Chapter 3: Site Requirements

maitland CITY COUNCIL

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3.1. Introduction

3.1.1. Application

This section applies to all land to which any development is permissible with consent under the *Maitland Local Environmental Plan 2011* (MLEP 2011), unless otherwise stated within this Chapter.

3.1.2. Relationship to other Chapters

This section is to be read in conjunction with the following chapters and documents:

- Chapter 1: Introduction and Administration
- Chapter 2: Environmental Considerations
- Chapter 4: Heritage and Cultural Conservation
- Chapter 5: Subdivision
- Chapter 6: Residential Uses
- Chapter 7: Commercial Uses
- Chapter 8: Industrial Uses
- Chapter 9: Rural and Other Land Uses
- Appendix A: Application Requirements – Other Development
- Appendix B: Application Requirements – Minor Development
- Appendix F: CPTED Guidelines
- Council's Manual of Engineering Standards (MoES)

Depending on where the site is located, the following area plans and associated additional development controls may also apply to a development:

- Chapter 10: Special Precincts, Locality Plans and Urban Release Areas

Note: where no site-specific Chapter or Locality Plan applies to a development site, Council may require one to be prepared prior to lodgement of development applications in the following cases:

a. If the land is subject to Clause 6.3 of the *MLEP 2011*, OR
b. where the land is subject to environmental constraints and/or more than one land parcel or ownership is involved.

3.1.3. How to use this Chapter

This Chapter has been organised in a manner that compiles key controls and acceptable solutions that apply to core construction and operational elements that are common across developments, including earthworks, stormwater, erosion and sediment control, parking, vehicle access, waste management, and sustainable practices.

3.1.4. Intent of this Chapter

The intent of this DCP Chapter is to:

- To provide a set of controls and acceptable solutions that guide general items that need to be considered across the construction and operation of all development.
- To ensure any potential adverse impacts on the environment and adjoining properties is adequately managed.
- To help integrate sustainable practices into development by establishing principles around aspects of the circular economy.
- To ensure that development considers existing and future infrastructure provision in cases where there is an intensification of use.
- To assist in making the Maitland LGA be more resilient to adverse impacts from new development.

3.2. Earthworks and Retaining Walls

All development involving Earthworks and Retaining Walls is to utilise the relevant sections of Council's MoES, including the MoES Design and Construction Documents, alongside this section.

Objectives

O.1 To ensure that development is designed to minimise cut and fill required for site preparation, construction, and operation.

O.2 To accommodate development on a site without the need for excessive excavation and fill or construction of high retaining walls adjacent to site boundaries.

O.3 To minimise the effect of disturbance of land and ensure that dangerous or unstable excavations are avoided, or where necessary, are properly retained.

O.4 To ensure that adequate provision is made for drainage in relation to cut and fill practices.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.1 • O.3	Development proposed on land with a natural gradient of 1:6.7 (15%) or greater slope is to have a geotechnical assessment conducted by a suitably qualified geotechnical engineer. **Note:** Further detail around what is to be provided in a geotechnical assessment is available in Appendix A: Application Requirements – Other Development or Appendix B: Application Requirements – Minor Development, whichever is applicable.
PC.2 • O.1 • O.3	A Bulk Earthworks Plan (BEWP) must be submitted with the Development Application for all development that is undertaking cut and/or fill. The BEWP is to demonstrate through a visual and tabular format the following details: • Ground level (existing), • Ground level (finished), • Total cubic metres of fill import, and • Total cubic metres of fill export. **Note:** Further detail around what is to be provided in a Bulk Earthworks Plan is available in Appendix A: Application Requirements – Other Development or Appendix B: Application Requirements – Minor Development, whichever is applicable.
AS.1 • O.2 • O.3 • O.4	Earthworks are permitted to be undertaken to a maximum of 1m cut or fill from the existing ground level of the site. A variation to this maximum may be considered if the following is supplied: a. A geotechnical engineering report prepared from a suitably accredited professional in accordance with Appendix A: Application Requirements – Other Development or Appendix B: Application Requirements – Minor Development, whichever is applicable,

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
	b. Extent and stability of proposed embankments (particularly those acting as retarding basins), c. Recommended geotechnical testing requirements, d. Compaction specification for all fill within subdivisions, e. The level of risk to existing adjacent buildings because of a construction contractor using vibratory rollers anywhere within the site the subject of the works. If vibratory rollers could affect adjacent buildings, high risk areas must be identified on the engineering drawings which are to indicate that no vibratory roller must be used within that zone, f. The impact of the installation of services on overall site stability and recommendations on short term drainage methods, shoring requirements and other remedial measures that may be appropriate during installation, g. The recommended treatment of any unstable areas within allotments that will be privately owned, which may include removal and replacement of soil, blending of soils, dynamic compaction, etc, h. Requirement for sub-surface drainage lines, i. Overall suitability of the engineering plans for the proposed development, and j. Where the filling of existing dams or watercourses is proposed, the geotechnical report shall detail any necessary works. The certifying geotechnical engineer shall have a Level 1 responsibility, unless agreed otherwise by the council, in accordance with AS 3798 which is to be stated within the report.
PC.3 • O.1	All fill for a development is to consist of Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM).
PC.4 • O.3	Batter slopes are not to exceed a 1:4 gradient, unless they have been stabilised by planted vegetation to the satisfaction of Council.
PC.5 • O.3 • O.4	All batters must be provided with both short term and long-term stabilisation measures to prevent soil erosion, such as netting, hydro mulch, compacting, and vegetation.
PC.6 • O.2	Retaining walls and structures are to be identified as part of a DA, with details provided including, but not limited to, dimensions, materials, and drainage features.
PC.7 • O.2	Retaining walls are to be of natural cut stone, masonry, concrete, or galvanised structural steel individually or in combination. Cladding over the retaining wall may consist of other materials. Wooden retaining walls are only permitted in cases where: • a retaining wall is not for the purposes of interallotment retaining, AND • the maximum height of the retaining wall is 600m, AND • where a retaining wall's failing would not impact adjoining properties or public infrastructure.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
AS.2 • O.2 • O.3	The maximum height of a single retaining wall is 1.2m. A variation to this maximum may be considered if the following criteria is met: a. The design has been undertaken by a certified engineer, with details of their certification lodged alongside the Development Application, and b. Supporting information that adequately demonstrates the retaining wall will not have adverse impacts on adjoining properties or local amenity.
AS.3 • O.2 • O.3	On sloping sites which would exceed maximum retaining wall heights, site disturbance should be minimised by using construction techniques such as: • Split level design, • Drop edge beam or suspended slab on a footing wall, and • Bearers and joists.
PC.8 • O.3 • O.4	Interallotment retaining walls are not to be located on lot boundaries to ensure clear ownership and maintenance responsibilities. Where used, interallotment retaining walls are to: • Be fully contained within the lot that benefits from the retained ground level. • In the case of retaining cut, be offset from the lot boundary by a minimum distance equal to the height of the wall (i.e. a 1H:1V setback ratio), or a minimum 500mm (whichever is greater), to allow for structural elements such as footings, backfill, and zone of influence impacts. • In the case of retaining fill, walls can be constructed to the boundary up to the height of 1.2m **Note**: Terracing must occur where retaining walls are in excess of 1.2 metre, at a minimum of 1.0 metre horizontal intervals and the walls are to be designed by a suitably qualified engineer
PC.9 • O.2 • O.3	Adequate drainage comprising free draining gravel and subsoil agricultural drains must be installed to the rear of retaining walls to relieve the hydrostatic pressure at the base of the wall.
PC.10 • O.4	All drainage works associated with retaining walls must be located within site boundaries.
PC.11 • O.2 • O.3	Where terraced retaining walls are proposed the minimum distance between each step is 1m. **Note:** The minimum width for landscaping to be counted as part of landscaped area is 1.5m and should be considered where terraced retaining walls are to be used for landscaping.

3.3. Stormwater Management

All development involving Stormwater Management is to utilise the relevant sections of Council's MoES, including the MoES Design and Construction Documents, alongside this section.

3.3.1. Stormwater and Drainage

Objectives

O.5 To ensure that land can be adequately drained of storm water to not impact on adjacent sites and that the development does not contribute to drainage or flooding problems.

O.6 To provide direction regarding Council's requirements for the management regarding both the quality and quantity of stormwater runoff.

O.7 To provide a stormwater system that can be economically and practically maintained and managed.

O.8 To ensure an integrated approach to drinking water, wastewater and stormwater services is considered to drive more sustainable water management outcomes.

