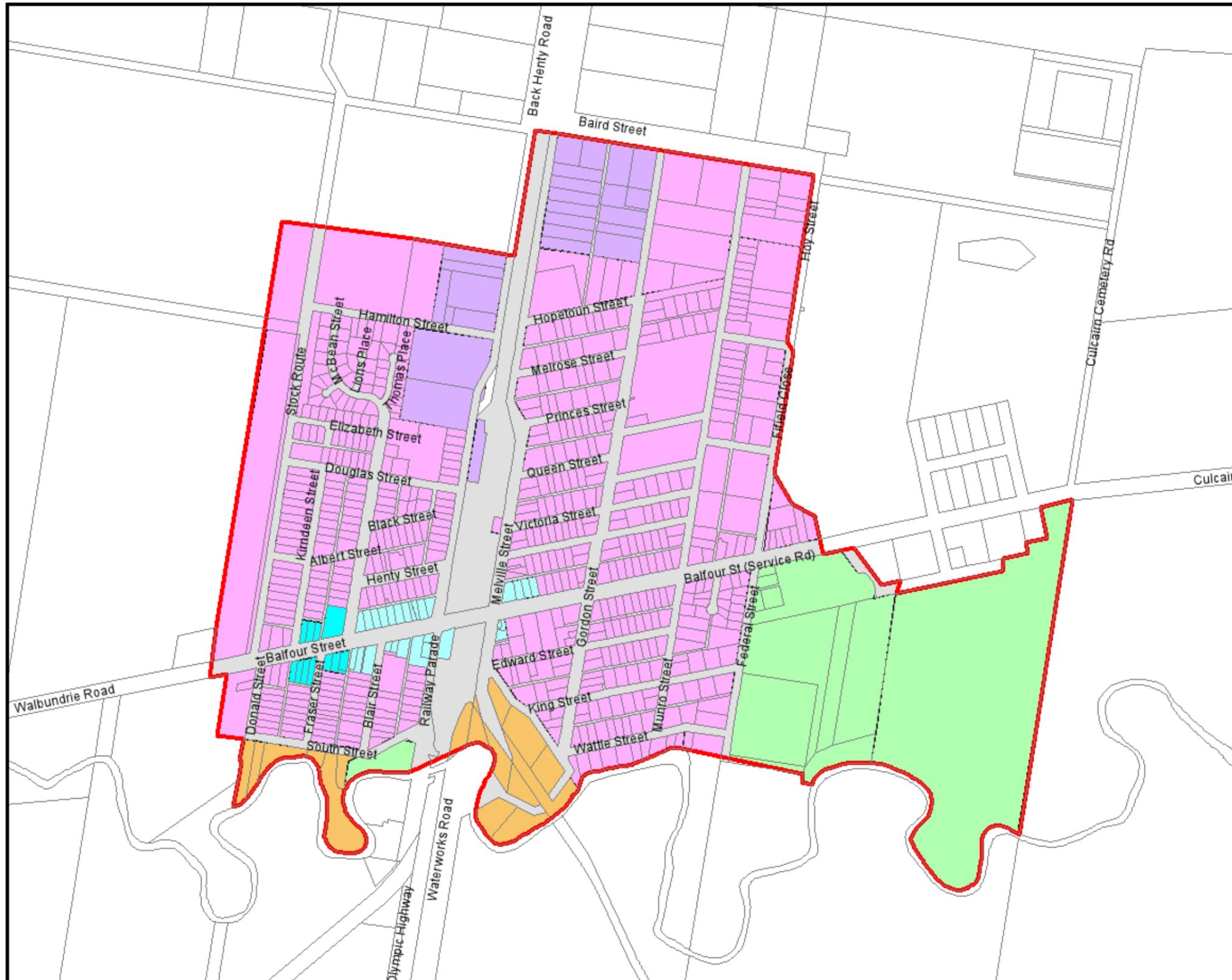
### NOTE

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The land use definitions shown on the Strategic Land Use Plan relate to the preferred use of land within the town boundary. They will be used by Council to assist in the assessment of development applications within the context of broad urban zones applied to the township in the Greater Hume Local Environmental Plan 2012.

# Culcairn

# Structure Plan



### Legend

	Residential		Industrial (future)
	Residential (future)		Low Density Residential
	Commercial		Low Density Residential (future)
	Commercial (future)		Open Space
	Industrial		

### NOTE

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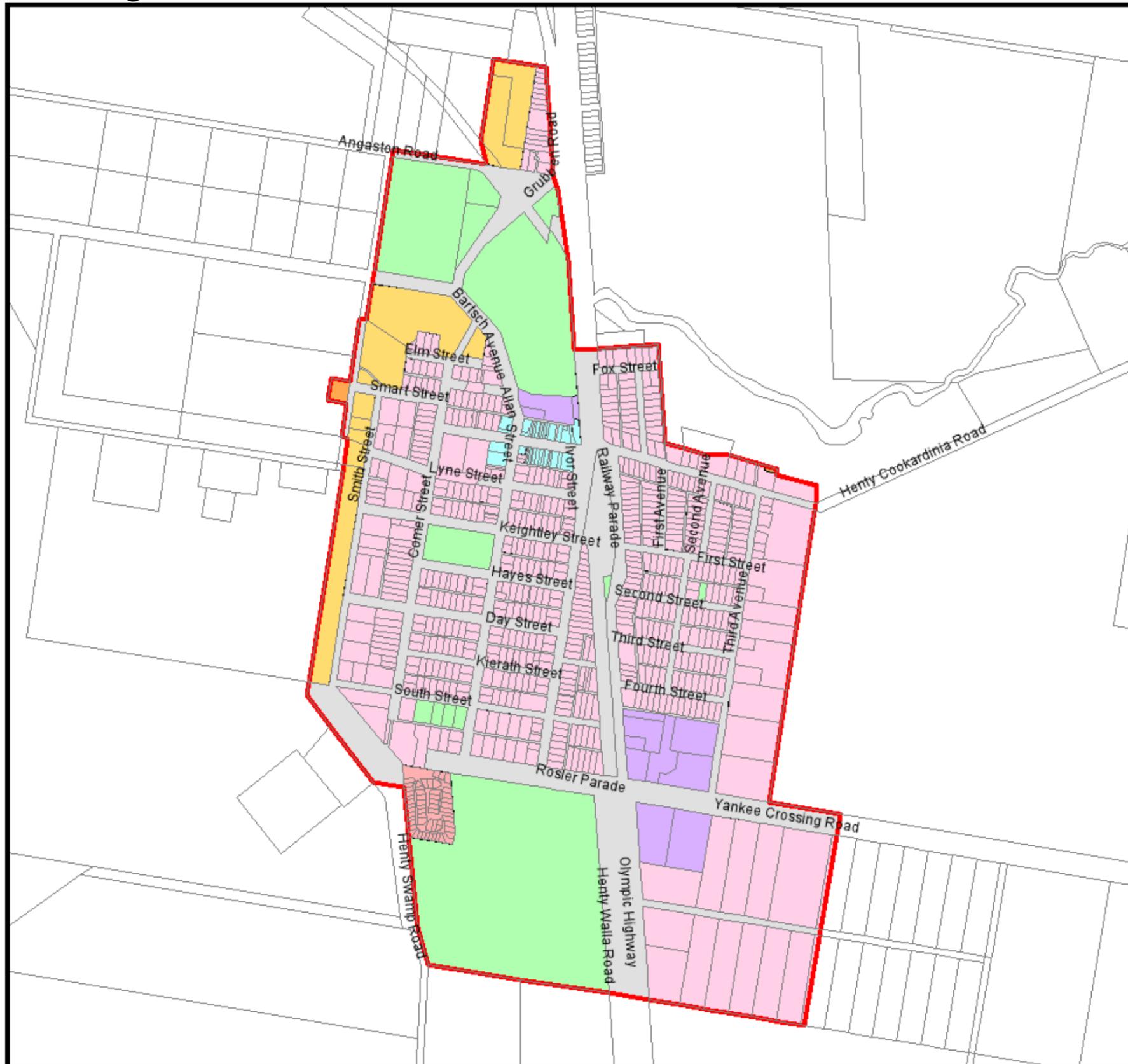
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# Henty

## Structure Plan

### Legend

	Residential		Industrial (future)
	Residential (future)		Low Density Residential
	Commercial		Low Density Residential (future)
	Commercial (future)		Open Space
	Industrial		



