

## PART B GENERAL PROVISIONS

### B1: ADVERTISING AND SIGNAGE

#### Application

Section B1 applies to advertising structures and other signage that requires development consent.

#### Purpose

The purpose of this section is to specify development guidelines for signage requiring consent.

#### Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure, for the list of Parts.

#### Development Guide

##### 1. Objective

- To ensure that signage:
  - is compatible with the desired amenity and visual character of an area, and
  - is of high quality design and finish, and
  - does not dominate the streetscape, and
  - does not add to proliferation of signage, and
  - does not obscure or limit the view of motorists or pedestrians, and
  - does not reduce the safety of pedestrians, cyclists or vehicles using public roads or footpaths
  - does not include directions to traffic (such as turn left now or wrong way), and
  - does not imitate official regulatory signage or be capable of being confused with regulatory signage,
  - does not adversely affect the amenity of residential properties.

##### Development Provisions

- a) Signs primarily identifying products or services are not acceptable, even where relating to products or services available on that site.
- b) Signage **is not** permitted outside property boundaries except where mounted upon buildings and clear of pedestrians and road traffic. **No** signage is permitted upon light or power poles or upon the nature strip (the area between the property boundary and constructed roadway). Limited directional signage and “A” frame signage may separately be approved by Council under the Roads Act 1993 or section 68 of the Local Government Act 1993.
- c) An on-building 'chalkboard' sign, for the purpose of describing services or goods for sale which vary on a regular basis generally should not be any larger than 1.5m<sup>2</sup>, and should contain a sign written heading indicating the premises to which it refers.
- d) On-premise signs should not project above or to the side of building facades

## 2. Objective

- To provide for signage that effectively promotes the areas attractions, trade and services, whilst taking into consideration both the development on which it is displayed and the amenity and character of the surrounding area.

### Development Provisions

- a) Where there is potential for light spill from signage in a non-residential zone adjoining or adjacent to residential development, illuminated signage is to be fitted with a time switch to dim by 50% or turn off the light by 11pm each night, depending on the nature of the development.

**Note:**

Under the LEP, the group term is **signage**, which encompasses:

- advertising structures,
- building identification signs,
- business identification signs.

**Signage** does not include a traffic sign or traffic control facilities.

Generally, the latter two types are exempt development, unless they don't comply with the relevant requirements.

Other types of signage can be exempt development, e.g. as listed in the Codes SEPP and in Schedule 2 of the LEP.

State Environmental Planning Policy No 64 – Advertising and Signage applies to all signage that, under another environmental planning instrument that applies to the signage, can be displayed with or without development consent, and is visible from any public place or public reserve, other than signage that is exempt development. Where there is an inconsistency between the SEPP and this DCP, the provisions of the SEPP prevail. Clause 33 of the SEPP also lists as exempt development:

- advertisements on transport corridor land,
- electoral matter relating to Federal, State or local government elections.

Some signage is exempt development – refer to SEPP No 64, SEPP (Exempt and Complying Development Codes) 2008 and Schedule 2 of LEP 2011 for details.

For all other signage, consent cannot be granted unless it is consistent with the objectives of SEPP 64 and satisfies the assessment criteria specified in Schedule 1 of that SEPP. Where development consent is required for signage, the criteria in this control will be considered.

## **B2: ENVIRONMENTAL MANAGEMENT**

### **Application**

Section B2 applies to development applications generally.

### **Purpose**

The purpose of this section is to achieve a balance between assisting in appropriate development whilst conserving the most important biodiversity assets and maintaining the ecological processes that sustain them.

### **Relationship to other sections of the DCP**

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure, for the list of Parts.

### **Strategic Context**

The PMH LGA contains outstanding areas of biodiversity and conservation importance due to its location within the confluence of tropical and temperate biogeographic regions. Coupled with relatively intact and healthy waterways, the area contains some of the highest valued biodiversity assets at regional and national scale.

The natural environment is a key asset that makes the Port Macquarie-Hastings area a highly valued place to live and it is critical to local amenity. Effective management of environmental assets is one of the key components of achieving ecologically sustainable development and is therefore a fundamental philosophy required in developing land in the region.

These DCP provisions are based on the best available science sourced from local to national peer-reviewed studies.

Vegetation and landscape elements are one of the key character elements of the regions urban precincts, contributing significantly to local views, urban character, and public domain and enhancing the experience of residents and visitors.

Management of urban vegetation is fundamental to retaining the unique character of the area and adjacent rural landscapes.

### **Development Guide**

#### **Waste Management and Minimisation**

##### **3. Objective**

- To reduce waste to landfill
- To maximise source separation of general waste, recycling and food and garden organics
- To establish standard provisions for determining waste management requirements in developments
- To embed sustainable and effective waste management practices at events
- To ensure developments are designed with adequate storage, access and management of waste

- To embed circular economy principles by supporting the minimization of waste and promoting the continual use of resources

#### **Development Provisions**

- a) Development must comply with Council's Developments, Public Place & Events - Waste Minimisation and Management Policy.

### **Cut and Fill Regrading**

#### **4. Objective**

- To ensure that design of any building or structure integrates with the topography of the land to:
  - Minimise the extent of site disturbance caused by excessive cut and fill to the site.
  - Ensure there is no damage or instability to adjoining properties caused by excavation or filling.
  - Ensure that there is no adverse alteration to the drainage of adjoining properties.
  - Ensure the privacy of adjoining dwellings and private open space are protected.
  - Ensure that adequate stormwater drainage is provided around the perimeter of buildings and that overflow paths are provided.

#### **Development Provisions**

- a) Development shall not exceed a maximum cut of 1.0m and fill of 1.0m measured vertically above the ground level (existing) at a distance of 1.0m outside the perimeter of the external walls of the building (This does not apply to buildings where such cut and fill is fully retained within or by the external walls of the building).

#### **5. Objective**

To ensure retaining walls are functional, safe and positively contribute to the development and/or the streetscape.

#### **Development Provisions**

- a) A certified practicing structural engineer must certify any retaining wall greater than 1.0m.
- b) Where a combination of a fence and a wall is proposed to be greater than 1.2m high:
  - be a maximum combined height of 1.8m above existing property boundary level;
  - be constructed up to the front boundary for a maximum length of 6.0m or 30% of the street frontage, whichever is less;
  - the fence component has openings which make it not less than 25% transparent; and
  - provide a 3m x 3m splay for corner sites, and
  - provide a 900mm x 900mm splay for vehicle driveway entrances.

#### **6. Objective**

- To minimise the extent of landform change to render a site suitable for subdivision.
- To minimise adverse impact on other land, persons or public infrastructure from landform change.
- To preserve levels at site boundaries.

- To preserve significant natural watercourses, riparian vegetation, environmental and topographical features.
- To preserve the visual character of the landform as viewed from within and outside the land site.
- To preserve cross boundary drainage conditions.
- To ensure runoff from upstream or upslope land is not adversely impeded.
- To ensure there are no adverse geotechnical consequences to the site or to other land.
- To ensure there are no adverse consequences to public infrastructure.

### Development Provisions

- a) Significant land reforming proposals where >10% gross site area or >1.0ha is to have surface levels changed by more than 5m or where earthworks exceed an average of 10,000m<sup>3</sup> per ha shall:
  - identify the impact of the proposed land reforming on the environment, landscape, visual character and amenity, natural watercourses, riparian vegetation, topographical features of the environment and public infrastructure;
  - demonstrate compliance with the provisions of Council’s AUS-SPEC design specification;
  - assess the impacts and benefits of the proposal to all impacted persons and the general public;
  - provide measures to compensate for and minimise any net adverse impacts.
- b) The use of high earthworks batters should be avoided.
- c) Preliminary plans indicating the final landform are required to be submitted with any master plan or subdivision application.
- d) The subdivision should be designed to fit the topography rather than altering the topography to fit the subdivision.

## Environmental Management Areas and Buffers

The following buffer provisions to ecologically endangered communities and watercourses do not apply:

- To land less than 1ha in area;
- To land where there is a current and valid approval for urban purposes;
- To any application to modify an existing valid approval under 4.55 of the *Environmental Planning and Assessment Act 1979*.

Where there is a conflict between the ‘Environmental Management Areas and Buffers’ provisions and ‘Area Based Provisions’ for a defined precinct, the ‘Area Based Provisions’ prevail.

## 7. Objective

- To conserve biological diversity and promote ecologically sustainable development.
- To prevent the extinction and promote the recovery of threatened species, populations and ecological communities.
- To protect the habitat of threatened species, populations and ecological communities

- To eliminate or manage processes that threatens the survival or evolutionary development of threatened species, populations and ecological communities.
- To ensure that the impact of any action affecting threatened species, populations and ecological communities is properly assessed.
- To encourage the conservation of threatened species, populations and ecological communities by the adoption of measures involving co-operative management.
- To mitigate against Key Threatening Process to Threatened Species and their Habitat.

### **Development Provisions**

- a) For coastal floodplain endangered ecological communities a minimum, fully vegetated buffer of 35m must be provided.
- b) For Freshwater Wetland on Coastal Floodplain endangered ecological community a fully vegetated buffer of 100m is to be provided.
- c) For all other endangered ecological communities, a fully vegetated buffer of 50m must be provided.
- d) Stormwater management facilities may be considered within buffer areas only where the applicant can demonstrate the proposal is justified on the basis of practical engineering related site constraints and where it is adequately demonstrated that the applicable objectives are achieved.
- e) Fully vegetated buffers cannot contain road infrastructure or an asset protection zone.
- f) Where different buffers (including riparian buffers) apply to an area, the greater of the buffer widths applies.

## **8. Objective**

- Environmental areas are to be appropriately protected and managed.

### **Development Provisions**

- a) Any habitat/vegetation which will be lost as a consequence of development is to be offset through the dedication of suitable land utilising expert ecological knowledge to determine the impact and offset based on the principle of 'improve and maintain'.
- b) Improvement and maintenance of existing habitat and corridors and the consolidation of fragmented bushland are to be considered as the first preference for any development offset.
- c) A Vegetation Management Plan (VMP) is to be prepared for any environmental land that is to be retained or used to offset development impacts.
- d) VMPs are required to address Council's VMP "Heads of Consideration"

## **9. Objective**

- To protect and maintain:
  - water quality within waterways;
  - stability of the bed and banks of waterways;
  - aquatic and riparian habitats, and
  - ecological process within the waterways and riparian areas.