O.9 To ensure that water management measures for development incorporate key principles of water sensitive urban design to help protect, maintain or restore waterway health of identified high value waterways with a minimum requirement of maintaining current health.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.5 • O.6	Stormwater and water quality systems must be provided for all development including residential, industrial and commercial. Regional stormwater and water quality devices are required where public roads and/or major development is proposed. Stormwater and water quality systems include, but are not limited to: • Rainwater tanks • Swales • Bioretention basins • Porous paving • Constructed wetlands • Sediment basins • Gross Pollutant Traps (GPTs) Further details for stormwater and water quality systems are provided in Council's MoES. **Note:** Major development in this control generally refers to Medium and Major Subdivision as defined by Chapter 5: Subdivision, Section 5.1.3 Scale of Subdivisions. However, other development of a large scale such as industrial or commercial structures may also trigger the threshold for regional stormwater and water quality devices (subject to Council's assessment).

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.2 • O.6 • O.7	Stormwater conveyance will have a Major/Minor System configuration. Minor flows will be conveyed and contained in a system of kerb and gutter, pits and pipes/culverts. Major flows (flow in excess of Minor System capacity) will be conveyed in overland flow paths designed to cater for such flows.
PC.3 • O.6 • O.7	Management of 'minor' flows using piped systems for the 1 in 10 (10%) Annual Exceedance Probability (AEP) for residential, industrial and commercial land uses is to be in accordance with Council's MoES.
PC.4 • O.6 • O.7	Management of 'minor' flows using piped systems for the 1 in 5 (20%) Annual Exceedance Probability (AEP) for rural land uses is to be in accordance with Council's MoES.
PC.5 • O.6 • O.7	Management of 'major' flows using dedicated overland flow paths such as open space areas, roads, waterways and riparian corridors for all flows in excess of the pipe drainage system capacity and above the 10% AEP will be in accordance with Council's MoES.
PC.6 • O.5 • O.6	Where a development requires drainage works over adjoining properties, the DA is to be supported by landowners' consent for lodgement, from all affected property owners, including written agreement to the creation of easements on title for inter-allotment drainage purposes.
AS.1 • O.6	Stormwater drainage design is to generally reflect the pre-existing flow characteristics of the site and may require on-site stormwater detention, in accordance with MoES.
PC.7 • O.6 • O.7	All stormwater management infrastructure for residential areas, such as detention basins and water quality infrastructure that are proposed to be dedicated to Council are to be negotiated with Council as part of the Development Application process and clearly articulated on the final plans.
PC.8 • O.7 • O.8	Development will demonstrate compliance with the relevant provisions of Council's MoES including requirements for drainage, water sensitive urban design and volume reduction.
PC.9 • O.6 • O.8	The design of stormwater facilities including those for volume and water quality control must demonstrate practicality and sustainability regarding ongoing operation and maintenance, legal point of discharge, any relevant easements, and private ownership or public dedication in accordance with the Council's MoES.
PC.10 • O.6 • O.7 • O.8	All proposed development requires demonstration of stormwater management including concepts plans. Where required due to scale and development type, a stormwater report and modelling will be required in accordance with Council's MoES.

3.3.2. Stormwater Management within the Woodberry Swamp Catchment

Note: This section applies to development within the Woodberry Swamp Catchment, as identified in Figure 3-1, and is to be read in conjunction with Section 3.3.1 – Stormwater and Drainage. Where a conflict arises between this section and Section 3.3.1, the provisions of this section will prevail.

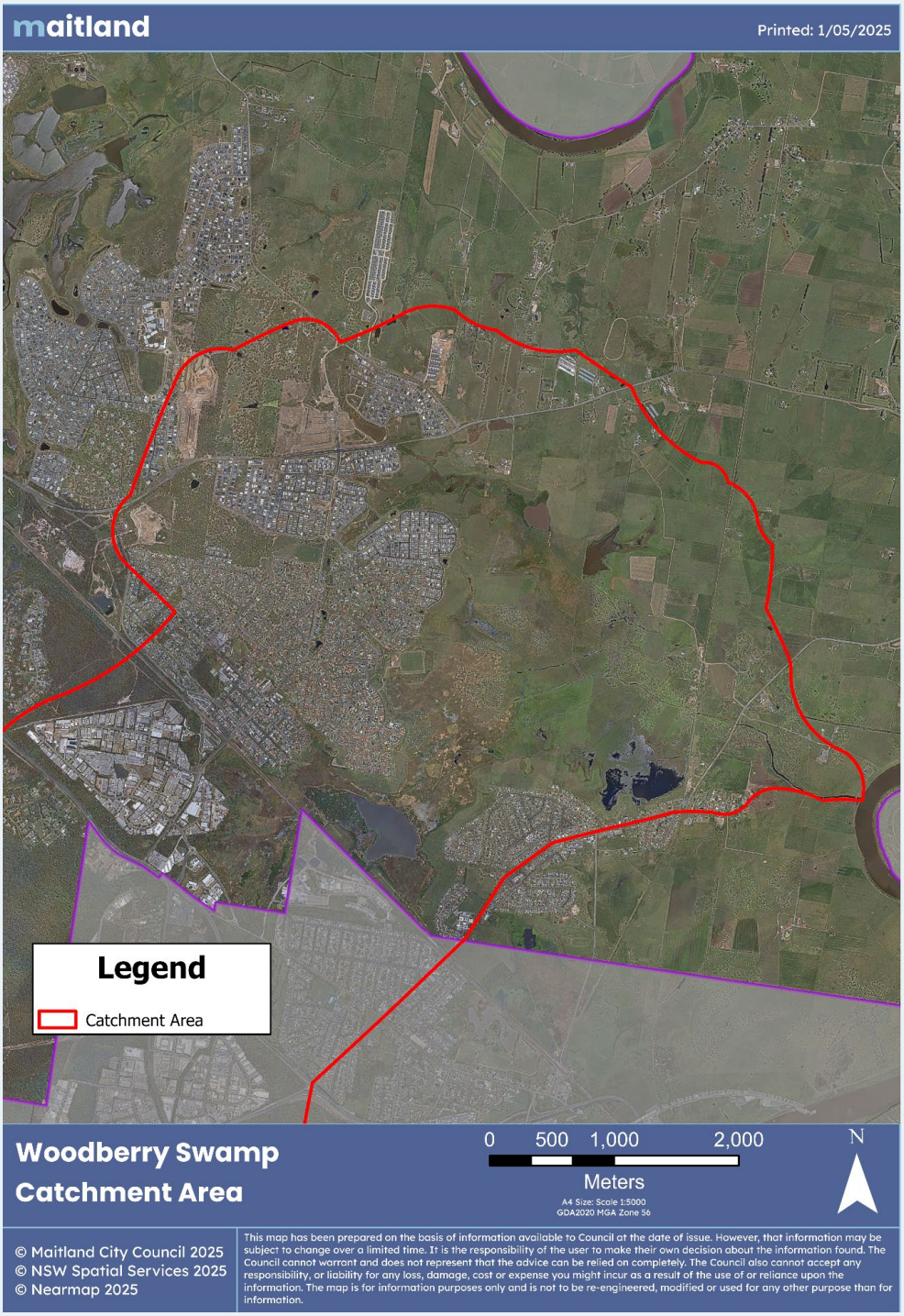


Figure 3-1: Woodberry Swamp Catchment Area

Objectives

O.10 To ensure an appropriate quality of water entering the Woodberry Swamp Catchment.

O.11 Ensure that post development runoff matches the natural water runoff regime as closely as possible within the Woodberry Swamp Catchment.

O.12 To promote sustainable stormwater management practices that reduce the impact of urban development on downstream waterways.

O.13 To ensure developments integrate stormwater detention and retention measures to mitigate potential flooding and erosion risks within the Woodberry Swamp Catchment.