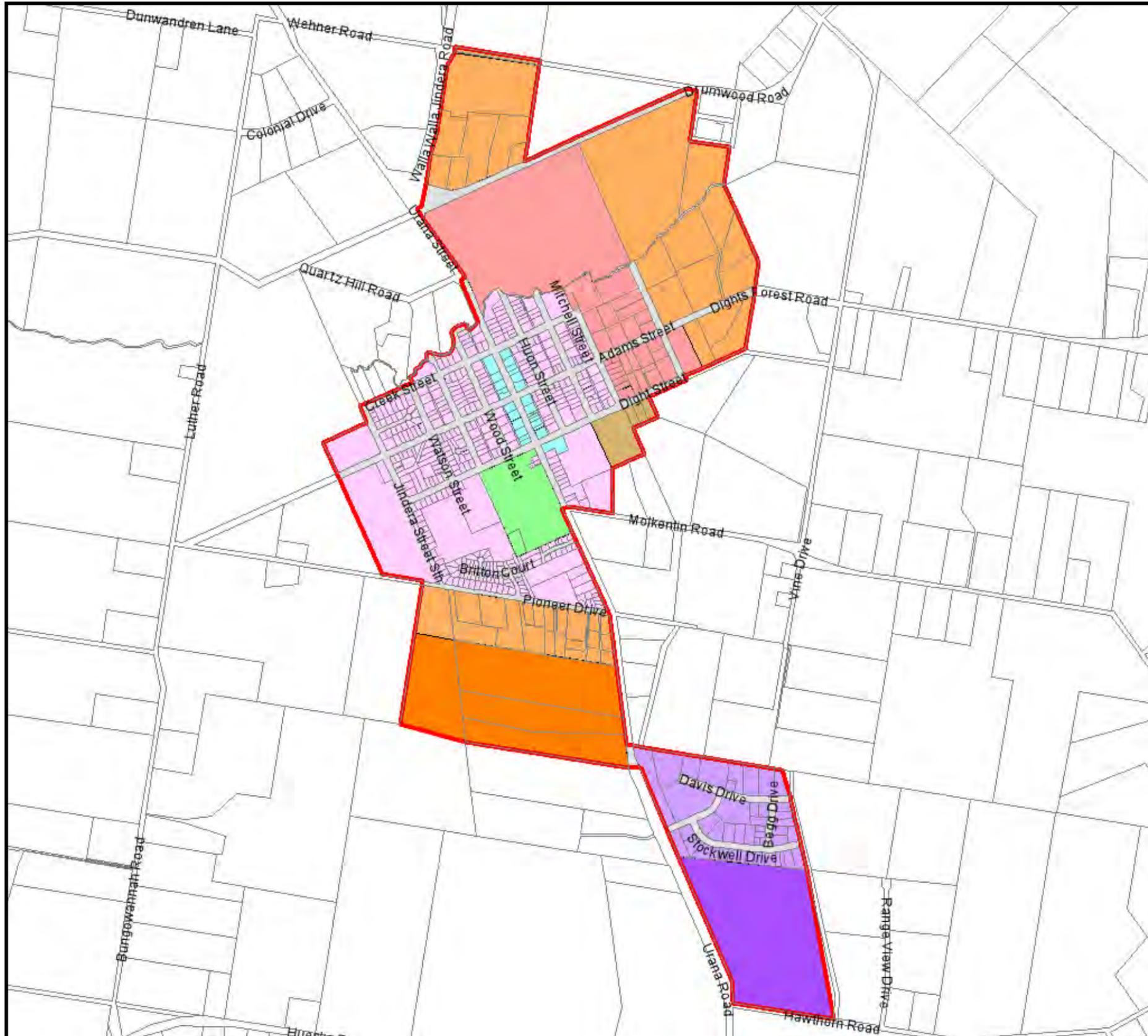
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# Jindera

# Structure Plan



### Legend

	Residential		Industrial (future)
	Residential (future)		Low Density Residential
	Commercial		Low Density Residential (future)
	Commercial (future)		Open Space
	Industrial		

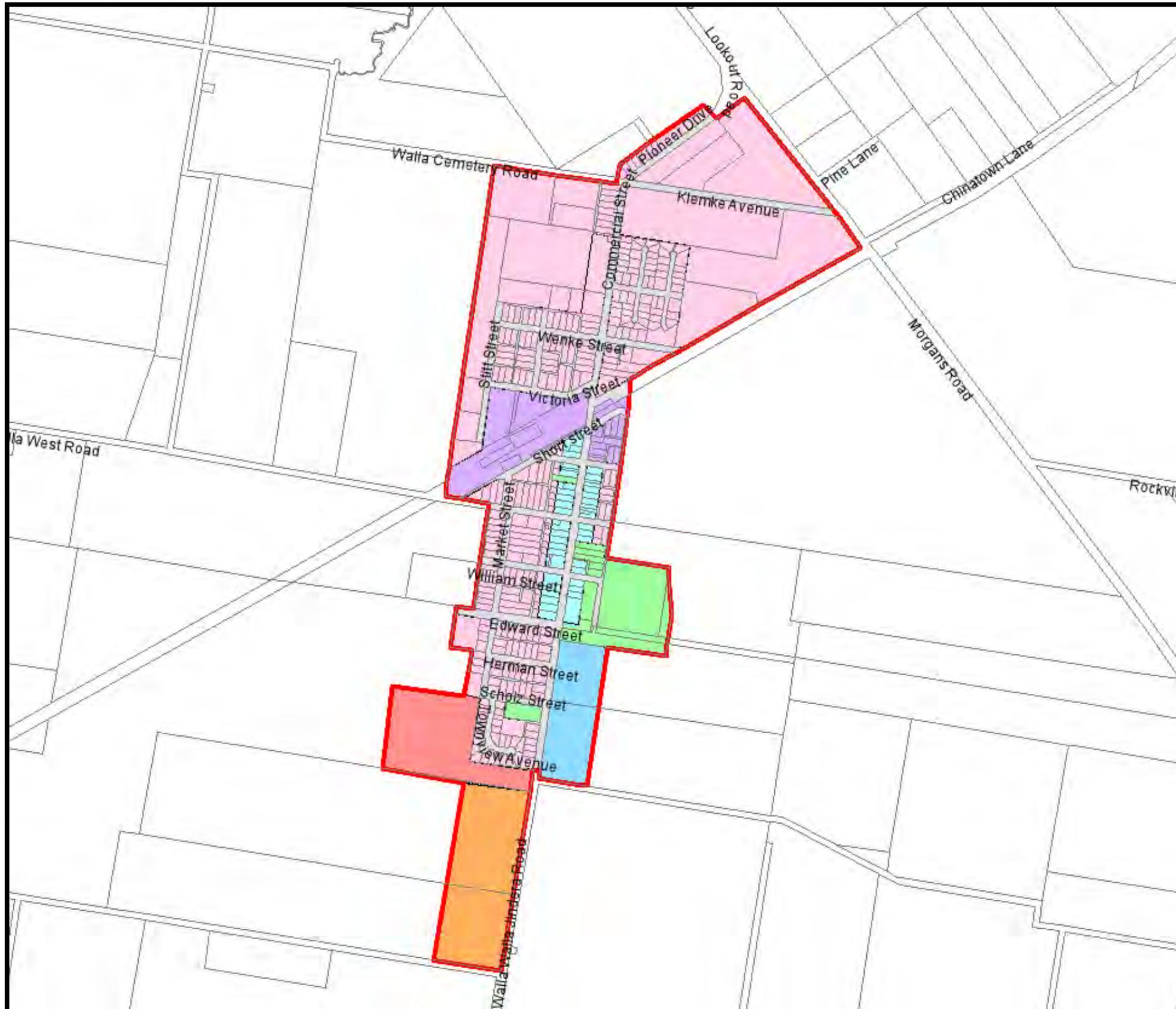
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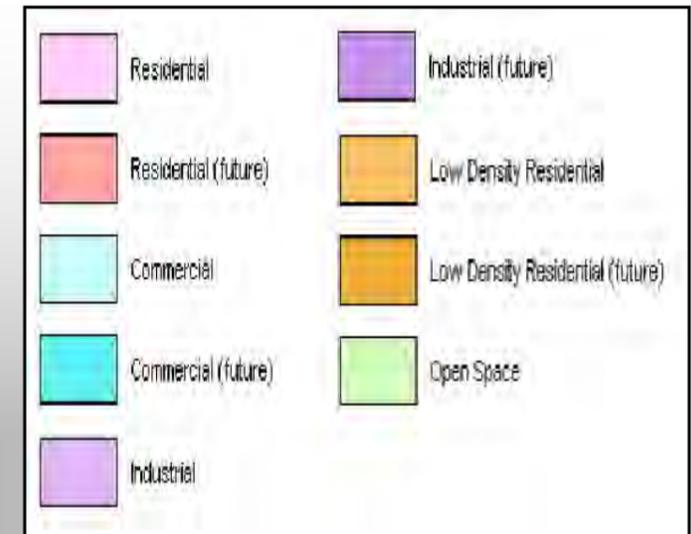
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# Walla Walla

# Structure Plan



### Legend



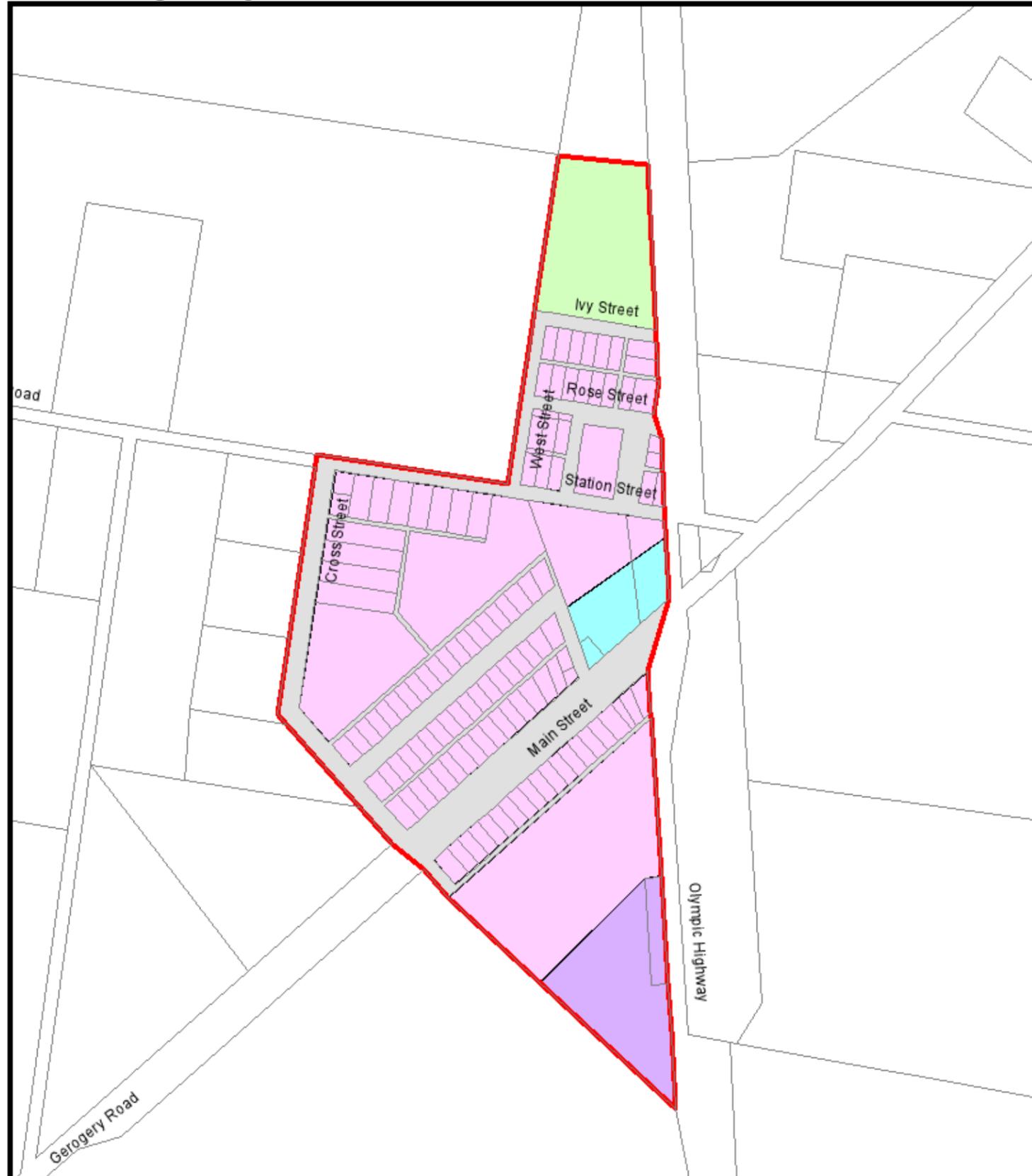
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# Gerogery