## Development Provisions

- a) A minimum, fully vegetated buffer from the top of bank to both sides of a watercourse is to be provided in accordance with the following:
  - 10m for 1st order streams that flow intermittently.
  - 30m for 1st order streams that flow permanently.
  - 40m for 2nd order streams.
  - 50m for 3rd order streams.
  - 65m for 4th order streams.
- b) Stormwater management facilities may be considered within buffer areas only where the applicant can demonstrate the proposal is justified on the basis of practical engineering related site constraints and where it is adequately demonstrated that the applicable objectives are achieved.
- c) Fully vegetated buffers cannot contain road infrastructure or an asset protection zone.

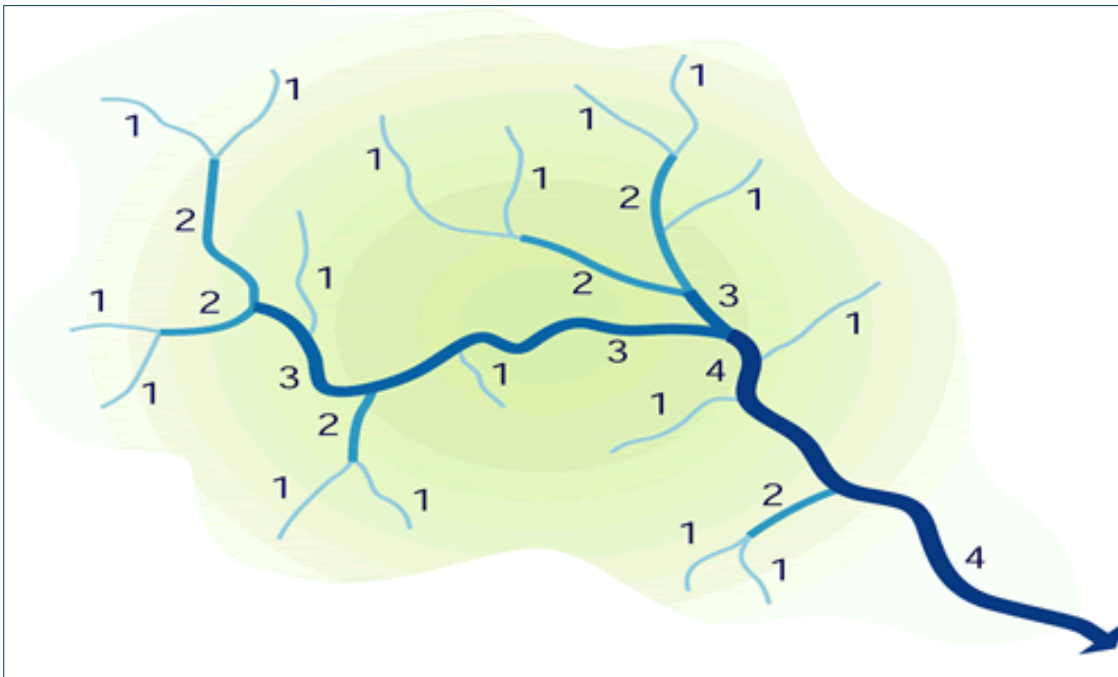


Figure 1: Hypothetical stream network ordered by the Horton Strahler Method

**Note:**

The stream order method which is most frequently used to classify drainage networks is the Horton-Strahler classification system. A first-order stream is the smallest unbranched stream. Two first-order streams join to form a second order stream. When two streams of order  $w$  join, a stream order of  $w + 1$  is created. However, when two segments of different orders, for example  $w$  and  $w + 1$ , join the stream segment immediately downstream retains the higher of the orders of the two contributing streams, and will have the order  $w + 1$ .

Vegetation and landscape elements are one of the key character elements of the regions urban precincts, contributing significantly to local views, urban character, and public domain and enhancing the experience of residents and visitors.

Management of urban vegetation is fundamental to retaining the unique character of the area and adjacent rural landscapes.

## Tree Management - Land to which State Environmental Planning Policy SEPP (Vegetation in Non-Rural Areas) 2017 Applies

### 10. Objective

- To prescribe for the purposes of State Environmental Planning Policy SEPP (Vegetation in Non-Rural Areas) 2017, vegetation for preservation.
- Provide criteria that will be taken into consideration by Council as part of the assessment of applications for vegetation removal.

### Development Provisions

- a) Prescribed vegetation for the purposes of the SEPP (Vegetation in Non-Rural Areas) 2017 is any tree identified in Table 1 or is a mangrove or cycad and is:
  - 3 metres or higher in height, or
  - has a trunk diameter of 100mm measured at 1.0metre above ground level; or
  - a hollow bearing tree
- b) The above criteria does not apply to a tree where the nearside trunk is 3 metres from the nearest external wall of an existing, permanent dwelling or manufactured home and is located within the same property. Such trees may be removed without a permit or development consent. This Provision does not apply to areas mapped as Core Koala Habitat under the LEP. A permit will be required in these instances.

#### Note:

- Clause 9 of SEPP (Vegetation in Non-Rural Areas) 2017 provides for Council to declare vegetation that requires a permit for removal in a DCP.
- Prescribed vegetation only applies to Land Use Zones regulated by Council under the SEPP (Vegetation in Non-Rural Areas) 2017.
- The 3m distance is measured from the closest point of the trunk to the external wall.
- A dwelling does not include a detached garage, pergola, deck or caravan.

## Tree Management – Private Land

### 11. Objective

- To minimise injury to or destruction of trees and native vegetation.
- To retain healthy individual trees of local amenity and aesthetic value.
- To facilitate the removal of undesirable exotics, noxious weeds, dangerous trees and any other inappropriate plantings.
- To replace the above with suitable species endemic to the North Coast Bioregion to make a positive contribution to visual and environmental amenity and ecological sustainability.
- To retain viable representative samples of native vegetation, which have an intact structure and complete floristics, wherever practical.
- To facilitate limited tree removal associated with a Complying Development Certificate.

### Development Provisions

- a) Pruning must be undertaken in accordance with Australian Standard AS 4373 - Pruning of Amenity Trees.
- b) An application for the removal of a tree listed in Table 1 must be accompanied by an Arborist's report stating that the tree:
  - is dangerous; or



- is dying and remedial pruning would not improve the deteriorated condition of the tree; or
  - has a history of branch fall (documented or photographic evidence to be provided); or
  - is structurally unsound or;
  - diseased.
  - Advice on the requirement of an arborist report associated with a tree removal permit can be obtained from Council’s Tree Assessment staff.
  - The requirement for an arborist report for tree removal associated with a development application will be determined on merit by Council’s Development Assessment.
- c) Where a tree listed in Table 1 is approved for removal it must be compensated with 2 x koala habitat trees. Significant large-scale development will require an advanced size koala food tree or habitat tree (primary Koala browse species) that meets AS2303:2015 Tree Stock for Landscape Use. The compensation tree is to be planted in a suitable location as determined by the Director of Development and Environment or their delegate.
- Note: The above replanting requirement only applies where there is no applicable KPoM.*
- d) Removal of dead branches including palm fronts and the selective removal of branches up to and including a diameter of 50mm may be undertaken without a permit or development consent where the removal:
- Does not alter the canopy of the tree, and
  - Does not destroy the aesthetic appearance of the tree canopy; and
  - Does not alter the growth structure of the tree, and
  - Is carried out in accordance with Australian Standard AS 4373 - Pruning of Amenity Trees.
- e) The pruning of large garden shrubs in excess of 3 metres in height for the purpose of ornamental shaping is permitted without a permit or development consent.
- f) Where a development is proposed adjoining Council controlled land, the plans must identify all trees that fall within 6.0m of the property boundary and any trees proposed to be removed, identified on that plan.
- g) Any pruning or removal of any tree on private land must be undertaken in accordance with Council’s tree management specifications.
- h) A tree removal permit can be sought for tree removal associated with a Complying Development Certificate (CDC), subject to the tree removal meeting the following criteria:
- Must be associated with CDC and removal must not occur until CDC issued.
  - Application must identify and locate all trees within proximity to the development.
  - No more than 3 trees over 6m in height to be removed. Trees taken to be impacted on by the development are to be determined in accordance with AS 4970 - Protection of trees on development sites (i.e 12 x DBH tree protection zone required for those trees to be retained).
  - Must not involve removal of hollow bearing trees.
  - The removal of any koala browse tree species are to be replaced at a ratio of 2:1 on site or at a secure off site location agreed to by Council. Any on site replanting is to have regard for services and buildings and is to be agreed to by Council.

## Tree Management – Public Land

### 12.Objective

- To ensure that proper consideration is given to trees and native vegetation in designing, planning and constructing development.
- To minimise injury to or destruction of trees and native vegetation.
- To retain healthy individual trees of local amenity and aesthetic value.
- To facilitate the removal of undesirable exotics, noxious weeds, dangerous trees and any other inappropriate plantings, and to replace these with suitable local indigenous species to make a positive contribution to visual and environmental amenity and ecological sustainability.
- To retain viable representative samples of native vegetation, which have an intact structure and complete floristics, wherever practical.

### Development Provisions

- a) Trees on public land shall not be pruned or removed unless:
  - Written consent is provided by Council; and
  - They are dead, dying, diseased or dangerous, or
  - They are causing damage to infrastructure on public land, or
  - They are impacting on pedestrian or traffic conditions; or
  - They are interfering with services on private property; or
  - They impact on the outlook from historic sites or significant public viewing areas, or
  - The growth habit or mature size of the tree is undesirable in a particular situation, as determined by the General Manager or his delegates; or
- b) The trees require removal to fulfil the requirements of section 100C of the Rural Fires Act 1997, as determined by the General Manager or his delegates.
- c) Where a tree removal on public land is approved, the removal is to be supervised by the Director of Infrastructure Services or their delegate and undertaken in accordance with Council's tree management specifications.
- d) A tree removed on public land is to be replaced by an approved species in a suitable location as determined by the Director of Infrastructure Services or his delegate.
- e) Council will not consider the pruning or removal of trees where the intent is to enhance the views of or from private property.
- f) Adhoc planting of trees or other vegetation within the road reserve (including public footpaths) is not permitted. Any planting that occurs in this manner will be removed and the road reserve restored at no cost to the Council.
- g) Council may consider permitting planting on public land by an Incorporated Community Group where accompanied by a detailed report.
- h) Council has no statutory obligation or onus to treat termites, however where a tree on public land is affected by termites, Council may grant permission for adjoining landowners to enter upon public land to treat termites where treatment does not include the destroying, pruning or removal of trees on public land.
- i) Any pruning, removal or treatment of any tree on public land must be undertaken in accordance with Council's tree management specifications.
- j) Council, or contractors working on behalf of Council are exempt from requiring an approval to remove or kill non-native or non-indigenous native trees from public bushland reserves.