O.14 To require stormwater treatment infrastructure that effectively removes sediment, litter, oils, and other pollutants before discharge into receiving waterways for the Woodberry Swamp Catchment.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS

PC.1

- O.10
- O.11
- O.12
- O.13
- O.14

Development involving stormwater and/or drainage works are to provide plans in accordance with Table 3-1 below:

Table 3-1: General Requirements

DEVELOPMENT TYPE	GENERAL REQUIREMENTS
1. Small-scale development (Dual occupancy or lesser)	A Stormwater Management Plan (SWMP) is to be prepared in accordance with the controls and acceptable solutions in this section, Council's MoES, and Appendix A: Application Requirements - Other Development or Appendix B: Application Requirements - Minor Development, whichever is applicable.
2. Development that has a site area under 5000m² and of a scale larger than a dual occupancy that involves: **<20 dwellings, OR** **<50 people onsite during normal construction or operation.**	
3. Development that: **Is more than 5000m², AND/OR** **20 or more dwellings, AND/OR** **50 or more people onsite during normal construction or operation.**	A Water Cycle Management Plan, including hydrological and hydraulic modelling (MUSIC modelling is preferred), is to be prepared in accordance with the controls and acceptable solutions in this section, Council's MoES, and Appendix A: Application Requirements - Other Development or Appendix B: Application Requirements - Minor Development, whichever is applicable.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS

PC.2

- O.10
- O.11
- O.12
- O.13
- O.14

To meet the hydrology objectives for development in the coastal wetland catchment, baseline controls are provided for Type 1 and 2 developments in accordance with Table 3-2.

Table 3-2: Detention Requirements

DEVELOPMENT TYPE	DETENTION REQUIREMENTS (M^3)
1 and 2	Roof area (m^2) x 0.04. Minimum $4m^3$ per dwelling. Upper 50% capacity draining to 5mm weep hole for slow discharge.

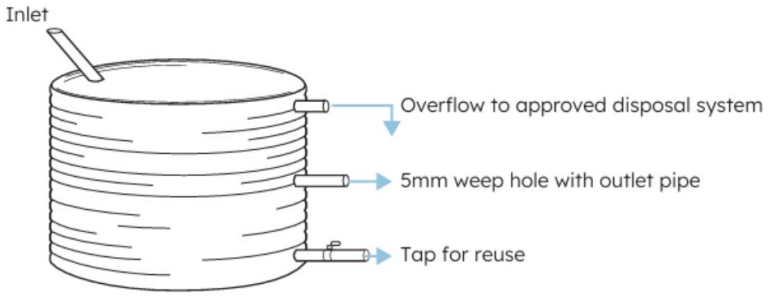


Figure 3-2:

Type 3 developments require site-specific hydrological and hydraulic modelling to be undertaken, however the detention requirements provided above are to be used as a baseline.

Where a BASIX or NABERS reuse volume is higher than the reuse volume for development in the coastal wetland catchment, the total tank size is to be increased to accommodate for the full BASIX or NABERS reuse volume below the 5mm weep hole.

PC.3

- O.10
- O.11
- O.12
- O.13
- O.14

Rainwater tanks for type 1 and 2 development are to adhere to the following design criteria:

a. 100% of the roof area drains to the rainwater tank, except for individual roof areas less than $10m^2$
b. only roof areas are connected to the tank, and
c. 50% of the rainwater tank is to be provided as air space. The top half of the rainwater tank is to drain to a small 5mm weep hole. The weep hole is to be located at the mid-point of the tank and drains to the overflow pipe.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS

PC.4

- O.10
- O.11
- O.12
- O.13
- O.14

All development within the Woodberry Swamp catchment is to include water sensitive urban design elements to ensure the quality of stormwater runoff is managed in accordance with Table 3-3 below:

Table 3-3: Water Quality Treatment

DEVELOPMENT TYPE	WATER QUALITY TREATMENT
1	Rainwater tanks connected to roof areas provided in accordance with the controls of this section.
2	Where provided as part of works, detention basins must have an onsite detention area of $12m^3$ per $1000m^2$ of the site area.
3	Water Quality treatment devices are to be incorporated in the overall design and modelled in MUSIC to ensure Water Quality targets in Table 3-1 and Council's MoES are achieved.

3.3.3. Erosion and Sediment Control

Objectives

O.15 To prevent erosion and sediment laden run off to occur during site preparation, construction, and operation of any use of land.

O.16 To prevent the pollution of waters from unmanaged and untreated runoff.

O.17 To ensure that a 'treatment train' approach is an integral part of design solutions for controlling stormwater runoff.

O.18 To ensure adequate vegetation cover is achieved across the site.

<table>
<tr><th colspan="2">PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS</th></tr>
<tr><td>PC.1
• O.15
• O.16</td><td>All erosion and sediment (ERSED) measures proposed are to be prepared in accordance with the 'Blue Book' (Managing Urban Stormwater Soils and Construction) – by Landcom, Fourth Edition (2004)'.</td></tr>
<tr><td>PC.2
• O.15
• O.16
• O.17</td><td>Erosion and sediment control measures are to be provided in accordance with Table 3-4 below:
Table 3-4: ERSED Management Measures by Land Area
<table>
<tr><th>DISTURBED AREA OF SITE</th><th>MANAGEMENT MEASURES</th></tr>
<tr><td>Under 250m²</td><td>Recommended ERSED mitigation and management measures in accordance with the controls and acceptable solutions in this section, the 'Blue Book', and DPHI's Guidelines for erosion and sediment control on building sites.</td></tr>
<tr><td>More than 250m² and less than 2500m²</td><td>An Erosion and Sediment Control Plan (ESCP) is to be prepared in accordance with the controls and acceptable solutions in this section, Council's MoES, the 'Blue Book', and DPHI's Guidelines for erosion and sediment control on building sites.</td></tr>
<tr><td>Over 2500m²</td><td>A Soil and Water Management Plan (SWMP) is to be prepared in accordance with the controls and acceptable solutions in this section, the 'Blue Book', and Appendix A: Application Requirements - Other Development or Appendix B: Application Requirements - Minor Development, whichever is applicable.</td></tr>
</table>
Note 1: Some sites under 250m² may require an ESCP to be prepared; see Council's MoES and DPHI's Guidelines for erosion and sediment control on building sites for further detail.
Note 2: Full details as to the contents of a ESCP and SWMP are provided in Appendix A: Application Requirements - Other Development or Appendix B: Application Requirements - Minor Development, whichever is applicable.</td></tr>
<tr><td>PC.3
• O.18</td><td>The maximum amount of soil exposed on a site is to be no more than 5ha at any one time, and in accordance with Council's MoES.</td></tr>
</table>

3.4. Parking and Vehicle Access

3.4.1. Traffic Impacts

Objectives

O.19 To ensure that a development has duly considered the impact of traffic generation on the existing road network.

O.20 To limit conflicts between existing modes of transport and new development without the provision of sufficiently safe and effective traffic facilities.

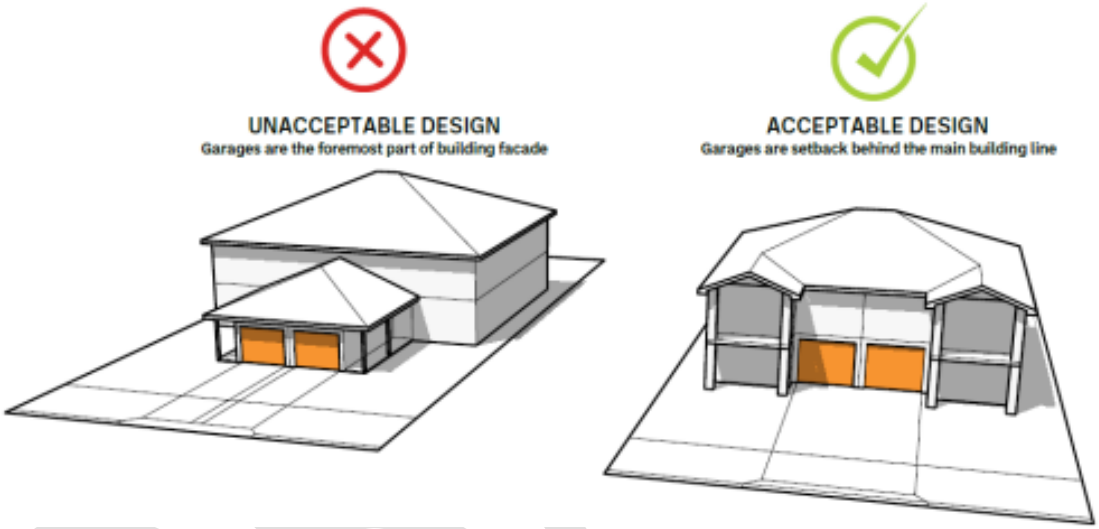
PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.19 • O.20	A Transport Impact Assessment (TIA) is required in accordance with Appendix A Application Requirements Other Development, in circumstances where: a. The proposed development is for 25 or more dwellings and/or lots, b. The proposed development is defined as **traffic generating development**, c. The proposed development is requested to provide a TIA by Transport for NSW, or d. The proposed development is deemed in Council's opinion to have the potential to adversely impact on the existing road network.