## Structure Plan



### Legend

	Residential		Industrial (future)
	Residential (future)		Low Density Residential
	Commercial		Low Density Residential (future)
	Commercial (future)		Open Space
	Industrial		

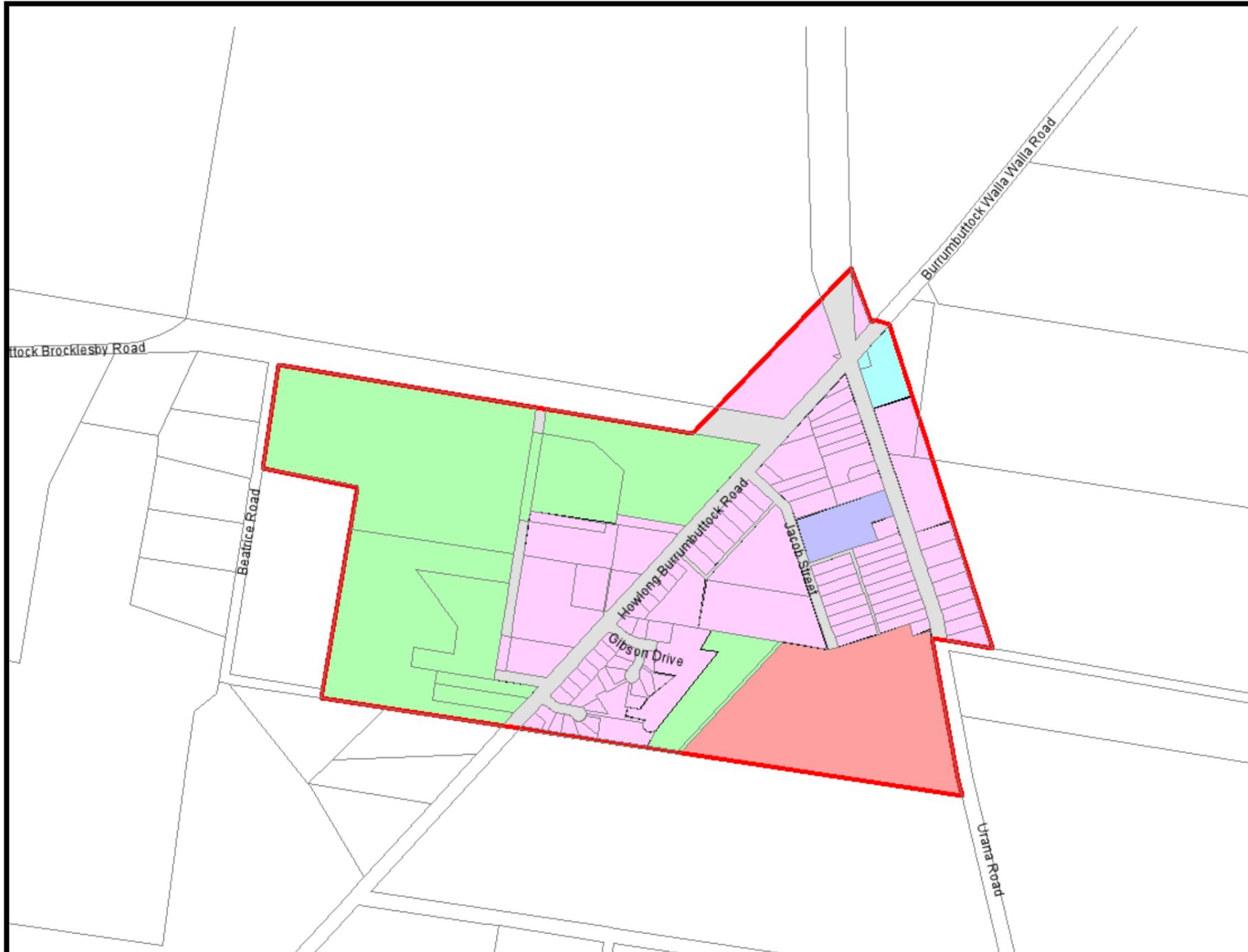
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# Burrumbuttock

## Structure Plan



### Legend

	Residential		Industrial (future)
	Residential (future)		Low Density Residential
	Commercial		Low Density Residential (future)
	Commercial (future)		Open Space
	Industrial		

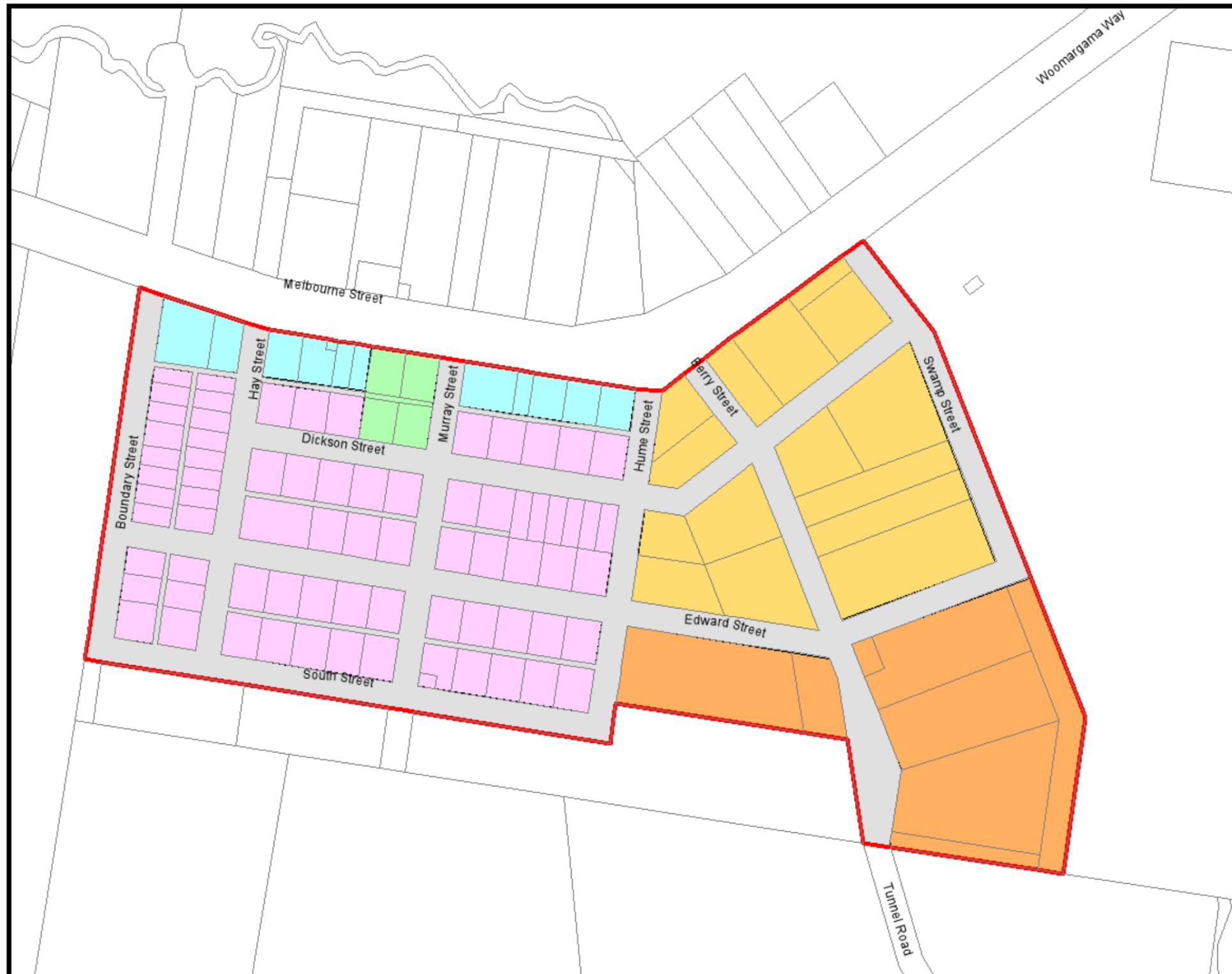
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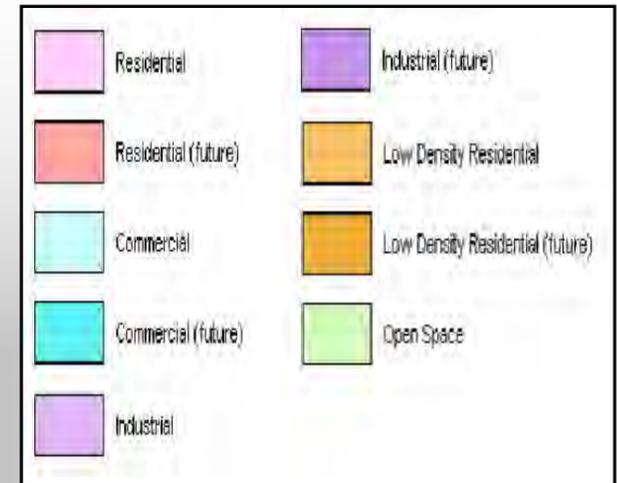
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# Woomargama