## Tree Management - Hollow Bearing Trees

### 13. Objective

- To assist with the conservation of biological diversity and promote ecologically sustainable development.
- To assist in preventing the extinction and promote the recovery of threatened species and populations
- To protect the habitat of those threatened species and populations that are dependent on hollow-bearing trees for their survival.
- To assist in the elimination and/or management of processes that threaten the survival or evolutionary development of threatened species and populations.
- To ensure that the impact of any action affecting threatened species, populations and ecological communities is properly assessed.
- To encourage the conservation of threatened species and populations by the adoption of measures involving co-operative management.
- To ensure that risk to people and property is minimised.

### Development Provisions

- a) All hollow bearing trees within the development area are to be accurately located by survey and assessed by an appropriately qualified ecologist in accordance with Council's **Hollow-bearing tree assessment** (HBT) protocol.
- b) Any tree that scores less than 8 using the HBT assessment protocol may be considered for removal subject to compensatory measures specified below.
- c) Any tree that scores 8-12 using the HBT assessment protocol may be considered for removal if management measures are 'impractical to allow retention'
- d) Any tree that scores more than 12 using the HBT assessment protocol the assessment must be retained and afforded a development exclusion buffer or located within environmental lands.
- e) Where a development exclusion buffer is proposed it shall have a radius of 1.25 times the height of the tree measured from its base.

#### **Note:**

- The **HBT assessment protocol** is included at the end of this section.
- "Impractical to allow retention" means where the hazard rating, assessed under the Tree Hazard Evaluation Form (2nd Edition, as adopted by the International Society of Arboriculture) results in a long term rating of more than 10.

### 14. Objective

To ensure that, where a HBT cannot be retained and managed safely within the future developed landscape, satisfactory and effective ameliorative and compensatory measures shall be implemented prior to removal of the tree.

### Development Provisions

- a) A strategy for tree removal (timing and methodology) that minimises impacts on native wildlife shall accompany any development that proposes the removal of HBTs.
- b) The removal of HBTs is to be offset by the retention of recruitment trees. Compensatory recruitment trees shall be provided at the rate of two for one for trees that scored 8-12,

and at the rate of one for one for trees that scored less than 8. A tree can be considered to be a compensatory recruitment tree under the following criteria:

- Does not have any major structural defects or is suffering from disease that would lead to premature death; and
  - Is from the same vegetation community and same genus; and
  - Are to be located within environmental lands and managed in accordance with a VMP; and
  - Have a DBH of 50cm or greater and do not possess hollows. For Blackbutt *Eucalyptus pilularis* a DBH of 100cm or greater applies.
- c) The removal of HBTs are to be offset by the installation of nesting boxes of similar number and size as those to be removed.
- d) Nesting boxes are to be installed like for like (both type and number, and host tree to genus level) and must be located within proposed open space or environmental lands.
- e) Nesting Boxes are to be installed and maintained within environmental lands in accordance with a VMP.
- f) Nesting Boxes to be inspected and maintained by a qualified ecologist.
- g) Any HBT that will not afford protection via an exclusion buffer or within environmental lands will attract the same offsetting requirements as if it was to be removed.

Table 1: Koala Food Trees

Koala Food Trees	
Common Name	Scientific Name
<b>Primary browse species</b>	
Cabbage Gum	<i>Eucalyptus amplifolia</i>
Orange Gum	<i>Eucalyptus bancrofti</i>
Tallowwood	<i>Eucalyptus microcorys</i>
Parramatta Red Gum	<i>Eucalyptus parramattensis</i>
Swamp Mahogany	<i>Eucalyptus robusta</i>
Forest Red Gum	<i>Eucalyptus tereticornis</i>
<b>Secondary / Supplementary browse species</b>	
Blue-leaved Stringybark	<i>Eucalyptus agglomerata</i>
Grey Gum	<i>Eucalyptus biturbinata</i>
Diehard Stringybark	<i>Eucalyptus cameroni</i>
Large-fruited Grey Gum	<i>Eucalyptus canaliculata</i>
Thin-leaved Stringybark	<i>Eucalyptus eugenioides</i>
Slaty Red Gum	<i>Eucalyptus glaucina</i>
White Stringybark	<i>Eucalyptus globoidea</i>
Craven Grey Box	<i>Eucalyptus largeana</i>
Yellow Box	<i>Eucalyptus melliodora</i>
Grey Box	<i>Eucalyptus moluccana</i>
Mountain Mahogany	<i>Eucalyptus notabilis</i>
Small-fruited Grey Gum	<i>Eucalyptus propinqua</i>
White-topped Box	<i>Eucalyptus quadrangulata</i>
Red Mahogany	<i>Eucalyptus resinifera</i>
Rudder's Box	<i>Eucalyptus rudderi</i>
Steel Box	<i>Eucalyptus rummeryi</i>
Narrow-leaved Red Gum	<i>Eucalyptus seeana</i>

Koala Food Trees	
Common Name	Scientific Name
Tindale's Stringybark	Eucalyptus tindaliae
Other browse species	
Smooth Bark Apple	Angophora costata
Lemon Scented Gum	Corymbia citriodora
Apple Box Stringybark	Eucalyptus bridgesiana
River Red Gum	Eucalyptus camaldulensis
Argyle Apple	Eucalyptus cinerea
Tasmanian Blue Gum	Eucalyptus globulus
Flooded Gum	Eucalyptus grandis
Narrow Leaf Black Peppermint	Eucalyptus nicholii
Messmate Stringybark	Eucalyptus obliqua
Blackbutt	Eucalyptus pilularis
Grey Gum	Eucalyptus punctata
Narrow-leaved Scribbly Gum	Eucalyptus racemosa
Sydney Blue Gum	Eucalyptus saligna
Wallangarra White Gum	Eucalyptus scoparia
Pink Flowering Mugga Ironbark	Eucalyptus sideroxylon
Northern Scribbly Gum	Eucalyptus signata
Broad leaf Paperbark	Melaleuca quinquenervia
Ribbon or Manna gum	Eucalyptus viminalis

**Note:**

- *Primary browse species and Secondary / Supplementary browse species - As detailed for the North Coast Koala Management Area in Appendix 2 of the (Approved) Recovery for the Koala Phascolarctos cinereus. Dept. of Environment & Climate Change (NSW) 2008.*
- *Other browse species - source: Jason Berrigan; NSW Koala Preservation Society, Port Macquarie*
- *SEPP (Koala Habitat Protection) 2019 commenced on 20 December 2019; Schedule 2 identifies the full list of feed tree species.*

# Hollow-bearing tree assessment protocol

LGA/Project: .....

Date	Easting	Northing	Datum

Tree species (if known) .....

**Status**

Score: Living Tree = 3 | Dead Tree = 1

Alive	Dead	Score

**DBH Score** (living trees only)

Score: 80 -100+cm = 3 | 60 - 80cm = 1.5 | < 60cm = 0

Score

**Number of visible hollows**

Score: > 5 = 3 | 2 - 4 = 1.5 | 0 - 1 = 0

> 5	2 - 4	0 - 1	Score

**Visible Hollow(s) Score** (Highest value only)

1 or more > 100mm = 3 | 1+ > 50mm = 2 | 1+ < 50mm = 1

> 100mm	> 50mm	< 50mm	Score

**Habitat or Linkage Proximity Score**

HBT in habitat block/linkage to be retained (in situ) = 3;  
 < 30m from habitat block/linkage to be retained = 2  
 > 30m from habitat block/linkage to be retained = 0

In situ	< 30m	> 30m	Score

**Longevity Ranking**

High = 3 | Medium = 1.5 | Low = 0 - Refer to Notes 2.

High	Medium	Low	Score

**TOTAL SCORE**

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**Evidence of existing use** .....

.....

**Recommendation(s)** .....

.....

.....

**Explanatory Notes:**

Hollow-bearing trees (HBTs) are an important element in the Australian landscape and a significant factor affecting biodiversity values. This assessment sheet is intended to provide a more quantitative and ecologically meaningful approach to the ranking of HBTs than is otherwise currently applied. As advocated by Gibbons & Lindenmayer (2002), the emphasis for conservation purposes is clearly on large, living trees that are likely to offer the greatest diversity of hollow types and/or size.

The assessment does not include provision for a formal survey of HBTs for use by native wildlife. This omission is deliberate and simply reflects the difficulties in accurately representing use of the HBT resource over time, aspects of which may be seasonal and/or periodic. Having said this, any observations about existing use at the time of assessment may be of some importance in the case of low scoring trees when recommendations relating to removal and/or longer-term management are being considered.

#### ***Longevity Ranking***

*High: Living tree (any species) with inclination from vertical of less than 10°.*

*Medium: Living tree with shallow adventitious root system (e.g. Blackbutt - Scribbly Gum – Bloodwoods - White Mahoganies) on skeletal soils and with an inclination from the vertical of 10 – 15°.*

*Low: Any dead tree and/or living trees in Medium category that have an inclination from the vertical of > 15°.*

*This is intended to provide an ecological perspective on the extent of likely hazard (in a developed landscape) presented by the tree in question; hence the risk of a dead tree or shallow rooted Eucalyptus spp. on a skeletal soil that has a distinct 'lean' on it must be taken into account.*

#### ***The Scoring System***

*The scoring system is relatively straight forward and serves to facilitate a total score for a given HBT that could fall anywhere between 2 -18. The total score should be interpreted as follows:*

***Total Score > 12:*** mandatory retention in landscape required, no disturbance of substrate within radius prescribed by dripline, no habitable dwellings or other structures within buffer area (radius 1.25 x tree height measured from tree base); fencing and hazard/interpretive signposting as required.