3.4.2. Vehicle Access

Objectives

O.21 To ensure that the location and design of parking areas and vehicle accesses are able to function efficiently in a manner that is safe, convenient, appropriately visually screened, and integrated into a development's design.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.21	Excepting access points to parking and the development, parking areas must be screened along the street frontage.
PC.2 O.21	The applicant is to demonstrate that any proposed site vehicle access location and design has considered the site opportunities and constraints as well as public safety including, but not limited to: a. Assessing the type of road(s) the site will access and its posted speed limit, b. Avoiding direct access to an arterial road (e.g., highway or main road) unless there is an existing suitable access or no suitable alternative, c. Avoiding or minimising impacts on street trees and utilities/services in the street, d. Locating and designing access points to minimise interference with natural and street drainage,

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
	e. Ensuring appropriate sightlines (clear of obstructions) at driveway exits to vehicular traffic and pedestrians/bicycles, f. Assessing potential conflicts with other vehicles and pedestrians/ bicycles on and off-site, g. Ensuring the landscape design does not impact safety whilst screening or softening the visual impact of any parking areas, h. Minimising impacts on on-street parking, and Minimising the visual impact of larger driveways or on-site parking areas.
AS.1 • O.21	Secured and unsecured accesses to covered parking areas, including ground level and basement parking, should be integrated into a proposed development's design in a manner that minimises the visual intrusion of the accesses in the public domain.  **Figure 3-1: Acceptable and Unacceptable Integration of Parking Areas**
PC.3 • O.21	Consideration must be given to maintaining adequate sight distances for all access driveways. Any vehicle entering or leaving the driveway must be visible to approaching vehicles and pedestrians. **Note:** *AS 2890 Parking Facilities* should be referenced for minimum sight distances for a range of road frontage speeds.

3.4.3. Parking, Circulation and Design

Objectives

O.22 To ensure that design of circulation and manoeuvring areas has accommodated the largest design vehicle for the site, addressing safety, ease of access, navigation, and swept paths.

O.23 To minimise potential conflict between vehicular and pedestrian movement.

O.24 To provide increased visual and practical amenity for car parks by increasing vegetation and canopy cover.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.22	Lighting for parking areas is to be provided in accordance with *AS 2890.1 – Parking Facilities Off Street Parking.*
PC.2 • O.24	Parking areas are to incorporate landscape plantings, including a mixture of low-lying shrubbery and small trees (<6m mature diameter). Plantings are to be consistent with Appendix D: Tree Canopy Guidelines.
PC.3 • O.23	Pedestrian routes through parking areas over 50 spaces in size are to incorporate wayfinding elements, including markings, signage, grade separation and crossings, in accordance with *AS 2890 – Parking Facilities*.
PC.4 • O.22	Parking areas with over 50 spaces are to create circulation patterns that minimise usage of dead-end parking aisles wherever possible.
PC.5 • O.23	The following wayfinding elements are to be incorporated into the development at a minimum: a. Larger car parking areas provide rational circulation patterns with ease of navigation and minimise dead-end aisles, b. Parking areas are to be well sign-posted to clearly indicate the location of off-street parking, exit and entry points, and the circulation of spaces on the site, c. Pavement arrows clearly indicate the direction of traffic circulation. (if one-way), and Parking areas are clearly delineated as well as parking spaces for specific users including accessible spaces/staff/visitors.
PC.6 • O.24	Landscaping within car parking areas must meet the following requirements: a. A landscaped break must be provided at intervals of no more than 5 spaces within car parking rows. Every second landscaped break must include a tree (equating to one tree for every 10 spaces of parking row). b. The landscaped area provided must have a minimum dimension of 2 metres in any direction. c. Each tree must be located within a dedicated landscaped area of at least 13.2m². d. All trees must be planted in deep soil zones or within structural soil cells to support healthy root growth and long-term canopy development.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
	e. Landscaping is to be provided in accordance with Appendix D: Canopy Cover Guidelines and the Maitland Tree Species List

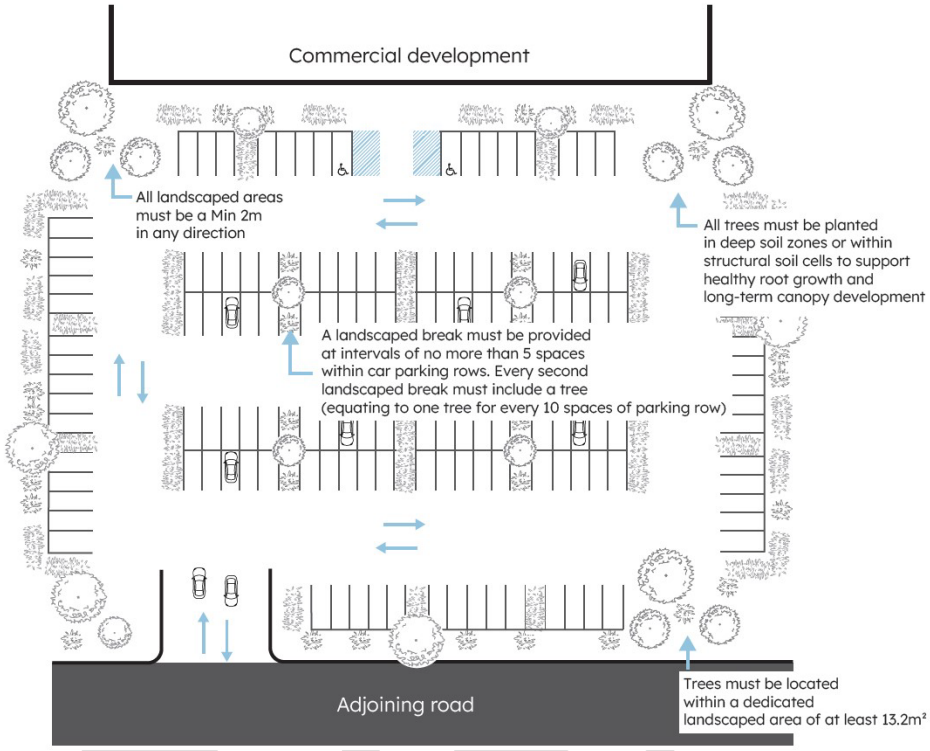


Figure 3-2: Example of a landscaping break in a carpark

PC.7 • O.22	The layout of a parking area is to provide direct pedestrian paths to building entries and the street frontage.
PC.8 • O.23	Visitor parking is to be clearly marked, signposted and located in proximity of the development's primary building.
PC.9 • O.23	Car parking spaces for persons with a disability (accessible parking) are to be designed and constructed in accordance with: • *AS 2890.6 – Parking facilities (Off Street Parking for People with Disabilities)* • *AS 1428 – Design for access and mobility*

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
AS.1 • O.22	Internal driveways and parking areas of public car parks are to consist of concrete pavement or gravel, sealed with bitumen or asphalt. Exceptions apply to: a. Parking areas located within Heritage Conservation Areas and parking areas associated with or adjacent to listed heritage items. Alternative surface treatments are to be discussed with Council and addressed through the applicable level of heritage assessment (Chapter 4 and Appendix A: Application Requirements – Other Development or Appendix B: Application Requirements – Minor Development whichever is applicable). b. Parking areas in rural zones, where gravel surface treatments are preferred. There are to be no conflicts from noise and dust with adjacent lots, and suitable drainage solutions are to be provided.
PC.10 • O.22 • O.23	Parking spaces and aisles are to meet the minimum dimensions provided in AS 2890 – Parking Facilities. Greater dimensions apply in the following instances: • A parking space which has a wall or obstruction on one side – an additional 300mm width, and • For the end space in a blind aisle, the space is to be a minimum width of 3.6m. Refer to *AS 2890- Figure 5.2 Design Envelope around Parked Vehicles* to be kept clear of columns, walls and obstructions.
PC.11 • O.22	Wheel stops are to be provided along the front of parking bays.
PC.12 • O.22	Parking areas and driveways are to be designed in a manner that reduces potential site runoff and allows stormwater to be controlled on site, in accordance with Section 3.3 of this Chapter.
PC.13 • O.22	Stacked (tandem) parking is not acceptable for commercial uses, industrial uses, or visitor and customer parking.