## Structure Plan



### Legend



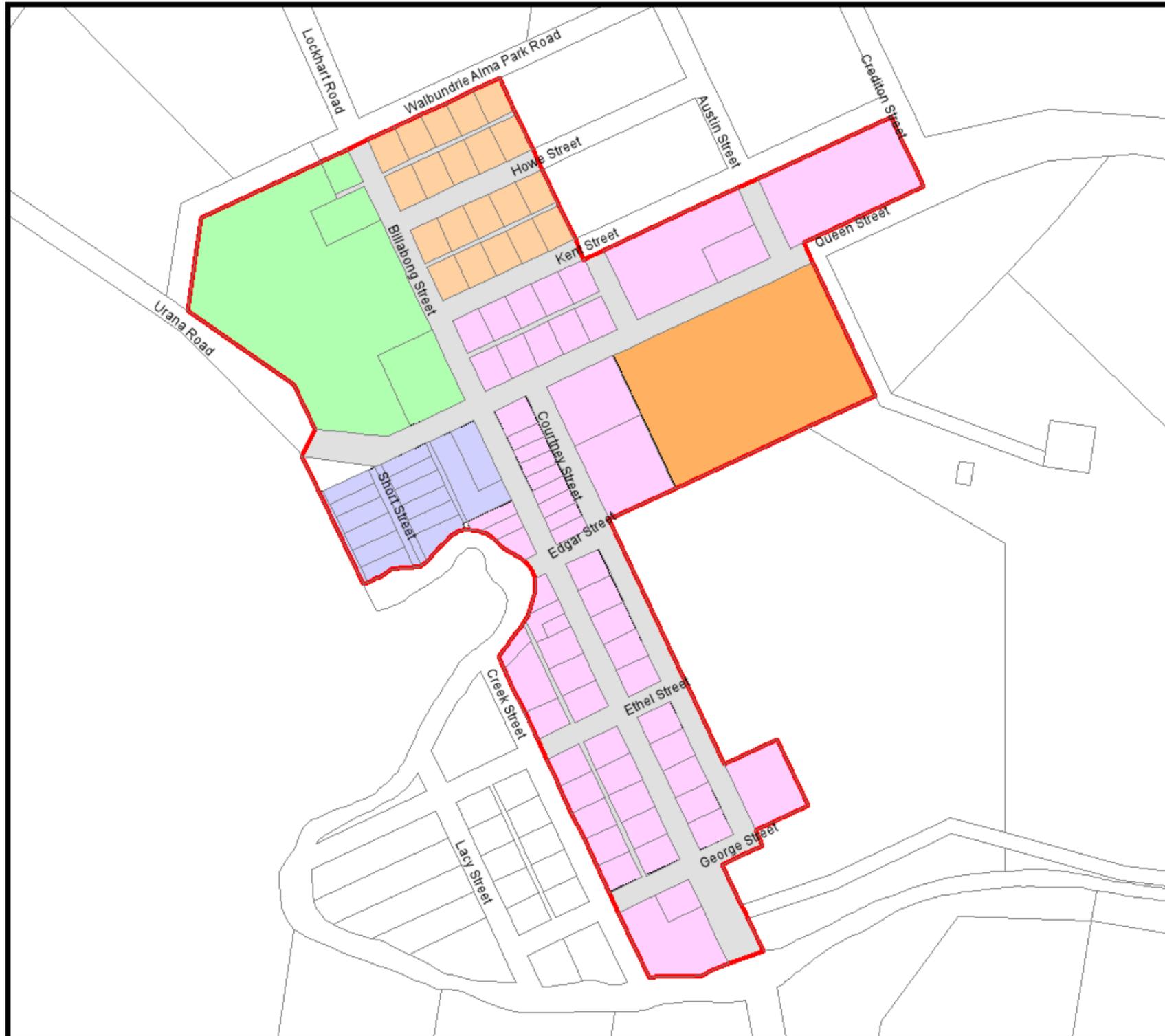
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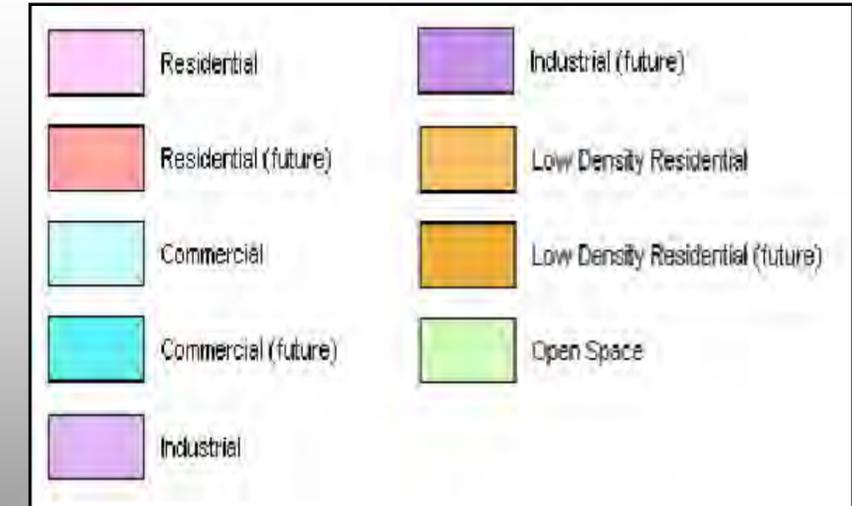
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# Walbundrie

# Structure Plan



## Legend



## NOTE

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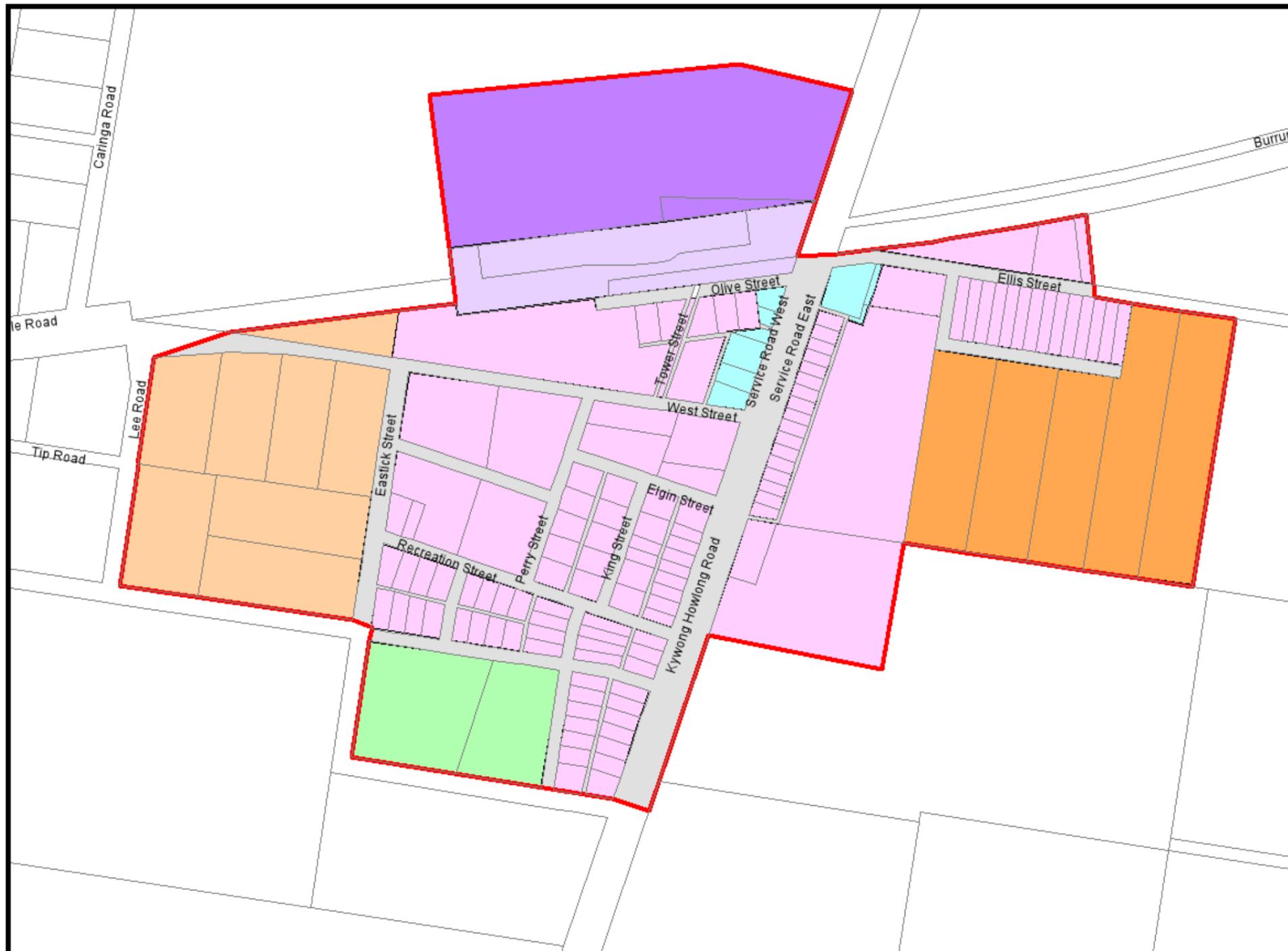
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# Brocklesby

# Structure Plan

## Legend

	Residential		Industrial (future)
	Residential (future)		Low Density Residential
	Commercial		Low Density Residential (future)
	Commercial (future)		Open Space
	Industrial		