***Total Score 8 – 12:*** retention in landscape desirable if objectively assessed hazard rating (see Note 4) can be managed long-term at 10 or less; removal subject to identification of at least 2 recruitment trees of same species & size class elsewhere on land to which DA applies + formal strategy for tree removal that minimizes impact(s) on native wildlife + compensatory nest boxes in immediate vicinity.

***Total Score < 8:*** removal possible subject to identification of at least 1 recruitment tree of same species & size class elsewhere on land to which DA applies + formal strategy for tree removal that minimizes impact(s) on native wildlife + compensatory nest boxes in immediate vicinity.

*Hazard rating - as determined by use of Tree Hazard Evaluation Form (2nd Ed) – International Society of Arboriculture.*

*Nothing in these pages is intended to diminish the underlying importance of HBTs in the Australian landscape generally; rather, it is a tool by which the most important trees can be identified and protected in the first instance, while also offering (for lower scoring HBTs) some flexibility for planning purposes that must also be met by compensatory measures.*

#### ***References***

*Gibbons, P., and Lindenmayer, D. 2002. Tree Hollows and Wildlife Conservation in Australia. CSIRO Publishing © biolink 2007.*

## **B3: HAZARDS MANAGEMENT**

### **Application**

Section B3 applies to development applications generally.

### **Purpose**

The purpose of this section is to outline guidelines for development in areas subject to hazards.

### **Relationship to other sections of the DCP**

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of Parts.

### **Strategic Context**

The proper management of hazards is an important issue to ensure that development is not subject to hazards from a range of past and present human activities, as well from natural hazards.

### **Development Guide**

#### **Airspace Protection**

##### **15.Objective**

- To minimise risk of obstacles to aircraft such as bird strike.

##### **Development Provisions**

- a) Development shall not result in land use or activities that attract flying vertebrates such as birds and bats within proximity of flight paths associated with airport operations.

##### **16.Objective**

- To restrict development that results in emissions that may impair visual conditions or create air turbulence in the vicinity of the airport.

##### **Development Provisions**

- a) Development shall not result in emission of airborne particulate or produce a gaseous plume with a velocity exceeding 4.3m per second that penetrates operational airspace. Refer Manual of Standards Part 139 – Aerodromes, Civil Aviation Safety Authority.

##### **17.Objective**

- To control potentially hazardous or obtrusive lighting within the vicinity of the airport.

##### **Development Provisions**

- a) Lighting to comply with Section 9.21 of the Manual of Standards Part 139 – Aerodromes, Civil Aviation Safety Authority.



## Bushfire Hazard Management

### 18.Objective

- To ensure bushfire management measures do not result in the loss of important habitat areas.
- To ensure that Council is not burdened with the ongoing costs associated with the maintenance of Asset Protection Zones (APZs).
- To provide a public interface to environmental assets.

### Development Provisions

- a) APZs are to be located outside of environmental protection zones and wholly provided within private land. Note perimeter roads provided as part of a subdivision are classified as being part of the subdivision and not a separate permissible land use within environment protection zones.
- b) Perimeter roads are to be provided to all areas adjoining environmental management areas and their buffers. Refer to Figure 2.

**Note:**

*Stormwater detention basins should be located clear of APZs unless designed to ensure suitable accessibility (e.g. batter grades) to maintain vegetation to APZ standards.*

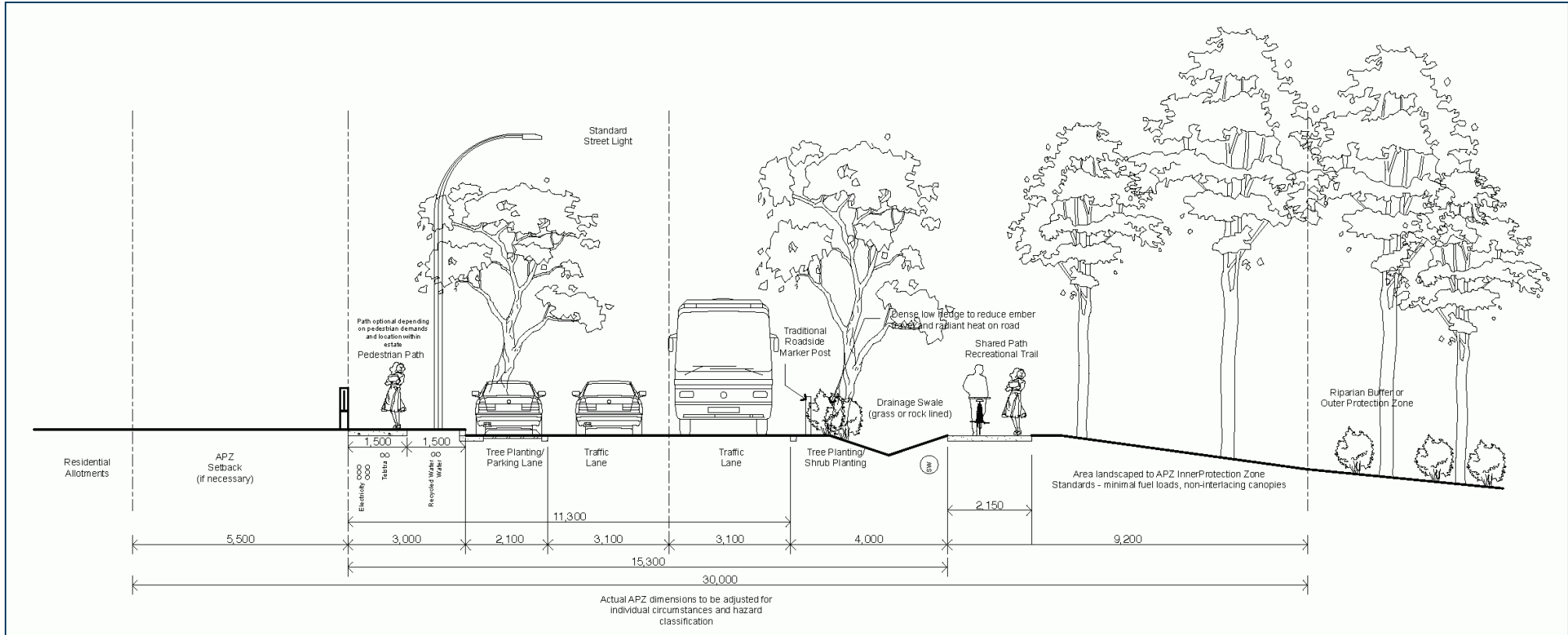


Figure 2: Road Section - Indicative Bushland or Riparian Edge Street  
 Source: Anterra Design Pty Ltd, 2007

## Flooding

### 19.Objective

- To maintain the existing flood regime and flow conveyance capacity.
- To enable evacuation of land subject to flooding.
- To avoid significant adverse impacts on flood behaviour.
- To avoid significant adverse effects on the environment that would cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of the river banks or watercourses.
- To limit uses to those compatible with flow conveyance function and flood hazard.
- To limit the cost of evacuation on the general public.

### Development Provisions

- a) Development must comply with Council's Floodplain Management Plan and Flood Policies.

## Coastal Hazard Management

Clause 7.6 Coastline hazards, in *Port Macquarie-Hastings Local Environmental Plan 2011*, contains provisions that must be considered prior to the grant of development consent on land mapped as subject to Coastal Erosion Risk.

The following DCP provisions are intended to assist in the consideration and interpretation of Coastal Hazard lines for areas covered by the Lake Cathie Coastal Zone Management Plan (2016).

A diagram of the development zone provisions relating to the 2050 planning horizon is shown on Figure 3. The key coastal hazard lines for Lake Cathie are shown on Figure 4 and Figure 5 and are defined as:

- 2050 Zone of Reduced Foundation Capacity (2050 ZRFC) - shown by dashed magenta line, and
- 2050 Zone of Slope Adjustment (2050 ZSA) - shown by solid magenta line.

These define the coastal hazard area into:

- A. Landward of the 2050 ZRFC - no restrictions
- B. Between the 2050 ZRFC and 2050 ZSA - restrictions
- C. Seaward of the 2050 ZSA - restrictions

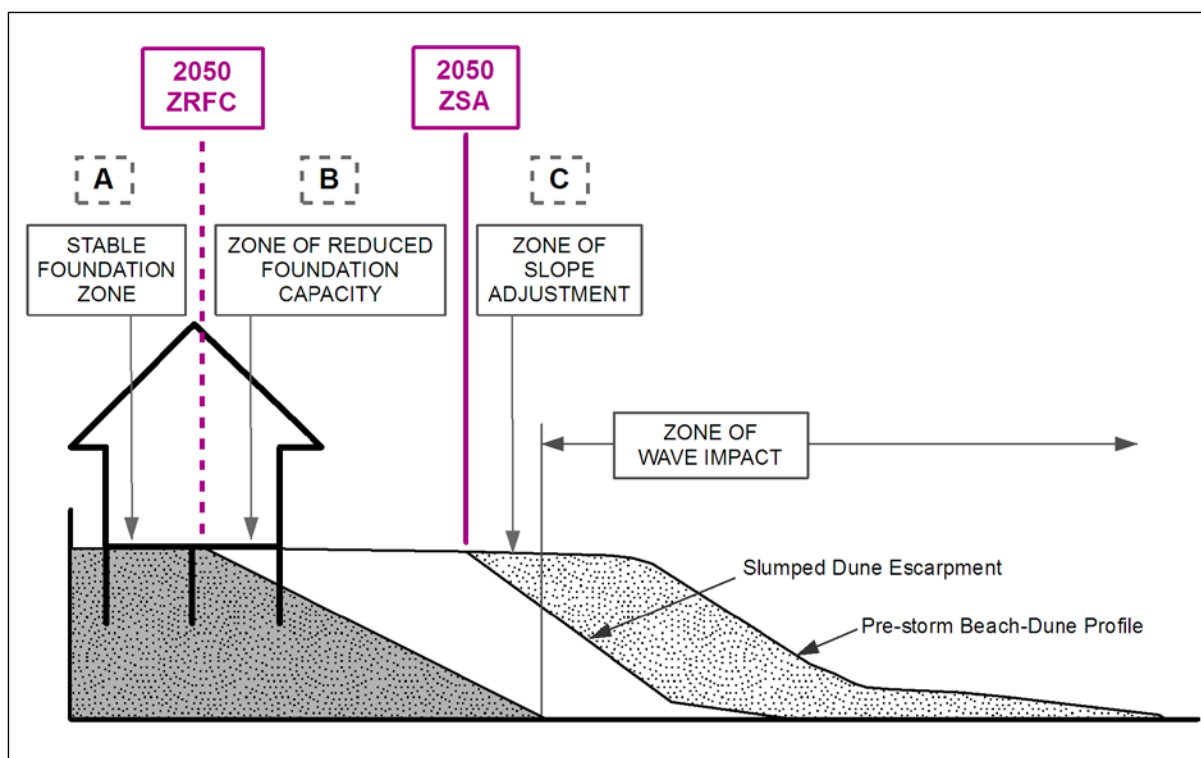


Figure 3: 2050 Hazard Zones and Stable Foundation Zone calculation guidelines

## Lake Cathie Coastal Hazard Management

### 20.Objective

- To assist in the consideration of coastline hazards, as required by clause 7.6 of LEP 2011, relating to:
  - avoiding significant adverse impacts from coastal hazards,
  - enabling evacuation of coastal risk areas in an emergency,
  - ensuring uses are compatible with coastal risks.
- To facilitate adaptive planning for natural hazard and risk of coastline erosion.
- To ensure new development or redevelopment of existing properties avoids significant adverse impacts from coastal hazards.
- To ensure land use that reduces exposure to risks from coastal hazards, including through siting, design, construction and operation decisions.
- To ensure uses are compatible with coastal risks.
- To mitigate current and future risk from coastal hazards by taking into account the effects of coastal processes and climate change.