3.4.4. Parking Provision

Objectives

O.25 To ensure that adequate provision has been made for off-street parking to service development and limit adverse impacts on the surrounding road network.

O.26 To promote multi-modal access to a variety of land uses by providing accessible, bicycle, and motorcycle parking.

O.27 To account for the limitations around parking in areas of heritage significance (Central Maitland, Morpeth, Lorn) and local centres (Woodberry), and balance this with the need to facilitate development in order to encourage vitality and vibrancy in such centres.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.25	Development is to provide the number of off-street parking spaces in accordance with their proposed land use in line with the following metrics: a. Set out in Table 3-5: Parking Provision Rates under this section (unless the proposed development satisfies the criteria provided under AS.1 of this section); ***or*** b. If the proposed land use is not listed – in accordance with Transport for NSW's Guide to Traffic Generating Developments, as amended; ***or*** c. For uses not covered under a. or b., parking is to be provided on a merit assessment undertaken by Council. A Transport Impact Assessment (TIA) will be required as part of a Development Application (DA) in these instances. No parking spaces provided under this control are to be utilised for purposes other than for residents, customers, employees, and visitors.
AS.1 • O.26 • O.27	An applicant may be able to seek a variation to Table 3-5: Parking Provision Rates under Section 3.4.4 of this DCP if supported by a suitable level of Traffic Assessment (e.g. Transport Impact Assessment (TIA), Parking Analysis, Qualified Traffic Statement etc) in the following circumstances: a. **Certain Commercial Precincts:** The capability of the majority of properties to provide adequate off-street parking and loading facilities is either not achievable or highly restrictive in the following areas: • **Maitland** ○ High Street between Ken Tubman Drive and Abbot Street, and ○ Church Street between Charles Street and High Street. • **Lorn** ○ The E1 Local Centre zoned land along Belmore Road. • **Morpeth** ○ The E1 Local Centre zoned land in Morpeth. • **Woodberry** ○ The E1 Local Centre zoned land in Woodberry. • **Tenambit** ○ The E1 Local Centre zoned land in Tenambit Consequently, these areas presently are reliant on street parking, loading zones, and public car parking spaces to satisfy their vehicular parking and servicing. Proposed development in these areas will be assessed on a case-by-case basis and are to consider the capacity of surrounding public car parking to meet the parking needs of the development.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS

b. **Change of Use:** The proposed development is a 'change of use', where there is no additional on-site car parking and additional impacts on on-street car parking would be minimal (to the satisfaction of Council).

c. **Existing structure:** The proposed development involves alterations and/or additions to an existing structure that:
   - Are less than 25m^2, and
   - Do not encroach or impact on existing off-street parking areas, and
   - The alterations and additions will not significantly intensify the land use from an on-site parking provision perspective.

d. **Heritage Item:** the proposed development involves the restoration, alteration, and/or conservation of a heritage item listed under the *MLEP 2011*. This is only applicable in instances where it can be demonstrated that the conservation of the heritage item is dependent on the application of this subclause.

Table 3-5: Parking Provision Rates

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
Residential Accommodation				
Dwelling houses	**One- or two-bedroom dwelling:** 1 covered space *or* **Three or more-bedroom dwellings:** 2 spaces, 1 being covered	No requirement	No requirement	No requirement
Dual occupancies and Semi-detached dwellings	**One-or two- bedroom dwelling:** 1 covered space per dwelling *or* **Three or more-bedroom dwellings:** 2 spaces per dwelling, 1 being covered	No requirement	No requirement	No requirement
Secondary dwellings	No requirement	No requirement	No requirement	No requirement

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
Residential flat buildings, Multi dwelling housing, Attached dwellings, and Shop-top housing	**One- or two-bedroom dwelling:** 1 covered space per dwelling *or* **Three or more-bedroom dwellings:** 2 spaces per dwelling, 1 being covered *PLUS* 1 dedicated visitor space for the first three dwellings and 1 space for every five dwellings thereafter or part thereof	No requirement	No requirement	No requirement
Seniors housing	1 space for 5 dwellings + visitor parking if there are more than 8 dwellings	1 car space per 10 car spaces	*No requirement*	*No requirement*
Residential care facilities	1 space per 10 beds (visitors) +1 space per 2 employees + 1 space suitable for an ambulance	1 car space per 10 car spaces	*No requirement*	*No requirement*

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
Hostels	1 space per 7 beds **and** 1 space per 2 employees **and** 1 parking space for services and deliveries.	No requirement	1 space per 20 beds (Security Level B)	No requirement
Boarding houses, Co-living, and Group homes	1 space per 2 bedrooms **and** 1 space for employees	1 space per 10 bedrooms	1 space per 10 bedrooms (Security Level B or C) **and** 1 space per 20 bedrooms (Security Level C) for visitors	No requirement
Home business and Home industry	1 space in addition to the dwelling requirements	No requirement	No requirement	No requirement
Educational establishments				
Child care centre	1 space per 4 children in attendance (or part thereof).	1 car space	No requirement	No requirement
Educational establishment	1 space per employee or staff member **and** 1 space for every 30 students over 17 years old for High	1 car space per 20 car spaces	1 space per 20 staff (Security Level B) **and**	1 space per 50 car spaces

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
	Schools / 1 space for every 5 students for Tertiary Education establishments (e.g. TAFE, universities) **and** provision for a drop off / pick up area		1 space per 25 students (Security Level B) **and** 1 space per 25 students (Security Level C)	
Business premises				
Business premises	1 space per 40m^2 of GFA	1 car space per 30 car spaces	1 space per 100m^2 of GFA (Security Level C)	1 space per 20 car spaces
Office premises				
Office premises	1 space per 50m^2 of GFA	1 car space per 30 car spaces	**For developments under 400m^2,** 1 space per 200m^2 of GFA (Security Level C) **For developments over 400m^2,** 1 space per 400m^2 of GFA (Security Level B) *and*	1 space per 20 car spaces

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
			1 space per 400m^2 of GFA (Security Level C)	
Retail premises				
Restaurants and cafes	1 space per 3 seats, **or** 1 space per 10m^2 of customer service area (including outdoor dining areas)	1 car space per 30 car spaces	2 spaces per 100m^2 of GFA (Security Level C)	1 space per 20 car spaces
Takeaway food and drink premises	**For developments with no on-site seating and no drive through :**1 space per 20m^2 of GFA **For developments with on-site seating and no drive-through,** the greater of either: • 1 space per 20m^2 of GFA, *or* • 1 space per 6 seats **For developments with on-site seating and drive-through facilities,** a minimum	1 car space per 30 car spaces	2 spaces per 200m^2 of GFA (Security Level C)	1 space per 20 car spaces

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
	queueing area for 5-12 cars, and the greater of either: • 1 space per 10m^2 of GFA, *or* • 1 space per 3 seats *plus* • 2 waiting bays			
Pubs and Registered Clubs **Note:** Additional parking to be provided for other activities, such as restaurants or hotel and motel accommodation.	**The greater of either:** • 1 space per 10 seats, *or* • 1 space per 10m^2 of licensed floor area	1 car space 20 car spaces	1 space per m^2 of GFA (Security Level C)	1 space per 30 car spaces
Garden centres and Plant nursery	**The greater of either:** • 1 space per 130m^2 of GFA, *or* • 15 spaces	1 car space per 45 car spaces	No requirement	No requirement

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
Hardware and building supplies	1 space per 50m^2 of GFA	1 car space per 30 car spaces	1 space per 20 employees (Security Level B or C)	No requirement
Landscaping material supplies, Timber yards, Rural supplies, and Wholesale supplies	1 space per 130m^2 of GFA	1 car space per 45 car spaces	No requirement	No requirement
Markets	2 spaces per stall	No requirement	No requirement	No requirement
Roadside stalls	Merit-based assessment	No requirement	No requirement	No requirement
Shopping centres	**0-10,000m^2 GLFA** • 6.3 spaces per 100m^2 GLFA **10,000-20,000m^2 GLFA** • 5.8 spaces per 100m^2 GLFA **20,000-30,000m^2 GLFA** • 4.5 spaces per 100m^2 GLFA **Over 30,000m^2 GLFA** • 4.3 spaces per 100m^2 GLFA	1 car space per 30 car spaces	1 space per 1000m^2 of GFA (Security Level B) *and* 1 space per 500m^2 of GFA (Security Level C)	1 space per 20 car spaces

