

THE EPICENTRE, BORDER STREET, BELONGIL

1. Introduction

This development control plan has been prepared to provide for the redevelopment of the former Byron Bay meatworks site as an enterprise development centre, named The Epicentre.

Detailed planning of the proposed development is a complex process which requires responses to be made to enterprise and activity demands as they arise. The range of appropriate uses for each building and area has been assessed in general planning terms but cannot be exactly determined in advance, in isolation from demand.

This development control plan is intended to establish the important parameters for development of the site but still allow flexibility in detailed planning of individual parts or stages of the development. As detailed proposals are developed for specific activities and particular buildings or parts of a building, an individual development application will be made and considered both on its merits and as part of the whole.

2. Citation

This plan, which may be cited as "Byron Shire Development Control Plan No.3", constitutes a development control plan as provided for by Section 72 of the Environmental Planning and Assessment Act, 1979.

3. Commencement Date

This plan shall be effective from 26 July 1988 being the date on which it was formally adopted by Council.

4. Application

This plan shall apply from the commencement date to all development consents and building approvals relating to the land shown on the map accompanying this plan, consisting of Lots 1 and 2, DP 209133 and Lot 1, DP 543882, subject to the provisions of Byron Local Environmental Plan 1988.

5. Objectives

- 5.1 To facilitate the creation of an enterprise development centre and tourist attraction with its main focus on arts and crafts.
- 5.2 To encourage utilisation and enhancement of the existing structures where appropriate.
- 5.3 To provide for appropriate landscaping, visual treatment of the site, access and car parking.
- 5.4 To make adequate provision for a new public road to the Belongil area.

6. Location and nature of activities

The map accompanying the plan illustrates the broad context of uses and activities proposed for buildings and external areas of the site. This is a conceptual plan reflecting the current status of development planning for the site, and providing for a reasonable degree of flexibility to allow for the accommodation of enterprises as the opportunity arises.

Activities permissible under the provisions of the Byron Local Environmental Plan 1988 will be permissible on the site, subject to Council's consent to each development application at the appropriate time. These activities may include:

- Fashion production, jewellery, screen printing and other fashion support services;
- Wood, ceramics, graphics and other art and craft production;
- Glass manufacture including hot blown glass, etched and carved glass;
- Furniture production;
- Cabin and modular home construction;
- Applied research and prototype development in small scale engineering technology;
- Media production including radio, video and newspaper;
- Plant nursery and retailing;
- Health services;
- Bakery;
- Rental of office, studio and workshop space;
- Long-term and short-term accommodation;
- Marketing, distribution, retailing and booking services;
- Business and advisory services;
- Refreshment rooms;
- Live and audio-visual performances;
- Festivals, conferences, exhibitions;
- And other permissible activities as appropriate.

7. Height of buildings

Where existing buildings exceed the height limits provided by the Byron Local Environmental Plan 1988, no additions will be permitted outside the existing building envelope which would exceed those limits. Any new building work will comply with the provisions of the LEP.

8. Visual impact

A landscape concept plan and colour scheme for the whole site will be submitted for approval at such time as requested by Council. Special attention will be given to the appearance of the site from both road and railway.

9. Vehicle access to the site

Subject to any recommendations of the Traffic Facilities Committee, vehicle access to the site will be as shown on the map accompanying this plan, until such time as the proposed new road in the Belongil area is constructed.

On closure of the Kendall Street rail crossing, entry to the eastern carpark may be required to be relocated, depending on any arrangements determined at that time regarding any acquisition of parts of Border and Kendall Streets by the Epicentre.

10. Parking requirements

Parking requirements will be assessed on the basis of the proposed uses of existing and new floorspace submitted for each development application relating to the land.

However, for the purpose of assessing the overall parking requirements, the basis at the commencement date is the proposed areas of floorspace and relevant uses shown in Tables 1 and 2 of Schedule 1 to this plan.

Table 3 of Schedule 1 shows the assessment of total required care parking spaces. This table will be adjusted, if necessary, on submission of each development application, to reflect any change in proposed floor space and/or use.

Carparking areas at the eastern and western ends of the site, as indicated on the map accompanying this plan, will be required to be developed progressively as the requirements of each development application are assessed. Consent to successive development applications will be dependent on the ability to provide adequate car parking on the site and/or arrangements satisfactory to Council regarding the use of off-site areas for parking.

Progressive development of car parking areas shall be in accordance with an overall layout plan, such plan to have approval of the Traffic Facilities Committee and Council prior to any development commencing.

11. Road contributions

In order to provide for future road access to the Belongil area, Council will require dedication as a public road of the area shown in broken lines on the map accompanying this plan, as a condition of consent to a development application for use of the land to which this plan relates, at such time as considered appropriate by Council.