### Development Provisions

- a) Development shall not proceed unless it can be demonstrated that the provisions of each applicable development zone can be met (Refer to Table 2).

Table 2: 2050 Development Zone Provisions

<b>ZONE A</b>	No coastal hazard development restrictions apply. Normal relevant planning controls apply.
<b>ZONE B</b>	The following controls apply for properties behind the 2050 zone of slope adjustment and forward of the 2050 zone of reduced foundation capacity. Development to existing dwellings be limited to a one off maximum 10% increase in Gross Floor Area (refer to PM-H LEP 2011 definition), calculated from the ground floor footprint only, unless provided with foundation footings extending into the stable foundation zone or the development is undertaken as relocatable structures.
<b>ZONE C</b>	The following controls apply for properties forward of the 2050 zone of slope adjustment. <ol style="list-style-type: none"> <li>1. Development to existing dwellings be limited to a maximum 10% increase in Gross Floor Area (calculated from the ground floor footprint only) or be undertaken as relocatable structures.</li> <li>2. Ancillary development (decks/patios, carports, detached garages outbuildings and structures (including pools) must be undertaken as relocatable structures).</li> </ol>

**Note:**

For engineering calculation requirements refer to Figure 6.1 on page 67 of [Lake Cathie Coastline Management Study \(Stage 1\)](#), available under Lake Cathie Management on Council's website.

## 21. Objectives

- To enable removal of relocatable structures in coastal risk areas in an emergency.
- To adopt coastal management strategies that reduce exposure to coastal hazards.
- To improve the resilience of coastal development and communities by improving adaptive capacity and reducing reliance on emergency responses.

### Development Provisions

- a) Relocatable structures must be designed and constructed so that they can be quickly and easily removed from the site by road vehicle.
- b) Relocatable structures must be modular in construction and installation. Each relocatable structure module must be single storey.
- c) Confirmation must be provided that the relocatable structures can be legally transported on NSW public roads in accordance with applicable regulations and legislation, notably the Heavy Vehicle National Law and Regulations (NSW). Specific details on escort vehicles requirements, road closure notices and traffic management permits shall be provided in the Relocation Management Plan.
- d) A certificate is to be provided from a structural engineer as to the adequacy of the relocatable structure and its capacity to be easily dismantled and readily removed.
- e) Plans and specifications accompanying the structural engineering certificate for the building must be provided which demonstrate that the building can be easily dismantled, prepared for removal and that removal is practical and achievable.
- f) Removal of the building must be undertaken using the existing NSW public road network.

### Trigger Points

- g) For sites with direct frontage to Illaroo Road, relocation of the building must be initiated once the erosion escarpment reaches the seaward edge of the existing formed road surface (i.e. the sealed bitumen edge) directly seaward of the site frontage, or if the

erosion escarpment reaches such a point on the last available relocation route that would inhibit relocation of buildings offsite.

- h) For sites located on a corner block (i.e. corner of Illaroo Road and Kywong Street, Kalang Street or Bundella Avenue), relocation of the building must be initiated once the erosion escarpment is within 10m of the relocatable building.
- i) The erosion escarpment distance is to be measured from the closest point of the site, or for corner sites, the closest point of the relocatable building.
- j) All approvals will include a condition of consent requiring the removal of structures if the above trigger points occur.
- k) Refer to Figure 6 for evacuation trigger point and removal route information.

#### **Relocation Management Plan**

- l) The proposed removal route and destination shall be identified and detailed on a Relocation Management Plan.
- m) The Relocation Management Plan shall detail the following matters (Note: this list is not considered to be exhaustive):
  - The removal route for the relocatable structure
  - The final or temporary destination for the relocatable structure
  - Dimensions of the relocatable structure modules
  - Any requirements of the Roads and Maritime Services (RMS) and National Heavy Vehicle Regulator (NHVR)
  - Method of relocating/removing the structure modules
  - Proposed timeframe for relocating/removing the structure modules
  - Any impacts to services (eg. water mains, power poles, etc)
- n) How ancillary structures/developments/infrastructure/vegetation (eg. decks, patios, detached garages/sheds, fences, water tanks trees and the like) will be managed during relocating/removing the structure modules. Temporary storage areas for ancillary items requiring relocation/removal to enable relocation/removal of the structure modules shall be identified on the relocation.

**Note:**

For further information about the operation of trigger points, evacuation and relocation, refer to [Lake Cathie Management](#) on Council's website.

