

Dorset Local Provisions Schedule

Local Provisions Schedule amendments

No.	Effective date	Amendment no	Amendment information	Text/Map
1	18 January 2023	Not applicable	Commencement of LPS under section 35M of the <i>Land Use Planning and Approvals Act 1993</i>	Text

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Dorset Local Provisions Schedule

DOR-Local Provisions Schedule Title

DOR-1.1 This Local Provisions Schedule is called the Dorset Local Provisions Schedule and comprises all the land within the municipal area.

DOR-Effective Date

DOR-1.2 The effective date for this Local Provisions Schedule is 18 January 2023.

DOR-Local Area Objectives

This sub-clause is not used in this Local Provisions Schedule.

DOR-P1.0 Particular Purpose Zone – Tomahawk and Musselroe Bay / Poole Defined Settlement Areas

DOR-P1.1 Zone Purpose

The purpose of the Particular Purpose Zone – Tomahawk and Musselroe Bay / Poole Defined Settlement Areas is:

- DOR-P1.1.1 To provide for use and development in the defined settlement areas of Tomahawk and Musselroe Bay / Poole that is sensitive to surrounding natural areas of conservation value under the State reserve.
- DOR-P1.1.2 To support infill development on existing lots.
- DOR-P1.1.3 To encourage use and development that is sensitive to the residential amenity of the areas.
- DOR-P1.1.4 To provide for low impact, non-residential uses that support the function of the settlement.

DOR-P1.2 Local Area Objectives

This sub-clause is not used in this particular purpose zone.

DOR-P1.3 Definition of Terms

This sub-clause is not used in this particular purpose zone.

DOR-P1.4 Use Table

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Permitted	
Residential	If for a single dwelling, ancillary dwelling or home-based business.
Discretionary	
Emergency Services	
General Retail and Hire	If for a local shop.
Storage	If for boat and caravan storage.
Tourist Operation	If for charter tours.
Visitor Accommodation	If for a bed and breakfast establishment, holiday flat or holiday unit.

Use Class	Qualification
Utilities	
Prohibited	
All other uses	

DOR-P1.5 Use Standards

DOR-P1.5.1 Amenity – non-residential uses

Objective:	That all non-residential uses do not adversely impact upon the occupiers of adjoining and nearby residential uses.	
Acceptable Solutions	Performance Criteria	
A1 If for Permitted or No Permit Required uses.	P1 Discretionary uses must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, smoke, odour, dust and illumination.	
A2 Commercial vehicles must only operate between 7.00am and 7.00pm Monday to Friday and 8.00am to 6.00pm Saturday and Sunday.	P2 Commercial vehicle operations must demonstrate that the amenity of residential uses within the surrounding area is not unduly impacted upon by noise from operations or deliveries from the site.	
A3 Commercial vehicles must be parked within the boundary of the property.	P3 Parking of commercial vehicles, including delivery vehicles, must not create a traffic hazard or compromise the mixed use function of the road.	
A4 Waste materials of a use must be: (a) stored in a manner and location that is not visible from the road to which the site has frontage; and (b) stored in fully self-contained receptacles designed to ensure waste does not escape to the environment.	P4 No Performance Criterion.	

DOR-P1.5.2 Amenity – home-based business use

Objective:	That home-based business activities do not adversely impact upon the occupiers of adjoining and nearby residential uses.	
Acceptable Solutions		Performance Criteria
A1	Hours of operation of a home-based business must be within the hours of: (a) 7.00am and 7.00pm Monday to Friday; and (b) 8.00am and 6.00pm Saturday to Sunday.	P1 Hours of operation of the activity must not have any undue impact on surrounding residences through any activities, emissions, operations or traffic visiting the site.
A2	Customer visitation to the site must not be in excess of 5 customers per day.	P2 No Performance Criterion.

DOR-P1.6 Development Standards for Buildings and Works

DOR-P1.6.1 Setback from a frontage

Objective:	That the setback to frontages: (a) assists in the establishment of the streetscape character; (b) enhances residential amenity; (c) provides a transition space between the road and private buildings allowing mutual passive surveillance for community safety; and (d) responds to slope and other physical characteristics of a site and assists in attenuation of traffic noise.	
Acceptable Solutions		Performance Criteria
A1	Buildings (excluding minor protrusions extending less than 1.5m) must have a setback from a frontage of: (a) not less than 6m from a primary frontage; and (b) not less than 3m to a frontage other than the primary frontage; (c) a distance which is not more or less than the maximum and minimum setbacks of the buildings on immediately adjoining properties; or	P1 The setback to frontage must: (a) provide transitional space between the road and private building allowing mutual passive surveillance; (b) be compatible with the relationship of existing buildings to the road in terms of setback or in response to slope or other physical constraints of the site; (c) provide measures to ensure that noise generated by traffic would not adversely impact on residential amenity and that vehicular egress provides for safe use of the road; and