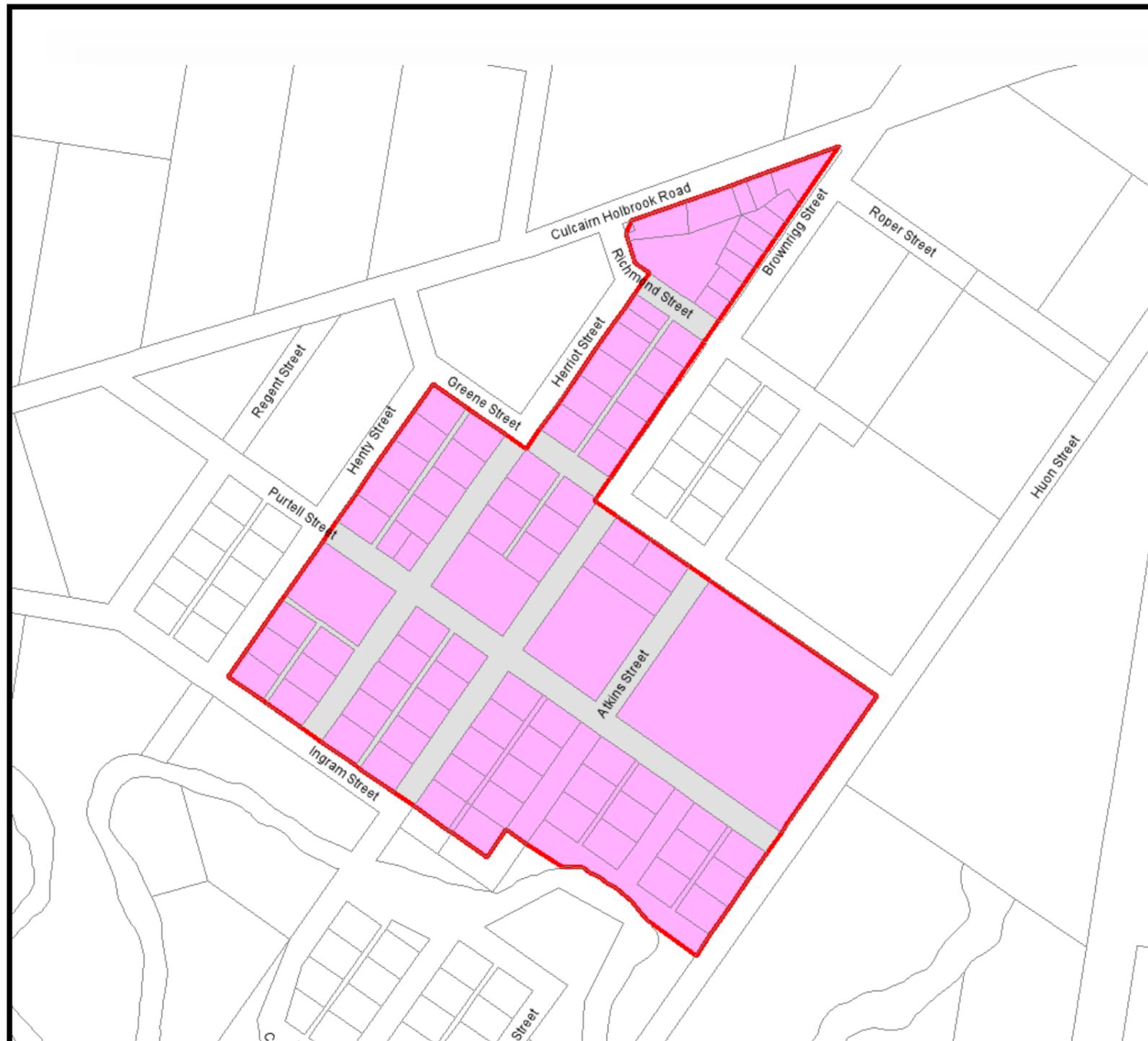
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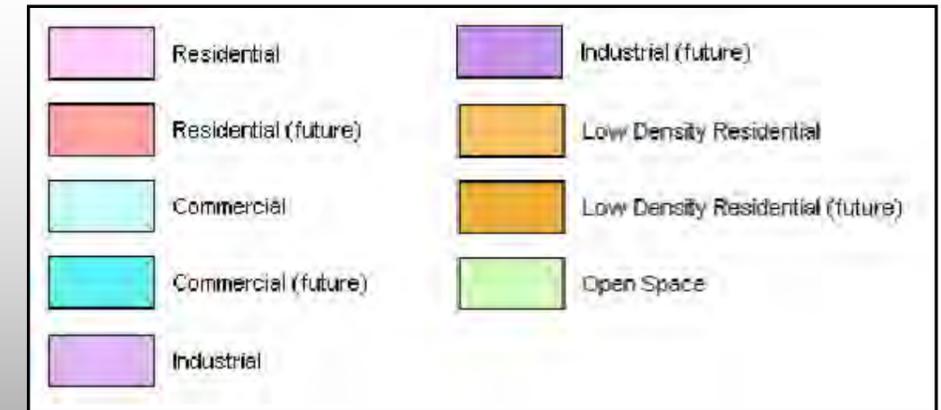
The land use definitions shown on the Strategic Land Use Plan relate to the preferred use of land within the town boundary. They will be used by Council to assist in the assessment of development applications within the context of broad urban zones applied to the township in the Greater Hume Local Environmental Plan 2012.

# Morven

# Structure Plan



## Legend



## NOTE

This is not a land use zone map from a Local Environmental Plan.

The land use definitions shown on the Strategic Land Use Plan relate to the preferred use of land within the town boundary. They will be used by Council to assist in the assessment of development applications within the context of broad urban zones applied to the township in the Greater Hume Local Environmental Plan 2012.

# 6.0

SUBDIVISION



## 6.0 SUBDIVISION

### PURPOSE

This chapter of the GHDCP applies to the subdivision of land.

The purpose of the chapter is to:

- encourage a diversity of lot sizes for residential, industrial and commercial development that is compatible with the character of an area and appropriate for the proposed use
- Provide lots with areas and dimensions which protect environmental features and take account of site constraints.
- Have regard to energy conservation principles in the orientation of lots where for residential subdivisions at least 70% of the lots will have favourable solar orientation.
- Ensure public open space, of appropriate quantity and quality, is provided to meet the recreational and social needs of the community.
- Ensure all public utilities for the development of new lots are adequately planned as part of subdivision.
- Ensure the provision of utilities and infrastructure meets minimum standards.
- Provide a road network that places a high priority upon vehicular and pedestrian connectivity, convenience and safety.
- Encourage the use of other transport modes as an alternative to motor vehicle transport.

### APPLICATION

The controls in this chapter are expressed firstly as an objective Council is seeking for subdivision and secondly the development standards by which compliance will be considered by Council to deliver these objectives. In exceptional circumstances Council may consider a variance to a development standard but only where the applicant has comprehensively demonstrated in writing and/or with plans that the objective can still be achieved.

The development standards are grouped under different components of subdivision development. Within each component there are general development standards that relate to all types of proposals as well as specific development standards for different types of subdivision, being:

- **Residential** being generally related to subdivision in the residential zones.
- **Industrial** being generally related to subdivision in the industrial zones.
- **Rural** being generally related to subdivision in the rural zones.

In applying the development standards to a particular development proposal, both the general and specific development standards to that particular location of development are applicable. Where there is conflict between a general and a specific development standard, the specific development standard shall apply to the extent of the inconsistency.

All subdivision proposals (Torrens, strata and community title) must be consistent with the objectives and should be consistent with the development standards.

### MINIMUM LOT SIZE

Section 4.6 of the GHLEP provides for exceptions to development standards, including minimum lot size for subdivision. Subsection (3) sets out the application requirements for where an exemption or variation to a development standard is sought and subsection (4) sets out Council's obligations when considering such a request. Requests for a variation of development standards relating to minimum lot size in the rural (with the exception of the RU5 Village zone) and environmental zones will be considered by Council in the first instance but ultimately determined by the Director-General of the NSW Department responsible for town planning.

All subdivision applications will be considered against the following objectives and standards. Proposals must be consistent with the objectives for each standard.

The objectives and standards should be addressed in a development application for subdivision to the extent they are relevant.

## 6.1 Staging

### Objectives

- To ensure the timely and efficient release of urban land making provision for necessary infrastructure and sequencing.

### Standards

#### General

1. Where staging of a subdivision is proposed, a staging plan must be submitted with the development application.
2. Staging of subdivision should have regard to the existing and proposed provision of services and avoid staging development which would have negative impacts upon infrastructure provision and/or design.

## 6.2 Movement network

### Objectives

- To allow easy movement through and between neighbourhoods for all people.
- To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.

### Standards

#### General

1. Compliance with the Greater Hume Shire Engineering Guidelines for Subdivisions and Development Standards.
2. All development for subdivision must comply with the Council's standards for road design.
3. For lots fronting a main road, access shall be from a secondary road where the opportunity exists.
4. All lots are to be provided with access to a public road. Easements for access will only be considered in extraordinary circumstances.
5. Any upgrade or construction of a public road to provide access to a lot shall be at the applicant's expense.

#### Industrial

6. Streets and intersections are to be designed to accommodate the movement and manoeuvring of B-double vehicles.

## 6.3 Lot design

### Objectives

- To provide lots with areas and dimensions suitable for the proposed use.
- To encourage lot design that will facilitate a high standard of subsequent development.

### Standards

#### General

1. Compliance with the Greater Hume Shire *Engineering Guidelines for Subdivisions and Development Standards*.
2. Multi-lot subdivisions should provide for a range of lot sizes.
3. Lots are to be provided with legal and practical public road access.
4. Lots are to be designed to accommodate the type of development envisaged. Irregular shaped lots or lots too small will be regarded by Council as incompatible with objectives for this standard.

#### Residential

5. For battleaxe allotments a minimum width of the access handle is to be 4.5m.
6. Lots are to be able to contain a rectangular building envelope measuring 10 metres by 15 metres, suitable for the erection of a dwelling
7. Lots are to be designed to maximise solar access.

#### Industrial

8. Preferred minimum lot size for vacant lot subdivision is 1500m<sup>2</sup>. Smaller lots may be considered by Council if proposed for a specific development outcome.

#### Rural

9. The purpose of the subdivision shall be declared in the application.

6.4 Infrastructure & services

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**Objectives**

- To provide public utilities to each lot where possible.
- To design and implement infrastructure that minimises Council’s ongoing maintenance burden.
- To minimise increases in stormwater run-off.

**Standards**

**General**

1. Compliance with the Greater Hume Shire *Engineering Guidelines for Subdivisions and Development Standards*.

**Higher density and Average density, Lower density and Rural living**

2. Where a reticulated external potable water supply is provided, all lots shall be connected.

**Higher density and Average density.**

3. Where a reticulated external sewerage system is provided, all lots shall be connected.

6.5 Hazards

---

**Objectives**

- To minimise the risk to life and property from bushfire.
- To minimise the risk to life and property from flooding.
- To minimise the risk to health and property from land containing harmful contaminants.