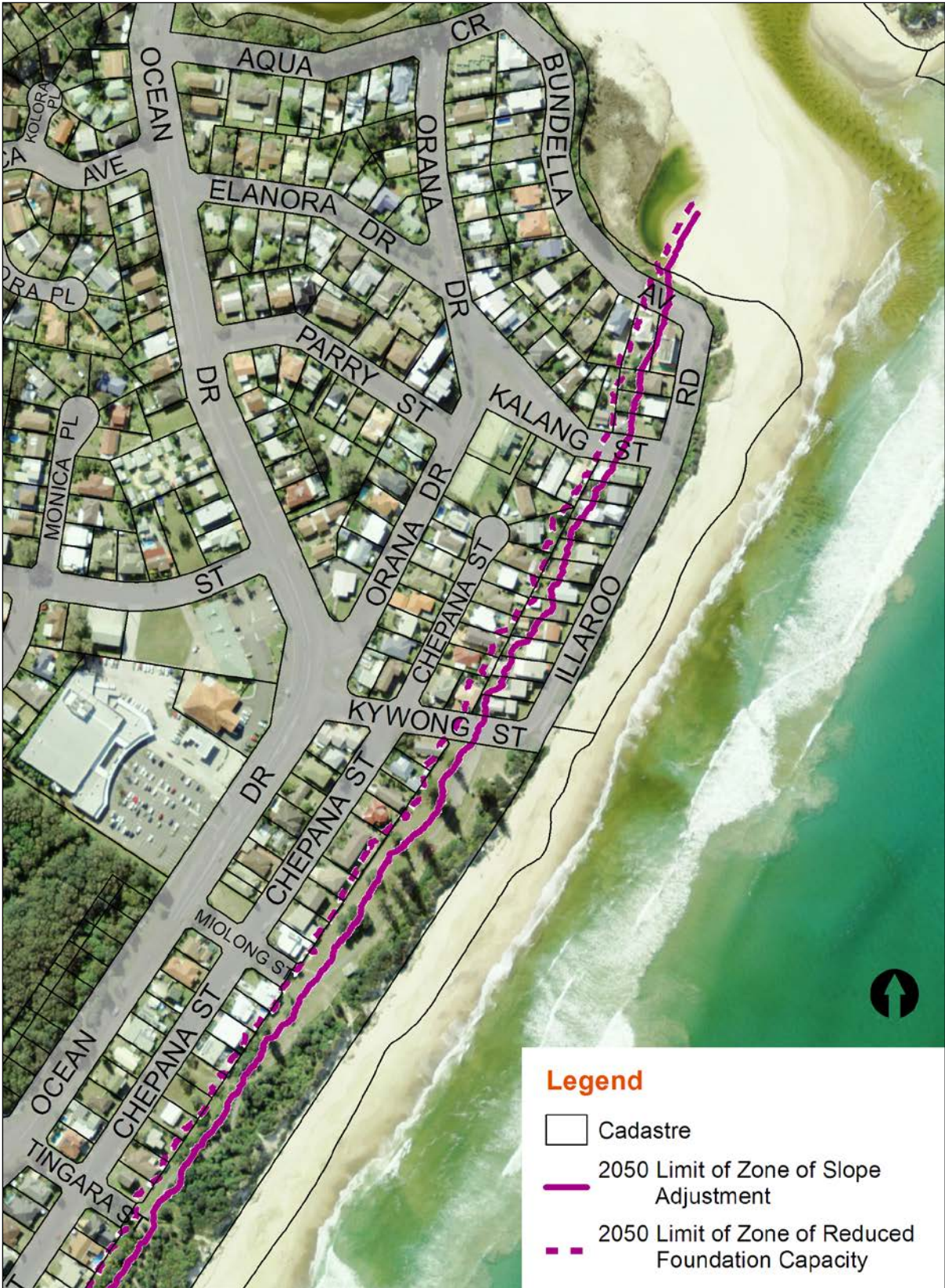


Figure 4: 2050 Hazard Lines: Lake Cathie - North

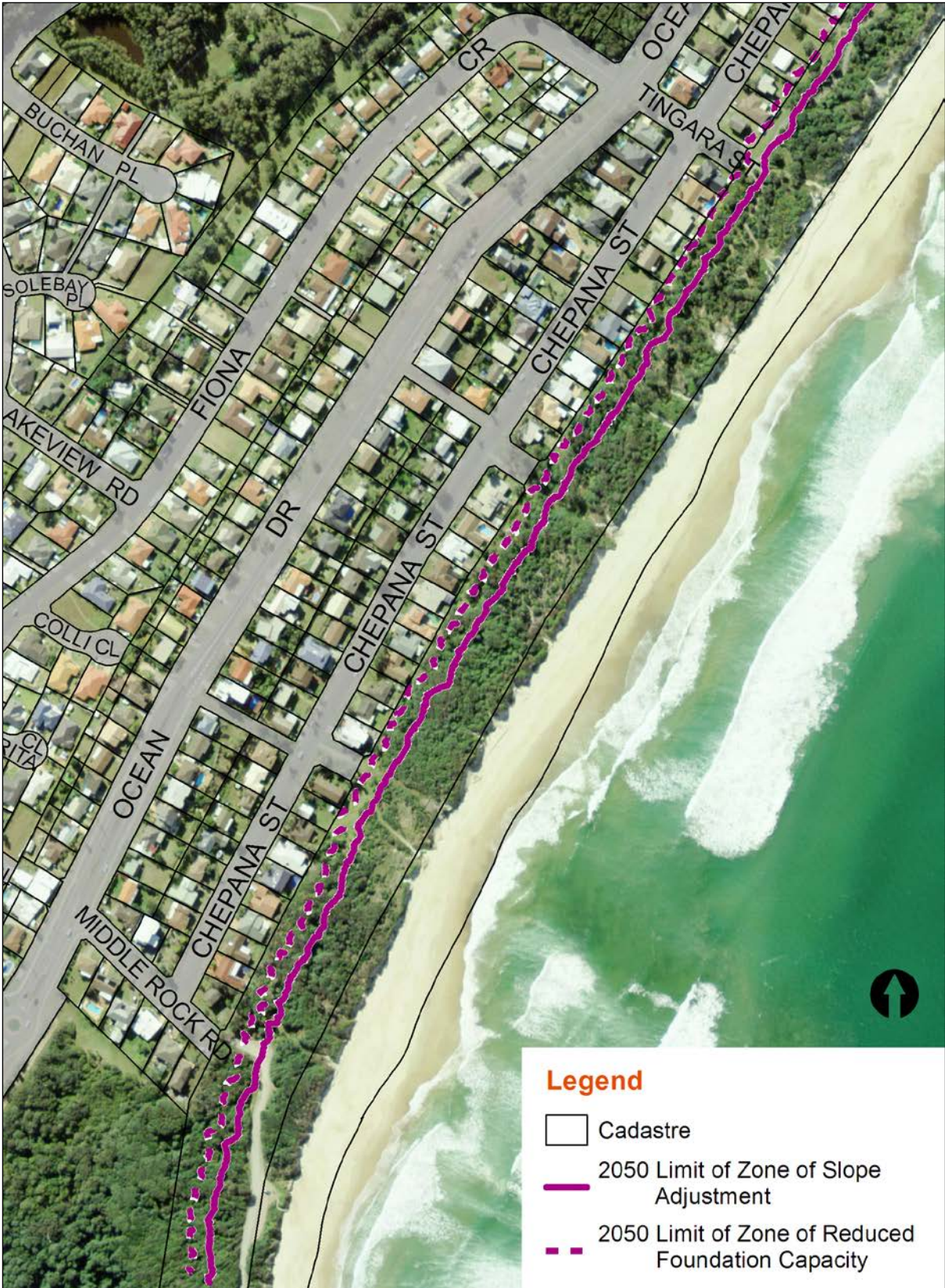
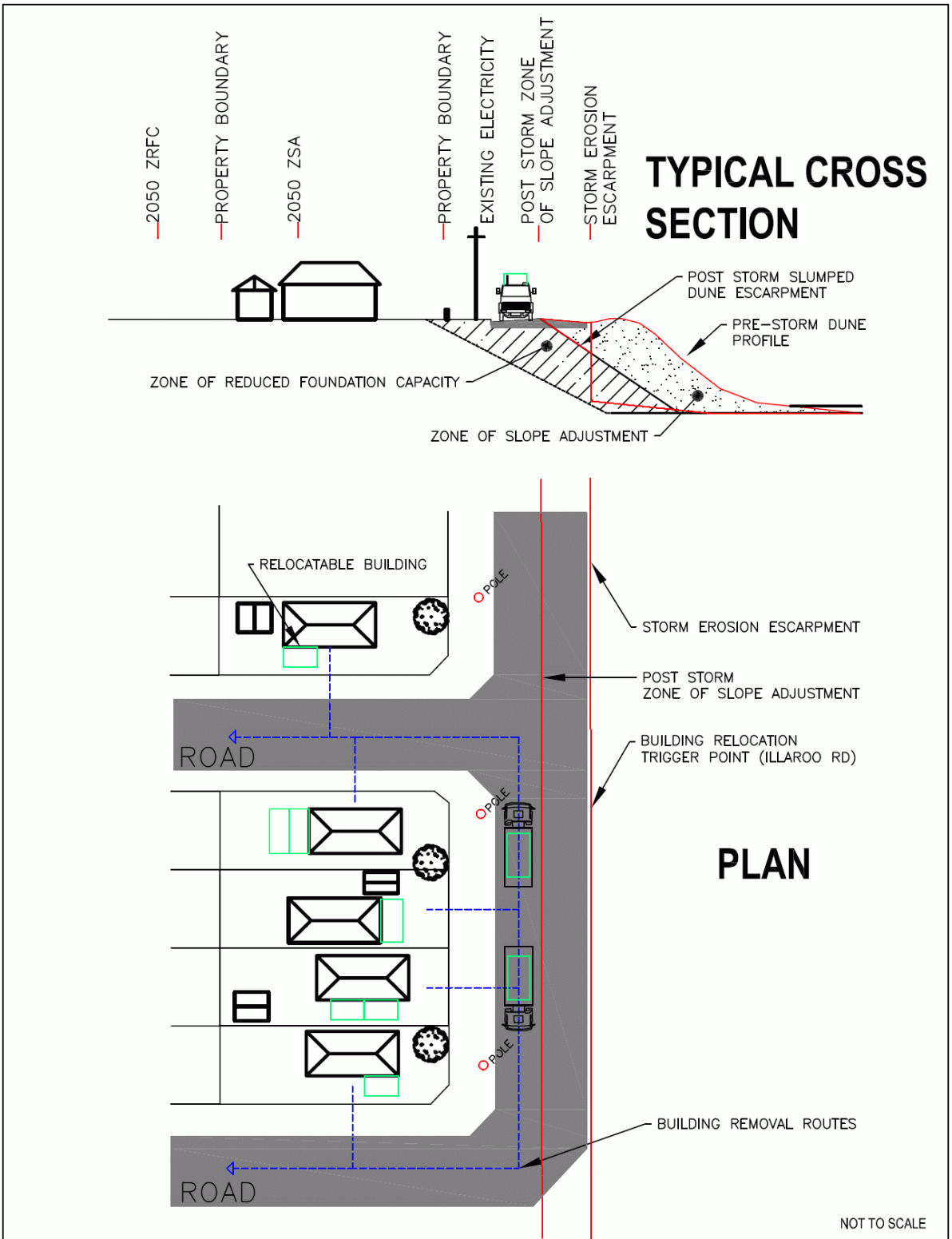


Figure 5: 2050 Hazard Lines: Lake Cathie - South





LAKE CATHIE COASTAL HAZARD PLANNING GUIDELINES  
RELOCATABLE BUILDINGS  
EVACUATION TRIGGER POINT AND ROUTE REQUIREMENTS

Figure 6: Relocatable buildings evacuation trigger point and route requirements

## **B4: TRANSPORT, TRAFFIC MANAGEMENT, ACCESS AND CAR PARKING**

### **Application**

Section B4 applies to all land within the Port Macquarie-Hastings Local Government Area.

### **Purpose**

The purpose of this section is to encourage well-functioning roads and facilitate a vital economy by ensuring the efficient movement of freight and services and by providing access to business and commercial centres by the regions residents.

### **Relationship to other sections of the DCP**

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of Parts.

### **Development Guide**

#### **Road Hierarchy**

##### **22.Objectives**

- To reinforce the road hierarchy and priorities for these roads.

##### **Development Provisions**

- a) In new areas (as distinct from established areas with a pre-existing road pattern) each class of route should reflect its role in the road hierarchy by its visual appearance and related physical design standards, including varying levels of vehicle and pedestrian access.
- b) Routes should differ in alignment and design standard according to the volume and type of traffic they are intended to carry, the desirable traffic speed, and other factors.
- c) All new roads are designed in accordance with Council's AUS-SPEC design specification documents.

##### **23.Objective**

- To manage the network to ensure effective and efficient movement of people and goods.
- To protect the road network from incompatible land uses and inappropriate access.

##### **Development Provisions**

- a) New direct accesses from a development to arterial and distributor roads is not permitted. Routes should differ in alignment and design standard according to the volume and type of traffic they are intended to carry, the desirable traffic speed, and other factors.
- b) Existing direct accesses from a development to arterial and distributor roads are rationalised or removed where practical.

- c) Vehicle driveway crossings are minimal in number and width (while being adequate for the nature of the development), and positioned:
  - to avoid driveways near intersections and road bends, and
  - to minimise streetscapes dominated by driveways and garage doors, and
  - to maximise on-street parking.

## Parking Provision

### 24.Objective

- To ensure adequate provision is made for off-street parking commensurate with volume and turnover of traffic likely to be generated by the development.
- To ensure no adverse impacts on traffic and road function.

#### Development Provisions

- a) Off-street Parking is provided in accordance with Table 3, located at the end of this section.
- b) Where a proposed development does not fall within any of the listed definitions, the provision of on-site parking shall be supported by a parking demand study.
- c) Where a proposed development falls within more than one category Council will require the total parking provision for each category.

#### *Note:*

*Council may consider a reduced level of parking where it is supported by a parking demand study that assesses the peak parking demands for the overall development and completed by a suitably qualified and experienced person.*

### 25.Objective

- The redevelopment of an existing building for a new use responds to the new use in terms of parking and access.

#### Development Provisions

- a) A development proposal to alter, enlarge, convert or redevelop an existing building, whether or not demolition is involved, shall provide the total number of parking spaces calculated from the schedule for the proposed use, subject to a credit for any existing deficiency, including any contributions previously accepted in lieu of parking provision.

### 26.Objective

- The capacity of on street parking to address peak or acute demands is not compromised by individual developments unable to provide car parking within their sites.