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
Shops (including neighbourhood shops)	1 space per 30m^2 of GFA	1 car space per 30 car spaces	1 space per 200m^2 of GFA (Security Level C)	1 space per 20 car spaces
Specialised retail premises *(formerly bulky goods)*	1 space per 50m^2 of GFA	1 car space per 30 car spaces	1 space per 20 employees (Security Level B or C)	No requirement
Vehicle sales or hire premises	1 space per 130m^2 of GFA and 3 spaces per work bay if including a vehicle body repair workshop or vehicle repair station.	1 car space per 30 car spaces	1 space per 20 employees (Security Level B or C)	No requirement
Commercial premises (other)				
Entertainment facilities and Function centres	Merit-based assessment, TIA required.	1 car space per 20 car spaces	1 space per 25 employees (Security Level B) *and* 1 space per 10 seats (Security Level C)	1 space per 20 car spaces

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
Amusement centres	1 space per 50m^2 of GFA	1 car space per 30 car spaces	No requirement	1 space per 20 car spaces
Service station	2 spaces per pump (excluding pump station)	1 car space per 10	No requirement	No requirement
Sex services premises	1 space per 40m^2 of GFA	1 car space per 20 car spaces	No requirement	No requirement
Restricted premises (including Sexual aid establishments)	1 space per 25m^2 of GFA	1 car space per 20 car spaces	No requirement	No requirement
Health service facilities				
Medical centres / Health consulting rooms	2 spaces per practitioner / professional person	1 car space per 7 car spaces	2 spaces per 10 employees (Security Level C)	1 space per 20 car spaces

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
Hospitals	1 space per 1.5 staff **and** 1 space per 3 beds (visitor parking)	1 car space per 20 car spaces	1 space / 30 beds. Min 2 spaces	1 space per 10 car spaces
Tourist and visitor accommodation				
Bed and breakfast accommodation and Farm stay accommodation	1 space per guest room **and** 1 space for employees	No requirement	No requirement	1 space per 20 car spaces
Backpacker accommodation	1 space per 5 beds **and** 1 space per 2 employees	1 car space per 20 car spaces	1 space per 20 beds (Security Level B)	1 space per 20 car spaces
Hotel and Motel accommodation	1 space per unit **and** 1 space per 2 employees	1 car space per 20 car spaces	1 space per 20 units (Security Level B)	1 space per 20 car spaces
Serviced apartments	1 space per apartment **and** 1 space per 2 employees	1 car space per 20 car spaces	1 space per 10 apartments	1 space per 20 car spaces
Industry				

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
Artisan food and drink industry	1 space per 40m^2 of GFA	1 car space per 20 car spaces	1 space per 250m^2 of GFA (Security Level C)	1 space per 30 car spaces
Light, General, and Heavy industry in urban areas	1 space per 100m^2	1 space per 100m^2	1 space per 20 staff	1 space per 50 car spaces
Recreation				
Bowling alleys	3 spaces per alley	1 car space per 20 car spaces	1 space per 4 alleys (Security Level C)	1 space per 30 car spaces
Bowling greens	30 spaces for the first green, **and** 15 spaces for each additional green.	1 car space per 20 car spaces	1 space per green (Security Level C)	1 space per 30 car spaces
Gymnasium	7.5 spaces per 100m^2 of GFA	1 car space per 20 car spaces	1 space per 150m^2 of GFA (Security Level C) *and* 1 space per 10 staff (Security Level B)	1 space per 30 car spaces
Tennis or Squash courts	3 spaces per court	1 car space per 20 car spaces	1 space per 2 courts (Security Level C)	1 space per 30 car spaces

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
Indoor soccer / cricket / netball / basketball	15 spaces per court/pitch	1 car space per 20 car spaces	2 space per court (Security Level C)	1 space per 30 car spaces
Swimming pools	1 space per 200m^2	1 car space per 20 car spaces	1 space per 30 car spaces	1 space per 30 car spaces
Other land uses				
Eco-tourist facility	1 space per 2 staff **and** 1 space per dwelling	1 car space per 5 dwellings	No requirement	No requirement
Place of public worship	1 space per 10m^2 of GFA	1 car space per 20 car spaces	No requirement	No requirement
Community facilities	1 space per 15m^2 of GFA	1 car space per 20 car spaces	1 space per 250m^2 of GFA	1 space per 45 car spaces
Veterinary hospital	3 spaces per surgery or consulting room, **and** 1 space for each professional practitioner and other staff present at any one time.	1 car space per surgery	1 space per 4 practitioners	No requirement

LAND USE	CAR PARKING	ACCESSIBLE PARKING	BIKE PARKING[1]	MOTORBIKE PARKING
Warehouse or distribution centre	1 space per 200m² GFA **or** 1 space per 2 staff (whichever is greater)	1 space per 400m²	1 space per 15 staff	1 space per 20 spaces
Camping grounds, Caravan parks and Manufactured Home Estates	Rates for residents and visitors are set by Clauses 96-98 of the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Movable Dwellings) Regulation 2005*.	Rates for residents and visitors are set by Clauses 96-98 of the *Local Government (Manufactured Home Estates, Caravan Parks, Camping Grounds and Movable Dwellings) Regulation 2005*.	No requirement	No requirement
Vehicle body repair workshops and Repair stations	6 spaces per work bay **and** 1 space per 20m² GFA of any ancillary convenience store.	No requirement	No requirement	No requirement
Exhibition villages	1.5 spaces per home	1 space per 30 car spaces	No requirement	No requirement
Uses not defined in this table	Merit based assessment; TIA may be required at Council's direction.			

Notes:

1. Bicycle Parking: Security Level A, B, and C referenced with bicycle parking provisions have been provided in accordance with Austroads Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management . These are summarised as follows:
   a. Security Level A (Bicycle Lockers): consisting of lockers with secure locking mechanisms to store a single bicycle.
   b. Security Level B (Bicycle Cages): consisting of a secured room, cage or other structure where multiple users are able to park a bicycle.
   c. Security Level C (Bicycle Racks): consisting of an area where a bicycle is able to be secured to a bicycle parking device, such as bicycle racks.

3.4.5. Loading/Unloading & Servicing Facilities

Objectives

O.28 To ensure that the location and design of, loading / unloading bays, and servicing facilities, function efficiently in a manner that is safe, convenient, appropriately visually screened, and integrated into a development's design.

O.29 To provide suitable loading / unloading, servicing, and waste management areas for development.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.28 • O.29	All new developments are expected to provide a sufficient number of, and appropriately sized, parking spaces on site for service vehicles based upon: a. The expected frequency of servicing, and b. The likely vehicle size/type of delivery vehicle (in accordance with Australian Standards AS2890 series), unless otherwise agreed with Council. c. Turning templates to demonstrate that vehicles can enter and exit the site in a forward direction
PC.2 • O.28	Adequate and suitable on-site receiving areas and parking for trucks and large vehicles are to be provided, and any queuing or off-site parking of such vehicles is to be kept to a minimum.
PC.3 • O.28 • O.29	Loading docks are to be designed in accordance with the Australian Standard AS2890.2 - Parking Facilities – Off-Street Commercial Vehicle Facilities to allow heavy vehicles to enter and leave the site in a forward direction.
AS.1 • O.29	The use of loading docks must not conflict with the safe efficient circulation of pedestrians and other vehicles on-site.

3.4.6. Public Transport Access

Objectives

O.30 To ensure appropriate provision of public transport is made for developments that create a marked increase in traffic demand.

PRESCRIPTIVE AND ACCEPTABLE SOLUTIONS	
PC.1 • O.30	Development for the purposes of 20 or more dwellings is to demonstrate that bus stops and shelters are:

PRESCRIPTIVE AND ACCEPTABLE SOLUTIONS	
	• Either existing and fully accessible to current standards within a 400m walking catchment, **or** existing bus stops within a 400m walking catchment are able to be upgraded to current standards (at the Proponent's expense), and • Are connected to the entry of the development by a continuous accessible footpath.
PC.2 • O.30	Provision of drop off/pick up areas for buses/coaches, private vehicles, or taxis may be required in larger developments, including educational establishments and commercial premises.
AS.1 • O.30	Clear pedestrian crossing points should be provided in visual proximity to public transport stops. Development that is unable to demonstrate this is to liaise with the relevant public transport provider to satisfy any potential requirements.

3.4.7. Electric Vehicle Parking

Objectives

O.31 To ensure sufficient infrastructure is available to support increased demand for road registered passenger electric vehicles in new and upgraded Class 1 Residential dwellings.