**Standards**

**General**

1. On land mapped as bushfire prone, compliance with the NSW Rural Fire Service guide *Planning for Bushfire Protection* (2006).
2. On land considered by Council to potentially being subjected to flooding, an investigation of the land as to the flood risk and consideration of the *Floodplain Development Manual: the management of flood liable land* (2005).
3. On land that is, or has previously been used for a potentially contaminating activity, an investigation of the land in accordance with the requirements of *State Environmental Planning Policy No.55 – Remediation of Land*. An investigation should be in accordance with the process detailed in the State Government’s *Managing Land Contamination – Planning Guidelines SEPP55 Remediation of Land* (1998).

6.6 Site management

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**Objectives**

- To protect drainage infrastructure and receiving waters from sedimentation and contamination.
- To protect the site and surrounding area from environmental degradation or nuisance prior to and during construction of subdivision works.
- To encourage the re-use of materials from the site and recycled materials in the construction of subdivisions where practicable.

**Standards**

**General**

1. Compliance with the Greater Hume Shire *Engineering Guidelines for Subdivisions and Development Standards*.
2. Compliance with *Soil and Water Management Guidelines for Subdivisions – Albury, Wodonga & Hume Councils*.

# 7.0

VEGETATION



## 7.0 VEGETATION REMOVAL

This chapter of the GHDCP applies to vegetation removal and should be read in conjunction with sections 5.9 and 5.9AA of the GHLEP.

Section 5.9 of the GHLEP relates to the “*preservation of trees or vegetation*”. It requires a development application to be lodged to “*ringbark, cut down, top, lop, remove, injure or wilfully destroy*” certain species of trees or vegetation nominated in a GHDCP.

The purpose therefore of this chapter is to prescribe the species of tree and vegetation to which Section 5.9 of the GHLEP applies. For the purpose of Clause 5.9 of the GHLEP, trees which meet all of the following three criteria are prescribed:

1. Trees located in one of the following zones:
 

RU5	Village
R2	Low Density Residential
R5	Large Lot Residential
SP3	Tourism

is land to which clauses 6.2, 6.3 and 6.4 of the GHLEP apply.
2. Trees that are 5 metres or more in height; or trunk diameter of 20cm or more 1 metre above the ground.
3. Trees of the following species:
 

River Red Gum	<i>Eucalyptus camaldulensis</i>
White Cypress Pine	<i>Callitris columellaris</i>
Black Cypress Pine	<i>Callitris endlicheri</i>
Blakely's Gum	<i>Eucalyptus blakelyi</i>
Yellow Box	<i>Eucalyptus melliodora</i>
Grey Box	<i>Eucalyptus microcarpa</i>
White Box	<i>Eucalyptus albens</i>

For trees and vegetation not covered by this chapter, the relevant provisions of the:

- *Native Vegetation Act 2003*
- *Threatened Species Conservation Act 1995*
- *National Parks and Wildlife Act 1974*

still apply and consideration to applicable clauses within the GHLEP are still relevant to tree and vegetation removal required as part of a development application.

### NOTE:

Although a particular species of tree or vegetation is nominated in Section 3 above, development consent may not be required to ringbark, cut down, top, lop, remove, injure or wilfully destroy it in certain circumstances. Reference should be made to Section 5.9 of the GHLEP to ascertain these circumstances and clarification sought from Council if necessary.

Under Section 5.9AA of the GHLEP consent is not required to ringbark, cut down, top, lop, remove, injure or destroy any tree or other vegetation not nominated in Section 3 above.

# 8.0

## FLOOD LIABLE LAND



## 8.0 FLOOD LIABLE LAND

### PURPOSE

This chapter applies to land use and development on flood liable land within the Shire. For the purposes of this chapter, "flood liable land" is land which is mapped by Council as being subject to inundation up to a 1 in 100 year ARI flood event (the "flood planning level" or FPL).

Council may deem other land to be flood liable (e.g. land that is poorly drained) where a flood history is known but the land is not included in any of the mapped flood areas.

### OBJECTIVES

The objectives of this chapter are to:

- (a) provide detailed controls and criteria for the assessment of development applications on land affected by flooding in Greater Hume Shire;
- (b) consolidate existing flood planning principles and policies from relevant government agencies into a coherent framework for application at the development control level by Greater Hume Shire Council;
- (c) reduce the impact of flooding and flood liability on individual property owners and occupiers;
- (d) reduce private and public losses resulting from flooding;
- (e) restrict the intensification of development below the FPL;
- (f) limit development below the FPL to those activities and works considered to have an essential relationship with the river and its floodplain;
- (g) provide specific measures for the control of caravan parks and associated development types within flood affected areas;
- (h) provide for the consideration of the cumulative effects of any development on flood affected land, which in or of itself may be considered to be insignificant;
- (i) provide for and protect the natural passage, storage and quality of flood waters;
- (j) recognise and help sustain the natural ecosystems of floodplains and riparian zones including the protection of associated vegetation and wetlands;
- (k) inform the community as to the extent and hazard of flood affected land in Greater Hume Shire;
- (l) deal consistently with applications for development on flood affected land, generally in accordance with the *Floodplain Management Manual: The Management of Flood Liable Land* issued by the New South Wales Government 2005; and
- (m) encourage the development and use of land which is compatible with the indicated flood hazard.

### DECISION GUIDELINES

Proposed developments will be considered on their merits in terms of flooding impacts. Issues to be taken into consideration regarding the particular merits of development on flood liable land include the following:

- Whether the proposed development is reasonable having regard for the flood risk and resources available to the location. Applicants should place no reliance on the implementation of a condition specifying a private evacuation/flood management plan as a means to overcome an unacceptable flood risk.
- The need for a benefit/cost assessment that takes account of the full cost to the community of the flood response and flood damage likely to be incurred to the development and upon other development.
- Specific principles relating to flood liable land contained within *Murray Regional Environmental Plan No.2 - Riverine Land* (MREP2) including:
  - the benefits to riverine ecosystems of periodic flooding;
  - the hazard risks involved in the development of that land;
  - the redistribution effect of the proposed development on floodwater;
  - the availability of other suitable land in the locality not liable to flooding;
  - the availability of flood free access for essential facilities and services;
  - the pollution threat represented by any development in the event of a flood;
  - the cumulative effect of the proposed development on the behaviour of floodwater;
  - the cost of providing emergency services and replacing infrastructure in the event of a flood; and
  - flood mitigation works constructed to protect new urban development should be designed and maintained to meet the technical specifications of the NSW government department responsible for such works.
- *The Floodplain Development Manual – the Management of Flood Liable Land (2005)*

#### NOTE:

Council is currently in the process of undertaking a Flood Study for parts of the Shire. Once this work is completed, additional controls may be included in this chapter of the GHDCP.

# 9.0

## HERITAGE CONSERVATION AREAS



## 9.0 HERITAGE CONSERVATION AREAS

### PURPOSE

This chapter applies to nominated heritage Conservation Areas within the townships of Holbrook, Culcairn, Henty, Walla Walla, Jindera, Gerogery and Brocklesby. The Conservation Areas are derived from the recommendations of the *Greater Hume Shire Community-Based Heritage Study 2010*.

**This chapter does not apply to any development in a Conservation Area for which a Development Application is not required.**

In addition, the following properties are excluded from their respective Conservation Areas:

#### Henty

- School of Arts Hall, Allan Street (corner Lyne Street)
- 54 & 55 Ivor Street
- 9, 11, 13, 15, 17 & 21 Sladen Street

#### Holbrook

- 60, 84, 99, 111 & 147 Albury Street
- 6 Hume Street

#### Jindera

- 98 Urana Road

### OBJECTIVES

The objectives of this chapter are to:

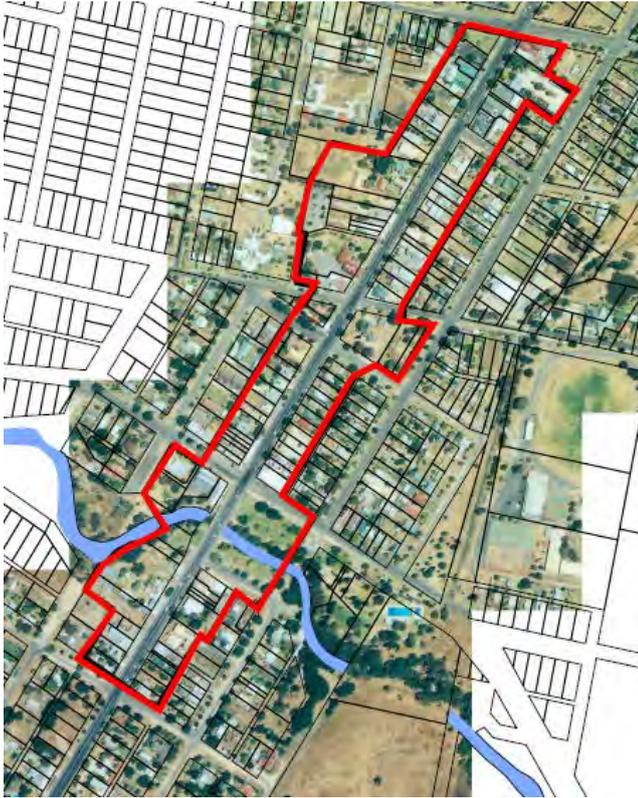
- to facilitate the implementation of the objectives and provisions relating to heritage conservation contained in clause 5.10 of the GHLEP;
- to acknowledge and conserve the heritage significance of towns within the Shire;
- to provide guidelines and controls which seek to protect the significant character of towns in the Shire;
- to enable appropriate consideration to be given by applicants and the Council to development;
- to encourage and promote public awareness, appreciation and knowledge of heritage conservation;
- to integrate planning, design and decision making associated with development initiated by the private and public sectors; and
- to enhance amenity and heritage values of towns in the Shire.