Contributions towards the construction of the proposed new road access to the Belongil area and new rail crossing will be assessed on the basis of estimated traffic movements generated by the proposed uses of existing and new floorspace submitted for each development application relating to the land, as a proportion of the total number of traffic movements estimated to be generated by all existing and future development utilising the proposed new road. For the purpose of assessing the overall traffic generation attributable to development of the Epicentre, the basis as the commencement date is the proposed areas of floorspace and relevant uses shown in Tables 1 and 2 of Schedule 1 to this plan.

Table 4 of Schedule 1 shows the assessment of total traffic movement's generation. This table will be adjusted, if necessary, on submission of each development application, to reflect any change in proposed floor space and/or use.

Table 5 of Schedule 1 shows the estimated apportionment of costs between all existing and future development which will generate traffic movements using the new road north of and including the rail crossing, and will be adjusted from time to time as the actual rate of all development in the Belongil area is monitored. The rate of contribution for each estimated traffic movement will be as determined by Council

from time to time and applied to each application for development on the land to which this plan relates.

12. Services

Contributions towards water and sewerage headworks and treatment works will be assessed on the basis of equivalent persons attributable to the proposed uses of existing and new floorspace submitted for each development application relating to the land. However, for the purpose of assessing the overall contributions, the basis at the commencement date is the proposed areas of floorspace and relevant uses shown in Tables 1 and 2 of Schedule 1 to this plan.

Table 6 of Schedule 1 shows the assessment of total equivalent persons. This table will be adjusted, if necessary, on submission of each development application, to reflect any change in proposed floor space and/or use.

The rate of contribution for each estimated traffic movement will be as determined by Council from time to time and applied to each application for development on the land to which this plan related.

Table 1 **Floor space areas**

Big. Level/s no.	Gross floor space m²	Circulation, toilets, etc. m²	Leasable floor space m²
1	150	20	130
2E Ground 2E Upper	1,700 1,700	300 300	1,400 1,400
2W Ground 2W Upper	700 1,700	100 300	600 1,400
3	850	100	750
4 Ground 4 Upper	950 800	60 100	890 700
5	1,250	150	1,100
6	100	100	0
7 (future)	1,200	200	1,000
TOTAL	11,100	1,730	9,370

Table 2 **Leasable floor space by use category**

Big Level/s No.	A	B	C	D	E	F	Total
1			130				130
2E Ground 2E Upper	1,400		1,400				1,400 1,400
2W Ground 2W Upper	600					1,400	600 1,400
3	500			250			750
4 Ground 4 Upper	860				700	30	890 700
5		1,070				30	1,100
6							0
7 (future)	970					30	1,000
Total	4,330	1,070	1,530	250	700	1,490	9,370

- A Workshop/studio/retail/exhibition (including future building)
- B Light industry workshops
- C Office
- D Theatre
- E Refreshment room
- F Accommodation

Table 3 Car parking requirements

Category	Area etc.	Rate	Car spaces
A Workshop/Studio/retail/exhibition	4,330 m ²	1 per 60 m ²	72
B Light industry workshops	1,070 m ²	1 per 100 m ² (or 2 per unit)	11
C Office	1,530 m ²	1 per 40 m ²	38
D Theatre	150 seats	1 per 10 seats	15
E Refreshment room	700 m ²	1 per 10 m ² (1 per 3 seats)	70
F Accommodation	24 beds	1 per 5 beds	5
Hostel	16 units	1.25 per unit	20
Units	3 units	1 per unit	3
Caretakers		1 per 4 units	5
Visitors			

Total car parking spaces required

239

Table 4 Traffic generation

Category	Area etc.	Vehicle/occupancy rate	Vehicle movements rate	v.m. per day
A Workshop./studio/retail/exhibition Occupants Deliveries Clients	4,330 m ²	1 per 60 m ²	2 per occupant/day 4 per occupant/day 4 per occupant/day	144 41 289
B Light industry workshops * estimated average unit size occupants deliveries	1,070 m ² 60 m ²	1 per 100 m ²	2 per occupant/day 4 per unit/week	21 10
C Office space * estimated average office size employees deliveries clients	1,530 m ² 200 m ²	1 per 40 m ²	2 per employee/day 4 per office/week 8 per office/day	77 4 61
D Theatre Employees Clients	150 seats	1 per 30 seats 1 per 3 seats	2 per employee/week 2 per vehicle/week	1 14
E Refreshment room Employees Deliveries Clients (90% discounted)	700 m ²	1 per 140 m ² 1 per 10 m ²	2 per employee/day 2 per employee/day 2 per client/day	10 10 14
F Accommodation Hostel Employees Units Caretakers	24 beds 16 units 3 units	1 per 5 beds 1 per 6 beds 1.25 per unit 1 per unit	2 per vehicle/day 2 per employee/day 2 per unit/day 2 per unit/day	10 8 32 6