O.32 Ensure the requirements for provisioning for Electric Vehicles within the National Construction for each respective building class are adhered to.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.31 • O.32	All development classified under the National Construction Code (NCC) as Class 2-9 buildings, must follow the provisions for EV charging as identified in Part J9D4- Facilities for electric vehicle charging equipment. **Note:** Under Part J9D4 of the NCC, all development is to support the future installation of a 7 kW (32 A) type 2 electric vehicle charger in— i. 100% of the car parking spaces associated with a Class 2 building, or ii. 10% of car parking spaces associated with a Class 5 or 6 building, or iii. 20% of car parking spaces associated with a Class 3, 7b, 8 or 9 building.
PC.2 • O.32	Electric circuitry to accommodate 'Level 2' or higher standard electric vehicle charging points is to be integrated into all off-street car parking of new Class 1 residential development, including where an alteration or addition to a car space occurs. This is to satisfy the following design criteria: a. Circuitry is to ensure adequate electrical capacity and infrastructure (cable size, distribution board size and circuit space allocation etc.) for the electric vehicle charging point system i. It is preferable if electrical circuitry is run in conduit from the main board to the termination point. b. Minimum electric circuitry for a 'Level 2' electric vehicle charging point is to be either:

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
	i. A single-phase, 32 Amp circuit with 7kW power output, or ii. A three phase, 16 Amp circuit with 11 kW power output. c. The circuit should be accompanied with a communications conduit that can support the connection of either a current transducer or ethernet cable back to the main board to support load control and smart charger operation. d. For single residential dwellings with a two or more car garage the circuit should be located to allow a 7kW charge to at least 1 space. Other spaces should have a suitably located 10 Amp power point to support slower charging.
PC.3 • O.31	A Development Application must be accompanied by an accurate electrical plan, with specifications for any off-street car parking clearly identifying the electrical circuit and termination point on the plan.
AS.1 • O.31	Where EV chargers are provided as part of development, smart EV chargers that provide efficient energy use for both consumers and network operators, and can be easily integrated into onsite solar and battery systems are preferred.

3.5. Waste Management

3.5.1. Construction Waste Management

Objectives

O.33 To ensure that waste collection vehicles can easily access all waste collection points in a safe and reliable manner throughout the development stages.

O.34 To provide suitably designed and constructed waste storage and collection areas for all development which enable effective servicing for all waste types.

O.35 To ensure that an appropriate waste service solution is provided to all new development.

O.36 To minimise resource requirements, demolition waste, construction waste through reuse, recycling, selection, and use of materials.

O.37 To facilitate sustainable waste management and minimisation practices and processes for development in a manner that is consistent with ESD principles.

O.38 To encourage building designs, construction and demolition methods which seek to minimise overall waste generation.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.33 • O.34 • O.35 • O.36 • O.37 • O.38	A Construction Waste Management Plan (CWMP) is required to be submitted with every development application involving physical works, including demolition works. This must be undertaken in accordance with Appendix A: Application Requirements - Other Development and Appendix B: Application Requirements - Minor Development, whichever is applicable.

3.5.2. Operational Waste Management

Note: Further criteria pertaining to operational waste management can be found in the Waste Servicing sections of Chapter 6, 7, 8, and 9.

Objectives

O.39 To encourage solid waste minimisation through appropriate resource use, re-use/recovery and recycling for the protection of the environment and longevity of solid waste disposal depots.

O.40 To ensure that waste collection is safe, unobstructed and efficient.

O.41 To ensure that residential and non-residential waste streams are separated in mixed-use developments.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.39 • O.40 • O.41	An Operational Waste Management Plan (OWMP) is to be submitted as a part of a Development Application and is to include: a. Estimation of the weekly waste generation for general waste, recycling, and green waste (where applicable). Waste generation rates are provided in PC.3 below, b. The number of each type of bin required, c. Details of waste storage areas including dimensions, floorspace (m^2) and location, d. The identification of a waste collection point for ongoing waste collection services, e. The path of travel for bin movement between any applicable waste storage areas and waste collection point/s, f. If waste collection is to occur onsite, the onsite circulation route for waste collection vehicles, and g. If development proposes onsite collection by a private contractor, a letter is to be provided from a private waste collection contractor that they are able to service the site, not impede traffic while entering or exiting the site, with details provided regarding the type and size of their waste collection truck This control does not apply to all development, with notable exemptions being: • Dwelling houses • Secondary dwellings • Dual occupancies and semi-detached dwellings • Attached dwellings • Ancillary structures (residential and rural) A full list of development not requiring an OWMP is provided in Appendix A: Application Requirements – Other Development and Appendix B: Application Requirements – Minor Development, whichever is applicable.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.2 • O.39 • O.40	Where a development is under a strata or community title, the owners' corporation must take responsibility for the management of waste and recyclable materials generated upon the site as well as cleaning and maintenance of associated facilities. An OWMP must be submitted to demonstrate that there are suitable arrangements regarding the management, maintenance and cleaning of all waste/recycling management facilities.
PC.3 • O.39 • O.41	Residential waste generation rates are to be in accordance with **Table 3-6** below: **Table 3-6: Residential Waste Generation Rates**

DWELLING TYPOLOGY	GENERAL WASTE (LITRES PER DWELLING PER WEEK)	RECYCLING (LITRES PER DWELLING PER WEEK)	FOOD ORGANICS/GARDEN ORGANICS (LITRES PER DWELLING PER WEEK)
Dwelling house, Secondary dwellings, Dual occupancies, Semi-detached dwellings, and Attached dwellings	240L	240L	240L
Multi-dwelling housing	240L	240L	240L
Residential flat buildings (1- or 2-bedroom dwellings)	120L (+1 240L per every 10 dwellings)	120L (+1 240L per every 10 dwellings)	Merit-based.
Residential flat buildings (3+ bedroom dwellings)	240L	240L	Merit-based.
Seniors housing (strata title)	80L	120L	80L
Seniors housing (community title)	Private collection.	Private collection.	Private collection.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS

PC.4

- O.39
- O.41

Commercial waste generation rates are to be in accordance with **Table 3-7** below:

Table 3-7: Commercial Waste Generation Rates

PREMISES TYPE	GENERAL WASTE (LITRES PER 100M ^{2} FLOOR AREA PER DAY OR AS STATED)	RECYCLING (LITRES PER 100M ^{2} FLOOR AREA PER DAY OR AS STATED)
Accommodation		
Backpackers accommodation	80L per unit per week	80L per unit per week
Boarding house	80L per unit per week	80L per unit per week
Hotel and motel accommodation	10L per bed per day	5L per bed per day
Food		
Restaurant	200L	200L
Food retail	180L	180L
General		
Offices	10L	10L
Tourist & Community facilities	300L	150L
Retail	80L	80L
Educational establishments	25L	15L
Early education and care facilities	80L	80L
Health services facilities	60L	60L
Shopping centres	15L	10L

PC.5

- O.39
- O.41

Industrial waste generation rates are to be in accordance with **Table 3-8** below:

Table 3-8: Industrial Waste Generation Rates

PREMISES TYPE	GENERAL WASTE (LITRES PER 100M ^{2} FLOOR AREA PER DAY OR AS STATED)	RECYCLING (LITRES PER 100M ^{2} FLOOR AREA PER DAY OR AS STATED)
Industrial	200L	150L

Note: In some circumstances waste generation rates may be varied due to the nature of the industrial development, such as resource recovery facilities. These will be assessed on a merit basis.

3.5.3. Hazardous Goods Storage

Objectives

O.42 To ensure appropriate management of hazardous waste materials (including asbestos) during demolition, construction, and use of sites that protects human health and ensures the site is suitable for its intended use.