### DECISION GUIDELINES

Proposed developments will be considered on their merits in terms of heritage impacts. In considering development applications within a Conservation Area, Council will make an assessment of:

- the heritage significance of the heritage conservation area and the contribution which any building, work, relic, tree or place affected by the proposed development makes to this heritage significance, and
- the impact that the proposed development would have on the heritage significance of the heritage conservation area, and
- the compatibility of any proposed development with nearby original buildings and the character of the heritage conservation area, taking into account the size, form, scale, orientation, setbacks, materials and detailing of the proposed development, and
- the measures proposed to conserve the significance of the heritage conservation area and its setting, and
- whether any landscape or horticultural features would be affected by the proposed development, and
- whether any archaeological site or potential archaeological site would be affected by the proposed development, and
- the extent to which the carrying out of the proposed development in accordance with the consent would affect any historic subdivision pattern, and
- the issues raised by any submission received in relation to the proposed development in response to the notification or advertising of the application.

**Holbrook Conservation Area**



The **Holbrook Conservation Area**, situated half-way between Sydney and Melbourne on the Hume Highway (Albury Street), has historic importance as a staging post since its establishment, probably pre-1850. The highway, which is straight and flat, forms the artery of the town.

The Conservation Area is a very good piece of urban townscape combining buildings, tree and space, which still very successfully conveys the atmosphere of a nineteenth century highway town from the 1860s to the 1910s. It includes the two main entry points into the historic centre of the town along the Highway.

Some of the Conservation Area at its outer edges contains more scattered building groups. Enough remains, however, of an early typical country townscape to protect and enhance as a Conservation Area.

The core of the Conservation Area, half-way through the town, contains many fine buildings, including Woolpack Inn Museum (former Criterion Hotel); Knox Presbyterian Church, Mackie Bros Shop (National Museum of Australian Pottery); Ross Buildings; CBC Bank; Police Station; Courthouse, groups of old shops and hotels. These have significance individually and collectively and the entire streetscape is an essential component of the historic cultural landscape of Holbrook.

**Culcairn Conservation Area**



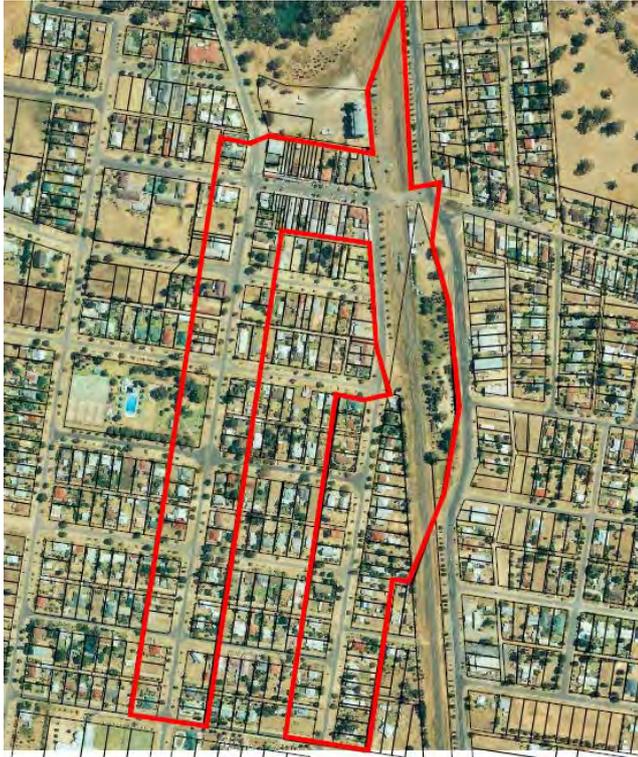
The **Culcairn Conservation Area** contains a compact core of Federation Period (c1890 - c1915) commercial buildings extending from the railway and marked with an outstanding row of street trees. It is historically significant as a town centre and as an excellent late nineteenth century and Federation Period streetscape, relating to a development boom following the construction of the Great Southern Railway. The main street is an excellent and highly intact late nineteenth century and early twentieth century streetscape. Many of the buildings in the main street reflect a railway town character, successfully conveying some of the atmosphere of the Federation Period.

The Culcairn Conservation Area contains many fine buildings, including Sholz's Corner, the Culcairn Hotel, railway station and banks. These have significance individually and collectively and the entire streetscape is an essential component of the historic cultural landscape of Culcairn.

Culcairn Conservation Area contains buildings and streetscapes that remain substantially intact from its period as a railway boom town of the late nineteenth and early twentieth centuries. It echoes the beauties of early twentieth century towns, with its characteristic railway crossing, hotel, shopfronts and parapets, street awnings, tree-row, wide avenue, creek crossing, well preserved early buildings and parks.

The outstanding level of intactness of original architecture documents an early twentieth century building boom, which saw the construction of most of Culcairn's town centre. Slow population growth after the 1930s ensured preservation of a remarkably wide range of community and commercial buildings. The town centre has retained its community importance, recognised for its high integrity and aesthetic values. The streetscape remains highly distinctive due to flat topography and richness of its Federation Period architecture.

**Henty Conservation Area**



The **Henty Conservation Area** contains a compact core of Federation Period (c1890 - c1915) commercial buildings connected to the railway.

It extends into highly intact streetscapes of early twentieth century buildings, commercial, community and residential, reflecting the major phase of development in Henty. The Henty Conservation Area contains a number of important buildings, including the Doodle Cooma Hotel, railway station and banks. It is historically significant as a town centre and as an excellent late nineteenth century and Federation Period streetscape, relating to a development boom following the construction of the Great Southern Railway. Many of the buildings in the main street reflect a railway town character, successfully conveying some of the atmosphere of the Federation Period.

At its outer edges, there are more scattered building groups. Enough remains, however, of an early typical country townscape to protect and enhance as a Conservation Area. Henty Conservation Area contains buildings and streetscapes that remain substantially intact from its period as a railway boom town of the late nineteenth and early twentieth centuries. It echoes the beauties of early twentieth century towns, with its characteristic railway crossing, two-storey hotels, banks, shopfronts, parapets and verandahs.

The outstanding level of intactness of original architecture documents a late nineteenth century and early twentieth century building boom, which saw the construction of most of Henty town centre. Slow population growth after the 1930s ensured preservation of a remarkably wide range of community and commercial buildings. The town centre has retained its community importance, recognised for its high integrity and aesthetic values. The streetscape remains highly distinctive due to flat topography and richness of its Federation Period architecture.

**Walla Walla Conservation Area**



The **Walla Walla Conservation Area** has a history as a local heartland for German settlers.

It contains a main street with a cohesive line of commercial buildings extending to the vicinity of the railway. It is historically significant as a town centre reflecting steady growth in the late nineteenth century, followed by a phase of rapid development after the construction of the Culcairn-Corowa railway branch line, and the 1919 wheat silos.

The main street is an excellent and highly intact late nineteenth century and early twentieth century streetscape. Buildings in the main street have significance individually and collectively and the entire streetscape is an essential component of the historic cultural landscape of Walla Walla.

Walla Wall Conservation Area echoes the beauties of late nineteenth century and early twentieth century towns in miniature, with a branch railway, main commercial street and views of typical historic features such as the historic shop buildings, wheat shed and silos.

The outstanding level of intactness of original architecture documents an early twentieth century building boom, which saw the construction of most of Walla Walla town centre. Slow population growth after the 1930s ensured preservation of its town centre buildings. The town centre has retained its community importance, recognised for its high integrity and aesthetic values.

Highly intact examples of late nineteenth century and early twentieth century architecture include the shops, banks and churches.

### Jindera Conservation Area



The **Jindera Conservation Area** has a history as a local heartland for German settlers. It contains a small cluster of early buildings that hold historical significance for their connection with the early Albury-Urana mail route and with German settlement.

The informal road construction, street trees, traditional style buildings, and the spaces surrounding and adjoining them, all combine to give Jindera a strong village character. It successfully conveys the atmosphere of a small late nineteenth century village.

The core of the Jindera Conservation Area is its most prominent historic buildings, the Museum and the old Blacksmith's Shop, set in a landscape context of mature trees and sparse development. Enough remains of this early village streetscape to protect and enhance as a Conservation Area. Jindera Conservation Area echoes the beauties of nineteenth century villages, with its open main street and views of typical traditional style cottages and old village shops.

Slow population growth through the late nineteenth and early twentieth centuries ensured preservation of its streetscape. The village has retained its community importance, recognised for its high integrity and aesthetic values.

The most notable intact examples of historic buildings are the blacksmith's workshop and Wagner's shops (historical Pioneer Museum).

### Gerogery Conservation Area



The **Gerogery Conservation Area** contains a scattered grouping of nineteenth century and early twentieth century buildings, relating to relocation of settlement from Gerogery West, following the construction of the Great Southern Railway. Many of the buildings in the village reflect a railway town character, successfully conveying some of the atmosphere of the Federation Period (c1890 - c1915). At its outer edges, the village thins out to scattered examples of historic buildings. Enough remains, however, of an early railway village streetscape to protect and enhance as a Conservation Area.

Gerogery Conservation Area echoes the beauties of early twentieth century towns in miniature, with a distinctive railway crossing, and views of typical historic features such as the railway houses, hotel, early twentieth century motor garages, traditional style cottages and village shop.

The outstanding level of intactness of original architecture documents an early twentieth century building boom, which saw the construction of most of Gerogery village. Slow population growth after the 1930s ensured preservation of its streetscape. The village has retained its community importance, recognised for its high integrity and aesthetic values. Highly intact examples of early twentieth century architecture include the Hotel and village shop.

### Brocklesby Conservation Area



The **Brocklesby Conservation Area** is a small group of early twentieth century buildings and structures, most of them relating to development following the 1919 construction of wheat silos for the Culcairn-Corowa railway branch line.

It successfully conveys the atmosphere of a small railway siding village of the early twentieth century period. Enough remains of this early railway village streetscape, silos and branch line to protect and enhance as a Conservation Area.

Brocklesby Conservation Area echoes the beauties of early twentieth century railway villages, with a branch railway, and views of typical historic features such as village shops, Memorial Hall, traditional style cottages and wheat silos.

The outstanding level of intactness of original architecture documents of an early twentieth century building boom saw the construction of most of Brocklesby village.

Slow population growth after the 1930s ensured preservation of its streetscape. The village has retained its community importance, recognised for its high integrity and aesthetic values.

Highly intact examples of early twentieth century architecture include Findlay's Store and the Memorial Hall.