#### Development Provisions

- a) On street parking, for the purposes of car parking calculations will not be included unless it can be demonstrated that:
  - there is adequate on street space to accommodate peak and acute parking demands of the area;
  - parking can be provided without compromising road safety or garbage collection accessibility;
  - parking can be provided without jeopardising road function; and
  - that streetscape improvement works, such as landscaped bays and street trees are provided to contribute to the streetscape.

- b) On street parking is provided in accordance with AS2890.5.

## 27.Objective

- On street parking contributes to the streetscape.

### Development Provisions

- a) On street parking will not be permitted unless it can be demonstrated that:
  - parking does not detract from the streetscape; and
  - that streetscape improvement works, such as landscaped bays and street trees are provided.

## Parking Layout

### 28.Objective

- Parking areas and access-ways are easy and safe to use by vehicles and pedestrians without conflict.

### Development Provisions

- a) Visitor and customer parking shall be located so that it is easily accessible from the street.
- b) Internal signage (including pavement markings) should assist customers and visitors to find parking and circulate efficiently and safely through a car park.
- c) Parking spaces shall generally be behind the building line but may be located between the building line and the street when:
  - it is stacked parking in the driveway; or
  - it can be demonstrated that improvements to the open space provided will result; and
  - the spaces are screened (densely landscaped or similar) from the street by a landscaping with a minimum width of 3.0m for the entire length of the parking area.
- d) Parking design and layout is provided in accordance with AS/NZS 2890.1 - Parking facilities - Off-street car parking and AS 2890.6 - Off-street parking for individuals with a disability and AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities.
- e) Stack or tandem parking spaces will not be included in assessment of parking provision except where:
  - the spaces are surplus to that required;
  - in motor showrooms;
  - for home business;
  - for exhibition homes;
  - in car repair stations;
  - staff parking spaces are separately identified and delineated;
  - it is visitor parking associated with a dual occupancy multi dwelling and/or terrace housing, directly in front of the garage with a minimum depth of 5.5m.

## 29. Objective

- Aged and disabled persons and persons wheeling prams or trolleys are provided with suitable access.

### Development Provisions

- a) Parking is provided in accordance with AS/NZS 2890.1 - Parking facilities - Off-street car parking, AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities, AS 1428 - Design for access and mobility and AS 2890.6 - Off-street parking for individuals with a disability.

## 30. Objective

- Parking is provided for other forms of transport

### Development Provisions

- a) Bicycle and motorcycle parking shall be considered for all developments.
- b) Bicycle parking areas shall be designed generally in accordance with the principles of AS2890.3 - Parking facilities - Bicycle parking facilities.
- c) Motorcycle parking areas shall be 1.2m (wide) x 2.5m (long).

## Redevelopment of Heritage Items - Conservation Incentives

### 31. Objective

- To allow the consideration of reduced parking provision to protect heritage items where applicable.

### Development Provisions

- a) Council will consider discounting (i.e. exclude from calculations) the floor space of the heritage building/item when determining the total number of parking spaces to be provided on site. This will be considered in line with clause 5.10 of PMH LEP 2011, which requires the variation to be considered in the context of a heritage conservation management plan. This will only apply if Council is satisfied that the conservation of the heritage item is dependent upon Council making that exclusion. If applicants intend to seek such consideration, a detailed parking analysis of the site is to be submitted with the development application.

## Section 7.11 Development Contributions

### 32. Objectives

- Parking requirements of the community are met without imposing an additional liability on general rating revenue.
- To provide a mechanism to offset parking shortfalls.

### Development Provisions

- a) Section 7.11 of the *Environmental Planning and Assessment Act 1979* permits Council, at its discretion, to accept a monetary contribution in lieu of on-site parking where it is considered impractical or undesirable to provide parking facilities on the site of the proposed development. Generally, contributions will not be accepted for the total amount of parking to be provided and will only be accepted in the commercial areas of Port Macquarie, Gordon Street, Laurieton, North Haven and Wauchope, as identified in

Council's Contribution Plan 1993, as amended. Contribution rates are indexed (CPI) each quarter with variations in the contribution rate for each area. Applicants are advised to consult Council's staff at the time of preparing the DA application should a contribution for parking be proposed.

## Landscaping of Parking Areas

### 33.Objectives

- Parking areas are visually pleasing and easily accessible.
- Parking areas shall be landscaped to:
  - provide shade;
  - improve the visual amenity of large, unrelieved hard stand areas;
  - provide a buffer between the road and neighbouring land uses.

### Development Provisions

- a) Landscaping areas shall be provided in the form of large tree planting, understory plantings, mulch areas, mounding, lawns and the like
- b) Landscaping areas shall be used throughout the car park and on the perimeters of the property where it addresses the public domain.
- c) Garden beds shall be a minimum of 3m in width between car parking areas and street boundaries.

### 34.Objective

- To contribute to the creation of functional corridors between different vegetation communities through the urban realm.
- Landscaping minimises the risk of damage to pavements, services and infrastructure.

### Development Provisions

- a) All plantings on public lands are to be selected from Council's Indigenous Street and Open Space Planting List from the relevant vegetation community adjacent to the Development.
- b) Trees are to be grown and installed in accordance with AS 2303:2015 *Tree Stock for Landscape Use* and Council's AUS-SPEC design specifications.

## Surface Finishes

### 35.Objective

- Car parking and manoeuvring on the site does not generate dust, erosion or contaminated runoff.

### Development Provisions

- a) All parking and manoeuvring areas shall be constructed with a coarse base of sufficient depth to suit the amount of traffic generated by the development, as determined by Council. It shall be sealed with either bitumen, asphaltic concrete, concrete or interlocking pavers.

Preliminary details of construction materials for access and car parking areas shall be submitted with the development application. Detailed plans shall be prepared for the construction certificate by a practising qualified Civil Engineer.

- b) In special cases (e.g. where traffic volumes are very low) Council may consider the use of consolidated unsealed gravel pavement for car parks. However, this should not be assumed and will need to be justified by the applicant at the Development Application stage.

## Drainage

### 36.Objective

- Stormwater volumes and peak flows are reduced from impervious car park surfaces.

#### Development Provisions

- a) All parking and manoeuvring spaces must be designed to avoid concentrations of water runoff on the surface.
- b) Council will not permit the discharge of stormwater directly into kerbing and guttering or table drains for any development other than that of a minor nature.

### 37.Objective

- Landscaping is to incorporate water sensitive urban design principles and, where practical, be integrated into the water management of the site

#### Development Provisions

- a) Car parking areas should be drained to swales, bio retention, rain gardens and infiltration areas.

## Loading Bays

### 38.Objective

- Loading bays are provided to accommodate the maximum design vehicle likely to service the proposed development.
- To maintain traffic flow and parking on and off site.

#### Development Provisions

- a) Off street commercial vehicle facilities are provided in accordance with AS/NZS 2890.2 - Parking facilities - Off-street commercial vehicle facilities.
- b) Loading bays should be provided in accordance with the following requirements;
  - Minimum dimensions to be 3.5m wide x 6m long. (This may increase according to the size and type of vehicle).
  - Vertical clearance shall be a minimum of 5m.
  - Adequate provision shall be made on-site for the loading, unloading and manoeuvring of delivery vehicles in an area separate from any customer car parking area.
  - A limited number of 'employee only' car parking spaces may be combined with loading facilities.
  - Loading areas shall be designed to accommodate appropriate turning paths for the maximum design vehicle using the site.

- Vehicles are to be capable of manoeuvring in and out of docks without causing conflict with other street or on-site traffic.
- Vehicles are to stand wholly within the site during such operations.
- c) Industrial development shall provide adequate heavy vehicle access to building entries, or alternatively, external bays located appropriately for goods distribution.
- d) For external bays, one bay is required for 500m<sup>2</sup> of floor space or 1000m<sup>2</sup> of site area.
- e) Commercial development having a floor space less than 500m<sup>2</sup> need not provide a loading bay.
- f) Other commercial development shall provide one loading bay for the first 1,000m<sup>2</sup> floor space and one additional bay for each additional 2,000m<sup>2</sup>.
- g) If parcel pickup facilities are provided on-site they shall be located so as to avoid conflict with general traffic flow within parking areas. Parcel pickup lanes shall be separate from through traffic lanes in major shopping developments.

### 39. Objective

- Loading bays do not adversely impact upon the design integrity of the building or the streetscape.
- Loading bays do not impact on visual or acoustic privacy for nearby residents.

#### Development Provisions

- a) The location and design of loading bays should integrate into the overall design of the building and car parking areas.
- b) Where visible from the public domain, loading bays are located behind the building.
- c) Where loading bays are located close to a sensitive land use, adequate visual and acoustic screening is provided.

## Industrial Development

### 40. Objective

- To ensure the specific access and loading requirements of industrial developments is provided.

#### Development Provisions

- a) Detailed plans are required for proposed vehicular access and circulation, vehicular movement, layout and turning circles in accordance with AUSTRROADS and AS/NZS 2890 - Parking Facilities.
- b) An adequate area is to be shown on the plan for the loading/unloading and manoeuvring of B-Doubles on site where the industrial estate is accessed by roads approved as B-Double routes. B-Double uncoupling and lay-by areas are to be provided.
- c) Sufficient area is to be provided for adequate turning circles on site to enable ingress and egress to be in a forward direction.
- d) Vehicle driveways, ingress and egress are to be a minimum of 6 metres from the tangent point of the kerb radius and to be greater than 1.5 metres from the common side boundary with another lot.



- e) Generally, access driveways are not to be located within the intersection and restricted areas as identified within AS/NZS 2890 - Parking Facilities Parts 1 and 2, and adequate sight distance is to be provided for vehicles and pedestrians.

## Traffic Generating Development

### 4.1. Objective

- Developments that generate significant levels of traffic are referred to the Roads and Maritime Services for consideration.

### Development Provisions

- a) Traffic Generating Development as defined under SEPP (Infrastructure) 2007 is referred to Roads and Maritime Services. (Refer to Clause 104 and Schedule 3 of the SEPP).