<table>
<tr><th colspan="2">PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS</th></tr>
<tr><td>PC.1
• O.42</td><td>Where there is a reasonable likelihood of hazardous materials (including asbestos) being disturbed by demolition or site works, the applicant is to demonstrate the development can comply with the requirements of Council's Model Asbestos Policy and Council's Contaminated Land Policy – Land Use Planning, as well as the provisions under Chapter 2 of this DCP and Work Health & Safety Guidelines by the NSW Government.</td></tr>
<tr><td>PC.2
• O.42</td><td>Buildings with hazardous materials (including asbestos) used in their construction cannot be relocated or re-sited unless all the hazardous materials (particularly asbestos) are removed prior to relocation.</td></tr>
<tr><td>PC.3
• O.42</td><td>No storage of materials which may cause pollution or be potentially hazardous during any flood event is permitted below the 1% AEP plus freeboard.</td></tr>
<tr><td>PC.4
• O.42</td><td>A Preliminary Hazard Analysis (PHA) is required to be prepared and submitted with a Development Application in accordance with Table 3-9 below.
Table 3-9: Development Requiring a PHA
<table>
<tr><th colspan="2">DEVELOPMENT REQUIRING A PHA</th></tr>
<tr><td>• Agricultural produce processing facilities</td><td>• Mines</td></tr>
<tr><td>• Battery storage facilities</td><td>• Oil and petroleum waste storage works</td></tr>
<tr><td>• Bitumen pre-mix and hot-mix facilities,</td><td>• Paper pulp industrial facilities</td></tr>
<tr><td>• Cement works</td><td>• Petroleum works</td></tr>
<tr><td>• Concrete works</td><td>• Pig farms</td></tr>
<tr><td>• Chemical industrial facilities and works</td><td>• Poultry farms</td></tr>
<tr><td>• Chemical storage facilities</td><td>• Sewerage systems and sewer mining systems</td></tr>
<tr><td>• Composting facilities or works</td><td>• Shipping facilities</td></tr>
<tr><td>• Energy recovery facilities</td><td>• Waste management facilities or works</td></tr>
<tr><td>• Extractive industries</td><td>• Wood or timber milling or processing works</td></tr>
<tr><td>• Feedlots</td><td>• Wood preservation works</td></tr>
<tr><td>• Geosequestration facilities</td><td>• Livestock processing industry</td></tr>
</table></td></tr>
</table>

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS		
	• Coal mines and works	• Mineral processing or metallurgical works
	• Limestone mines and works	• Any other development Council deems to require the lodgement of a PHA.
	• Any other development named under Part 2 of Schedule 3 of the *Environmental Planning and Assessment Regulation 2021*	• Any other development that falls within the definition of potentially hazardous or offensive development under the *Resilience and Hazards SEPP.*
	Note: Details as to what is to be included in a Preliminary Hazard Analysis is provided in Appendix A: Application Requirements - Other Development or Appendix B: Application Requirements - Minor Development, whichever is applicable.	

3.6. Sustainability

3.6.1. Liveable and resilient communities

Objectives

O.43 To reduce heat absorption and urban heat island effects of urban development in Maitland LGA.

O.44 To identify design and engineering approaches to improve sustainable management of development for public open space.

O.45 To apply sustainable design principles to reduce environmental impacts and operating costs on new and improved facilities.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
AS.1 • O.44 • O.45	Development should enable evaporative cooling through implementation of design initiatives and features, including: • Water Sensitive Urban Design (WSUD), and • Irrigation of all public open spaces (using alternate water sources), utilising the design criteria in Hunter Water's Turf Sporting Field Guidelines.
PC.1 • O.43 • O.44 • O.45	Where provided as part of development, the design of public open spaces is to: a. use pavements which are permeable and have high albedo, resulting in less solar absorption, b. where permeable pavers are used, it must be demonstrated there is no impact on the salinity or sodicity of underlying soils, c. provide public drinking taps in public areas every 500m, d. provide tree canopy cover in parks as follows:

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
	i. for open spaces without sports courts and fields, a minimum tree canopy of 45%, ii. for open spaces with sports courts and fields, a minimum tree canopy of 45% applies to areas outside the courts and fields, iii. where possible, the remaining area should exceed the 45% minimum to compensate for the lack of canopy on the courts and fields, and iv. be consistent with the Maitland Tree Species List. e. locate public seating where there is adequate shading.
AS.2 • O.44 • O.45	Utility services, including water, electricity, and sewerage, must be connected to public parks and spaces reserved for future public and community uses. Lots for open space 5,000m² or under should provide for water and electricity, while lots for open space over 5,000m² should also include sewer. Infrastructure should be positioned to avoid conflicts with future public space development.

3.6.2. Circular Economy

Objectives

O.46 To encourage the uptake of building materials that are able to be re-utilised, recycled, or are energy efficient in order to foster the growth of a circular economy in development.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
AS.1 • O.46	The following elements should be considered in the choice of building materials in all developments: a. energy efficiency, b. use of renewable resources, c. maintenance cost and durability, d. recycled or recyclable materials, e. non-polluting, f. minimal PVC content, and g. locally sourced materials (where possible).

3.7. Crime Prevention Through Environmental Design

Objectives

O.47 To ensure that the four principles of Crime Prevention Through Environmental Design (CPTED), being Surveillance, Access Control, Territorial Reinforcement and Activity/Space Management are applied to development.

O.48 To ensure inhabitable buildings create natural surveillance of the space around it by occupants and users.

O.49 To assist in ensuring that building and communal areas are designed in a manner that creates a sense of ownership and responsibility from occupants and users.

O.50 To assist in limiting opportunities for unauthorised access to buildings and communal areas through the use of appropriate security measures.

O.51 To employ materials in buildings that limit the risk of vandalism.

O.52 To ensure entrances, exits, service areas, communal spaces, pathways, car parks, and other areas that are used after dark are adequately lit.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS

PC.1

- O.47
- O.48
- O.49
- O.50
- O.51
- O.52

A Crime Prevention Through Environmental Design (CPTED) assessment report by a suitable qualified person is to be submitted which address Appendix F: CPTED Guidelines for the following development types:

Table 3-10 CPTED Assessment Triggers

DEVELOPMENT TYPE	CPTED ASSESSMENT TRIGGERS
Dwellings and accommodation	• Any form of residential development with 20 or more dwellings on the site • Boarding Houses, Group Homes, Manufactured Home Estates, Caravan Parks and Hostels
Social Infrastructure	• Educational Establishments • Centre-based Childcare Facilities • Community Facilities • Recreation (areas and facilities of any size or capacity) • Entertainment Facilities and Function Centres • Hospitals
Commercial and Industrial	• Service Stations • New Licensed Premises • Food and Drink Premises and Shops trading between 11:00pm and 5:00am • Extension of Licensed Premises trading hours past 11:00pm
Other development	• Health Service Facilities • Carparks of any size or capacity • Amusement Centres of any size or capacity • Temporary Events with an expected attendance of 5,000 or more people

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.2 • O.47 • O.49	An Operational Plan of Management (OPoM) prepared by a suitably qualified person must be submitted for any development, including change of use applications, which include the need to apply for, or amend, a liquor license. The OPoM is to be prepared following the NSW government guidelines.

3.8. Social Impact Assessment

Objectives

O.53 To ensure that development with the propensity to cause social impacts take into consideration both benefits and detriments to their local and regional context.

O.54 To ensure that development occurs in locations appropriate to their uses and can be provided for through existing and proposed services and facilities.

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
PC.1 • O.53 • O.54	A Social Impact Assessment (SIA) is to be prepared by a suitably qualified person and submitted with a Development Application in the following circumstances: a. The proposed development is present within **Table 3-11** provided below, OR b. The proposed development is considered, in the opinion of Council, to have the potential for significant social impact. **Table 3-11: Development Requiring a SIA** **DEVELOPMENT REQUIRING AN SIA** • Boarding houses • Group homes • Offensive industries • Manufactured home estates (MHEs) • Seniors housing • Extractive industries • Sex services premises • Licenced venues **Note:** Definitions for the above land uses are provided in the Glossary.
AS.1 • O.53 • O.54	SIAs should be prepared in general accordance with DPHI's Technical Supplement – Social Impact Assessment Guidelines for State Significant Projects, with consideration given to the magnitude of the proposed development and the level of assessment required.
PC.2 • O.53 • O.54	SIAs are to be prepared against the social impact assessment categories defined in DPHI's Social Impact Assessment Guideline, being: • **Way of life**, including how people live, how they get around, how they work, how they play, and how they interact each day,

PRESCRIPTIVE CONTROLS AND ACCEPTABLE SOLUTIONS	
	• **Community**, including composition, cohesion, character, how the community functions, resilience, and people's sense of place, • **Accessibility**, including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for profit organisation, • **Culture**, both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings • **Health and wellbeing**, including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health, • **Surroundings**, including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity, • **Livelihoods**, including people's capacity to sustain themselves through employment or business, and • **Decision-making systems**, including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms. **Note:** SIAs will need to identify likely social impacts (both perceived and actual) under each of the categories above resulting from the proposed development. Reporting must articulate how negative impacts are to be avoided, mitigated or reduced and how positive social impacts will be enhanced, and demonstrate how the proposed development has responded to these impacts.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