# 10.0

## NOTIFICATION POLICY



## 10.0 NOTIFICATION POLICY

This chapter of the GHDCP applies to Council's policy for notifying development applications.

Whilst a Notification Policy does not relate to 'development control' as such, Section 74C(1) of the *Environmental Planning and Assessment Act 1979* provides for the preparation of a Development Control Plan to:

- identify development as advertised development (so as to make additional but not inconsistent requirements to those imposed by the regulations in relation to development applications), or
- provide for (or exclude) public or particular advertising or notification of any of the following:
  - a development application for specified development (other than State significant development or designated development or advertised development),
  - a request for the review of a determination of a development application where the applicant for review makes amendments to the development described in the original development application,
  - an application for the modification of a development consent for specified development (including advertised development but not State significant development or designated development), or
  - to specify criteria (in addition to but not inconsistent with any criteria prescribed by the regulations) that the council is to take into consideration in determining whether or not to give an order under Division 2A of Part 6 of the EP&A Act.

The purpose therefore of this chapter is ensure that notification procedures are incorporated in a GHDCP to allow for administration of the EP&A Act.

# 11.0

## SITE SPECIFIC CONTROLS



## 11.0 SITE SPECIFIC CONTROLS

### 11.1 Holbrook Air Park

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#### PURPOSE

This chapter of the GHDCP applies to the land known as the Holbrook Airpark, currently described as Lots 1 to 18 (inclusive) within DP 804653, Lots 19 to 25 (inclusive) within DP 848461 in the Parish of Holbrook.

The purpose of this therefore of this chapter is to guide future development of the Holbrook Air Park precinct.

#### APPLICATION

Compliance with the provisions of this GHDCP does not necessarily imply that Council will consent to an application (i.e. all development applications will be assessed and determined based on the merits of each case). It is a requirement that Council must take into consideration all those matters listed under Section 79C of the Act before deciding any development application.

In special circumstances, Council may consent to an application for use and development of land in the Airpark that departs from requirements of this GHDCP. Such applications will be considered on merit only and they must demonstrate in writing how the proposed use and/or development still satisfies the objectives of this GHDCP.

#### OBJECTIVES

The objectives of this chapter are:

- to guide the future development of the Airpark so as to make it more environmentally and economically sustainable;
- to ensure that the operation of the Holbrook Aerodrome is not detrimentally affected or compromised by the land users within any existing or proposed subdivision of land within the Airpark;
- to provide guidelines and development standards that are both reasonable and enforceable in respect of the Airpark for reference by Council staff, existing owners and prospective purchasers of land;
- to facilitate the development of the Airpark, and to ensure a superior quality of development (including but not limited to either residential or hanger facilities or a combination of both) that is achievable in the short term and that can be maintained to a satisfactory standard in the longer term;
- to assist applicants in the compilation and submission of development applications made in accordance with the GHDCP; and
- to achieve an overall high level of amenity through design, construction and implementation of any works within both the Airpark including appropriate standards of landscaping, signage, fencing, and building construction.

**DEVELOPMENT CONTROLS**

**Subdivision**

1. Land must be subdivided in accordance with the Holbrook Air Park Master Plan and the provisions of this GHDCP.

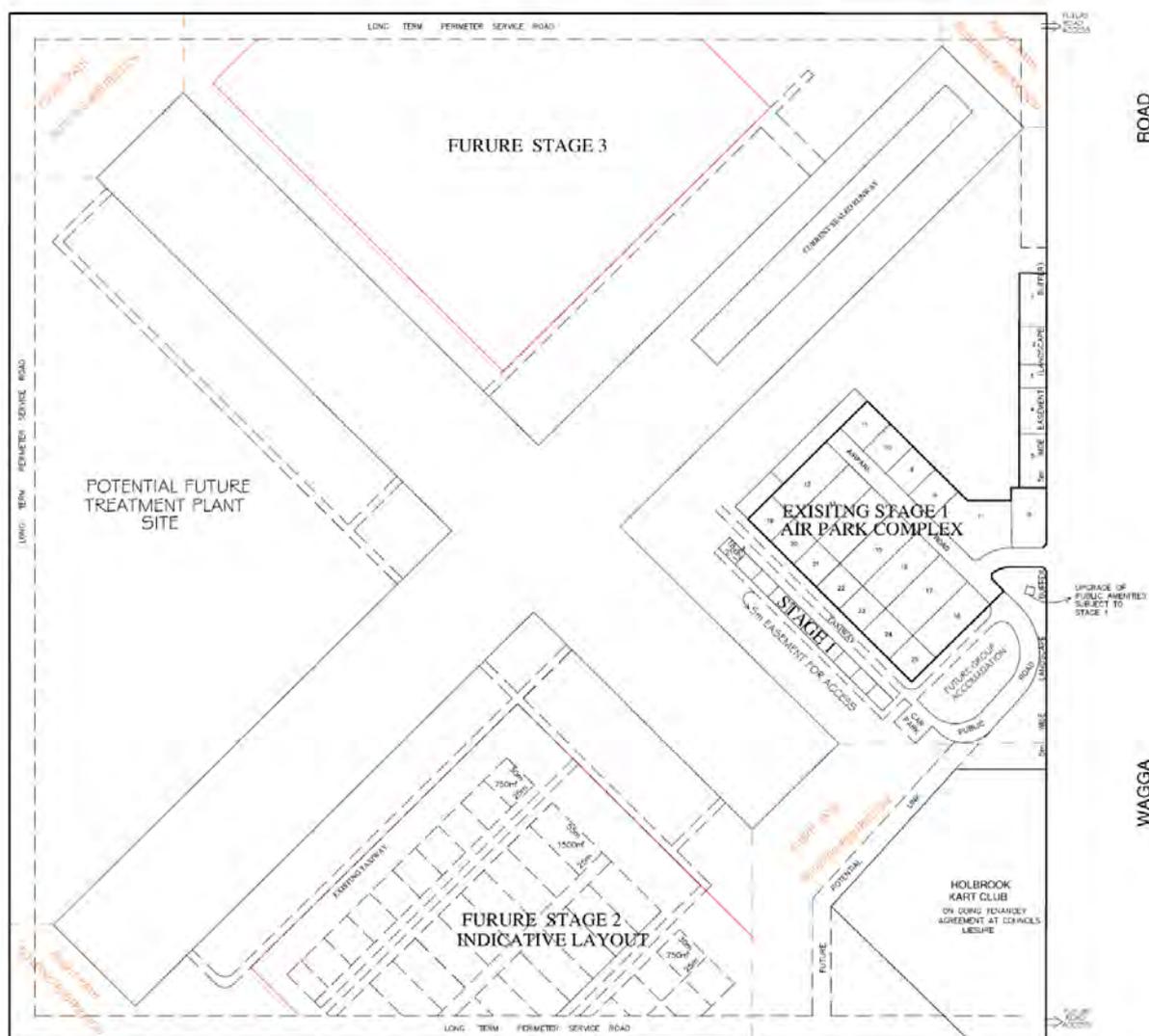


Figure 12.1: Holbrook Air Park Master Plan

**Buildings & structures**

1. All buildings on lots within the 'hangar only' section of Stage 1 of the Master Plan of the Airpark are to be consistent with a Class 10a classification in accordance with the Building Code of Australia.
2. Dwellings are prohibited on those lots within the Airpark designated for 'hangar only' development.
3. No sanitary convenience, wash basin, shower, sink or the like shall be installed within a building on a 'hangar only' lot unless connected to a reticulated wastewater system.
4. All new buildings are to be constructed of new materials only.
5. All new hangars shall be constructed of colorbond material and comply with the Building Code of Australia.
6. No relocatable or transportable building is permitted to be placed on any lot, without the prior written approval of Council or its delegate.

7. No person shall at any time bring upon or permit to remain upon any lot not designated for such purpose, any caravan, tent or other living unit of any kind.
8. To ensure the safe operation of aircraft in the environs of the Airpark, an Obstacle Limitation Surface (OLS) is to be observed. Accordingly no building or structure including masts or aerials shall be erected on any lot having a height in excess of 10 metres.
9. No fence of any description shall be erected on any lot without the approval of Council or its delegate.
10. No new dwelling shall be permitted on a lot unless a hangar already exists or is intended to be constructed simultaneously with the dwelling.
11. No dwelling shall be permitted on a lot unless it can be demonstrated to Council or its delegate that wastewater can be satisfactorily disposed of:
  - (a) on-site; or
  - (b) reticulated to an approved treatment plant.
12. All new dwellings are to be designed and be constructed of materials to comply with the Australian Standard AS2021 for dwellings erected on or near aerodromes.
13. The owner or any user of a lot shall not erect or allow to remain upon their lot any advertisement, hoarding sign or other related structure without the approval of Council or its delegate (unless classified by Council as 'exempt development').

### **Common areas**

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1. No materials are to be placed within the common areas of the Airpark without the approval of Council or its delegate.
2. No plant, machinery or vehicle or any conveyance (excluding an aircraft or emergency vehicle) having a tare weight in excess of 2 tonne shall be permitted on the taxiway.
3. No plant, machinery or vehicle or any conveyance (excluding aircraft) shall be parked on any aircraft movement area or between any hangar and the taxiway unless that area is designated for such a purpose.

### **Maintenance**

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1. The owner or any user shall ensure that their lot is maintained in a clean and tidy condition free from all accumulations of rubbish or waste material regardless of whether the lot is developed or not.
2. The owner or any user shall maintain their lot so as to ensure grass and other vegetation does not represent a fire risk to the Airpark or surrounding area.

### **Landscaping**

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1. The owner or user shall not permit any tree or shrub grown on their lot to exceed 10 metres in height or hinder the operation of the Airpark in any way.
2. No owner or user shall plant on their lot any fruiting or seeding tree, bush or plant that attracts birds or animals.

### **Land use**

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1. No industrial or commercial activities (including activities related to aircraft maintenance or manufacturing) are to be carried out within the Airpark without first obtaining approval from Council or its delegate.
2. No rural livestock of any kind shall be allowed or kept within the Airpark. Domestic animals shall be contained or constrained at all times.
3. Any external lighting of structures erected shall be in strict compliance with Civil Aviation Regulation 94.