Table 3: Car Parking Requirements

Land Use	Car Parking Requirements
<b>Primary Industry Land Uses</b>	
Agriculture	
Animal boarding or training establishments	2 per establishment [min] (up to 10 animals), + 1 per 10 animals thereafter
<b>Accommodation Land Uses</b>	
Residential accommodation	
Dwelling houses Dual occupancies	1 per dwelling
Semi-detached dwellings	1 per dwelling
Attached dwellings	1 per 1 or 2 bedroom unit + 1 visitors' space per 4 per units 1.5 per 3-4 bedroom unit + 1 visitors' space per 4 per units
Multi dwelling housing	1 per 1 or 2 bedroom unit + 1 visitors' space per 4 per units 1.5 per 3-4 bedroom unit + 1 visitors' space per 4 per units
Residential flat buildings	1 per 1 or 2 bedroom unit + 1 visitors' space per 4 per units 1.5 per 3-4 bedroom unit + 1 visitors' space per 4 per units
Seniors housing residential care facilities	See SEPP (Housing for Seniors or People with a Disability) 2004
Hostels	1 per 5 beds
Boarding houses	1 per 2 bedrooms + 1 per employee/manager
Group homes	See SEPP (Affordable Rental Housing) 2009
Shop top housing	Dwelling requirement + Shop requirement

Land Use		Car Parking Requirements
	Rural worker's dwellings	1 per dwelling
<b>Home Activity Land Uses</b>		
Home business Home industry Home occupation (sex services)		Dwelling requirements + 1 for visitors + 1 per 2 employees
<b>Tourist Accommodation</b>		
Tourist and visitor accommodation	Hotel or motel accommodation	1.1 per unit + 1 per 2 employees (onsite at any one time) + 1 for on-site manager. If public restaurant/function room included - see restaurants. For major developments, coach parking may be provided in lieu of car spaces at a rate of 1 coach space per 5 car spaces
	Serviced apartments	See hotel or motel accommodation
	Bed and breakfast accommodation	1 per bedroom + 1 manager
	Backpackers' accommodation	1 per 5 beds
Caravan parks camping ground Manufactured home estates moveable dwelling		See Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Moveable Dwellings) Regulation 2005
Exhibition homes		2 per home external to garage / dwelling parking space
<b>Commercial Land Uses</b>		
Business premises Office premises Public administration buildings Restricted premises Retail premises Sex services premises	<i>(excl subtypes specifically listed)</i>	1 per 30 m <sup>2</sup> GLFA or 1.5 spaces per office (min), whichever is the greater.  An application for a major commercial development must be accompanied by a Traffic Impact Study that makes adequate provision for public transport facilities and motorcycle and bicycle parking.
	Industrial retail outlets	< 500 m <sup>2</sup> GFA - 1 per 70 m <sup>2</sup> Gross Floor Area (GFA) per individual tenancy >500 m <sup>2</sup> GFA - 1 per 100 m <sup>2</sup> GFA for display + 1 per 2 employees (warehouse area)(per individual tenancy
	Cellar door premises	See pubs
	Funeral homes	2 plus either 1 per 30 m <sup>2</sup> GFA or 1 per 5 seats in chapel, whichever is the greater
	Garden centres Hardware and building supplies Landscaping material supplies Plant nurseries	1 per 70m <sup>2</sup> display (incl. accessories). Where landscape supplies are included, 1 per employee + 2 visitor [min] + adequate loading/unloading area, to Council's satisfaction

Land Use		Car Parking Requirements
	Rural supplies Timber yards	
	Kiosks	In commercial zones: 1 per 30 m <sup>2</sup> serviced floor area. Outside commercial zones: 1 per 6 m <sup>2</sup> serviced floor area
	Markets	2.5 per stall (must be off street)
	Neighbourhood shops	1 per 30 m <sup>2</sup> GLFA or 1.5 spaces per shop, whichever is the greater plus secure cycle parking for a minimum of 5 bicycles. Secure cycle parking does include street furniture such as light or sign poles etc.
	Roadside stalls	2.5 per stall (must be off street)
	Shops	See retail premises
	Vehicle sales or hire premises	1 per 100 m <sup>2</sup> display area + 1/70 m <sup>2</sup> spare parts sales area + 1 per employee + adequate loading/unloading area for vehicle carriers.
Food and drink premises	<i>(This group is a subtype of retail premises)</i>	
	Pubs	1 per 6 m <sup>2</sup> serviced floor area (including beer garden) + 1 per 2 employees
	Restaurants	In commercial zones: 1 per 30 m <sup>2</sup> serviced floor area. Outside commercial zones: 1 per 6 m <sup>2</sup> serviced floor area
	Take-away food and drink premises	12 per 100 m <sup>2</sup> GFA + queuing area for minimum of 8 cars from pickup point
	No on-site seating	12 per 100 m <sup>2</sup> GFA + greater of either;
	On-site seating/no drive-through	1 per 5 seats (both internal and external), or 1 per 2 seats (internal seating)
	On-site seating & drive-through	1 per 2 seats (internal), or 1 per 3 seats (internal and external) + queuing area for minimum of 8 cars from pickup point
	Industry retail outlets	Industry plus retail premises requirement.
	Registered clubs	See pubs
	Service stations	3 per work bay + 1 per employee + 2 customer (minimum) + any Restaurant/Take Away Food requirements
	Veterinary hospitals	3 per veterinarian and 1 per 2 employees (assistants/administration)
	Wholesale supplies	< 500 m <sup>2</sup> GFA - 1 per 70 m <sup>2</sup> Gross Floor Area (GFA) >500 m <sup>2</sup> GFA - 1 per 100 m <sup>2</sup> GFA for display + 1 per 2 employees (warehouse area)
<b>Community Land Uses</b>		
	Child care centres	1 per 4 children and set down and pick up area.
	Health services facilities	

Land Use		Car Parking Requirements
	Medical centres	3 per consultant + 1 per 2 employees
	Health consulting rooms	3 per consultant + 1 per 2 employees + any dwelling requirement.
Information and education facilities		
	Community facilities	1 per 30m <sup>2</sup> GFA
	Places of public worship	1 per 6 seats or 1 per 10 m <sup>2</sup> GFA, whichever is the greater. (Where church and hall are located on same land, provision need only be made for church or hall, whichever is greater)
	Educational establishments (schools)	1 per staff member + 1 per 8 students [Year 12 students] + 1/30 students for visitors. Adequate bus pickup/set down area provided + delivery/service vehicle area. Where sporting fields are provided, which are used by the community, see Recreation Area for minimum requirements.
<b>Industrial Land Uses</b>		
Industries		
	General industries Hazardous industries Heavy industries Light industries Offensive industries	1 per unit or 1 per 70 m <sup>2</sup> GFA, whichever is the greater, where an industrial retail outlet is included, 1 per 30m <sup>2</sup> for that area.
	Home industry	See home business
Storage premises		
	Self-storage units	1 per 2 employees + 1 per 5 units
	Warehouse or distribution centres	1 per 2 employees
	Vehicle body repair workshops Vehicle repair stations	Minimum 5 or 1 per work bay + 1 per employee, whichever is the greater
<b>Recreation Land Uses</b>		
	Recreation areas	(not including neighbourhood parks) 30 minimum + any additional requirement of Council, depending on location and activity
Recreation facilities (indoor)	Bowling Alley Squash Courts Gymnasium Dance Studio	3 per lane 3 per court 7.5 per 100 m <sup>2</sup> GFA 1 per 3 pupils
Recreation facilities (outdoor)	Tennis Courts Golf Course  Bowling Club:	3 per court 4 per hole on course + restaurant + pub requirements. 21 per green + restaurant + pub requirements.
<b>Other Land Uses</b>		
	Mortuaries	See funeral chapels

## B5: SOCIAL IMPACT ASSESSMENT AND CRIME PREVENTION

### Application

Section 4.15 of the *Environmental Planning and Assessment Act* provides for the consideration of a range of matters before a decision can be made on a development application. Included in section 4.15 are subsections requiring the consent authority to consider the likely impacts of that development, including the environmental impacts on the natural and built environment, social and economic impacts on the locality, and the public interest. These encompass Social Impact Assessment and Crime Prevention.

### Purpose

The purpose of this section is to ensure the public interest and potential social impacts resulting from a development are considered in the determination of development applications.

### Relationship to other sections of the DCP

These provisions apply in addition to any other applicable provisions within other sections of this Plan. Refer to Part A5: Structure for the list of Parts.

### Development Guide

#### Social Impact Assessment

##### 42.Objective

- To ensure adverse impacts are identified and mitigation or avoidance measures are adopted to minimise or eliminate social impact on individuals and the community.

##### Development Provisions

- a) A social impact assessment shall be submitted in accordance with the Council's Social Impact Assessment Policy.

*Note: Council's Social Impact Assessment policy includes guidelines to assist applicants in preparing a SIA.*

#### Crime Prevention

##### 43.Objective

- Development should be designed to deter crime and vandalism and facilitate:
  - personal and property security;
  - casual surveillance of public areas;
  - activity and interaction within public spaces and movement networks

##### Development Provisions

- a) The development addresses the generic principles of crime prevention:
  - Casual surveillance and sightlines;
  - Land use mix and activity generators;
  - Definition of use and ownership;
  - Basic exterior building design;
  - Lighting;

- Way-finding; and
- Predictable routes and entrapment locations;
- as described in the Crime Prevention Through Environmental Design (CPTED) principles.

**Note:**

Section 5.1 of Council's Crime Prevention Strategy, November 2010 – June 2015 states:

*CPTED is a strategic approach to the built environment that seeks to influence offender behaviour prior to an offence being committed, through the use of strategies that deter unwanted behaviours and promote the appropriate and/or desired use of space.*

There are four key CPTED design principles:

1. *NATURAL ACCESS CONTROL – design that directs and influences the flow of people to naturally maximize control and surveillance (e.g., exterior and interior design of a building, landscaping, lighting, and traffic calming).*
2. *NATURAL SURVEILLANCE – design to maximize visibility and ensure legitimate users can observe and monitor activities around them in a formal or casual manner (e.g., office or apartment windows with unimpeded sightlines to parking areas or other areas where crime is likely to occur).*
3. *TERRITORIALITY – design of the physical environment to extend a perceived sense of influence or territory. People taking ownership of their surroundings makes it more difficult for offenders to carry out crimes or disorder.*
4. *MAINTENANCE – enhancement, maintenance and management of the built environment encourages the users of the area to respect their surroundings (e.g., removing graffiti and litter, avoiding overgrowth of hedges, fixing inoperative lighting, installing good locks).*