Total average daily vehicle movements

752

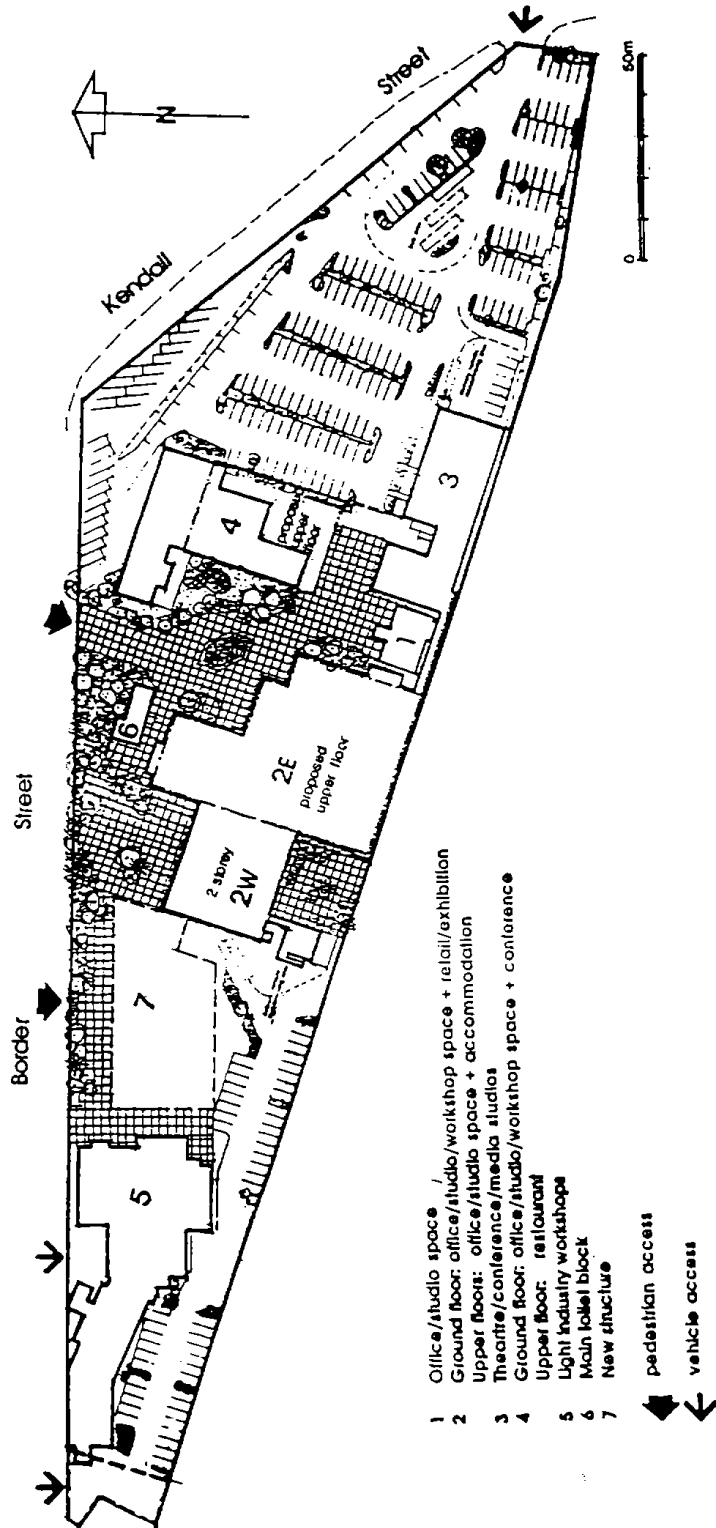
Table 5 *Apportionment of road contributions – roadworks north of and including rail crossing*

Attributable to	Estimated daily vehicle movements	% of total costs
Epicentre	752	31.4%
Other	1,642	68.6%
Total	2,394	100.0%

Table 6 *Equivalent persons (EP)*

Category	Area etc.	Rate	Rate (EP)	Total EP
A Workshop/studio/retail/exhibition	4,330 m ²	150 EP per ha 40 EP per ha	1 per 67 m ² 1 per 250 m ²	65 17
B Light industry workshops Headworks Treatment works	1,070 m ²	150 EP per ha 40 EP per ha	1 per 67 m ² 1 per 250 m ²	16 4
C Office space Persons	1,530 m ²	1 per 10 m ²	1 per 0.15 persons	23
D Theatre	150 seats		1 per 7 seats	21
E Refreshment room	700 m ²	320 EP per ha	1 per 31 m ²	22
F Accommodation Hostel Units Caretakers	24 beds 16 units 3 units	8 EP per 3 units 8 EP per 3 units	1 per 2 beds 1 per 0.38 units 1 per 0.38 units	12 43 8
Concession		4 EP per rateable block		8

Total EP (headworks) 202
Total EP (treatment works) 143



- 1 Office/studio space
- 2 Ground floor: office/studio/workshop space + retail/exhibition
- Upper floors: office/studio space + accommodation
- 3 Theatre/conference/media studios
- 4 Ground floor: office/studio/workshop space + conference
- Upper floor: restaurant
- 5 Light industry workshops
- 6 Main toilet block
- 7 New structure

pedestrian access
 vehicle access

Note: layout of internal parking spaces and access points to the site subject to approval of Traffic Facilities Committee and Council.