<p>(d) not less than the existing building setback, if less than 6m.</p>	<p>(d) have regard to streetscape qualities or assist the integration of new development into the streetscape.</p>
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DOR-P1.6.2 Site coverage and rear setback

<p>Objective:</p>	<p>That the location and extent of building site coverage:</p> <ul style="list-style-type: none"> (a) facilitates the provision of open space, gardens and other outside areas on the site that contribute to residential amenity; (b) assists with the management of stormwater; and (c) provides for setback to the rear boundary.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings must have a site coverage (excluding access strips if less than 7.5m wide) of not more than 50% (excluding eaves).</p>	<p>P1</p> <p>Site coverage must:</p> <ul style="list-style-type: none"> (a) provide for useful areas of open space for gardens and outdoor recreation purposes; (b) allow areas to be retained for the absorption of rainwater into the ground; and (c) have regard to streetscape qualities.
<p>A2</p> <p>Buildings must have a setback from the rear boundary of not less than 4m.</p>	<p>P2</p> <p>The location of buildings in relation to the rear boundary must:</p> <ul style="list-style-type: none"> (a) allow for adequate visual separation between neighbouring buildings; (b) maximise solar access to habitable rooms; and (c) facilitate provision of private open space.

DOR-P1.6.3 Building envelope

Objective:	<p>That the siting and scale of buildings:</p> <ul style="list-style-type: none"> (a) allows for flexibility in design to meet contemporary building requirements; (b) protects the residential amenity of neighbours through minimising visual bulk and overshadowing; and (c) has regard to streetscape qualities.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>All buildings (excluding minor protrusions extending less than 1.5m) must be contained within either of the following building envelopes:</p> <ul style="list-style-type: none"> (a) determined by a minimum setback of 3m from side boundaries and a minimum 4m from the rear boundary and a maximum building height of 5.5m; or (b) determined by projecting at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and at a distance of 4m from the rear boundary to a maximum building height of 6.8m above natural ground level (see Figure DOR-P1.1 and Figure DOR-P1.2); and walls are set back: <ul style="list-style-type: none"> (i) a minimum of 1.5m from a side boundary; or (ii) less than 1.5m provided the wall is built against an existing boundary wall or the wall or walls have a maximum total length of 9m or one third of the boundary with the adjacent property, whichever is the lesser. 	<p>P1</p> <p>The siting and scale of single buildings must be designed to:</p> <ul style="list-style-type: none"> (a) ensure there is no unreasonable loss of residential amenity on adjoining properties by: <ul style="list-style-type: none"> (i) overshadowing and reduction of sunlight to habitable rooms and private open space to less than 3 hours between 9.00 am and 5.00 pm on June 21 or by increasing existing overshadowing if greater than above; and (ii) overlooking and loss of privacy; and (iii) visual impacts when viewed from adjoining properties; (b) have regard to steep slopes and other topographical constraints; and (c) have regard to streetscape qualities.

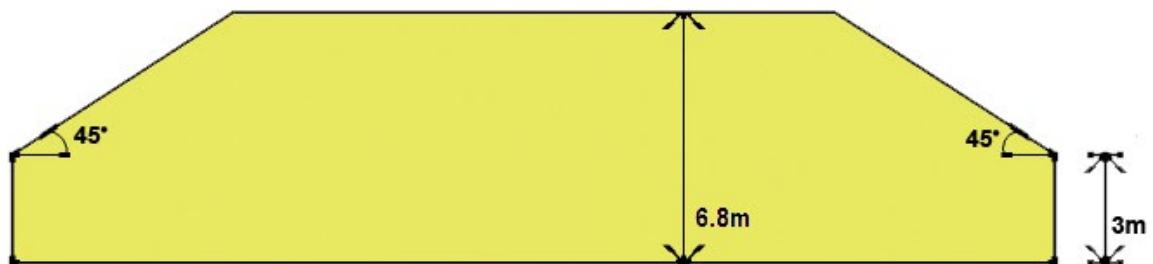


Figure DOR-P1.1 Building envelope required by DOR-P1.6.3 A1(b)

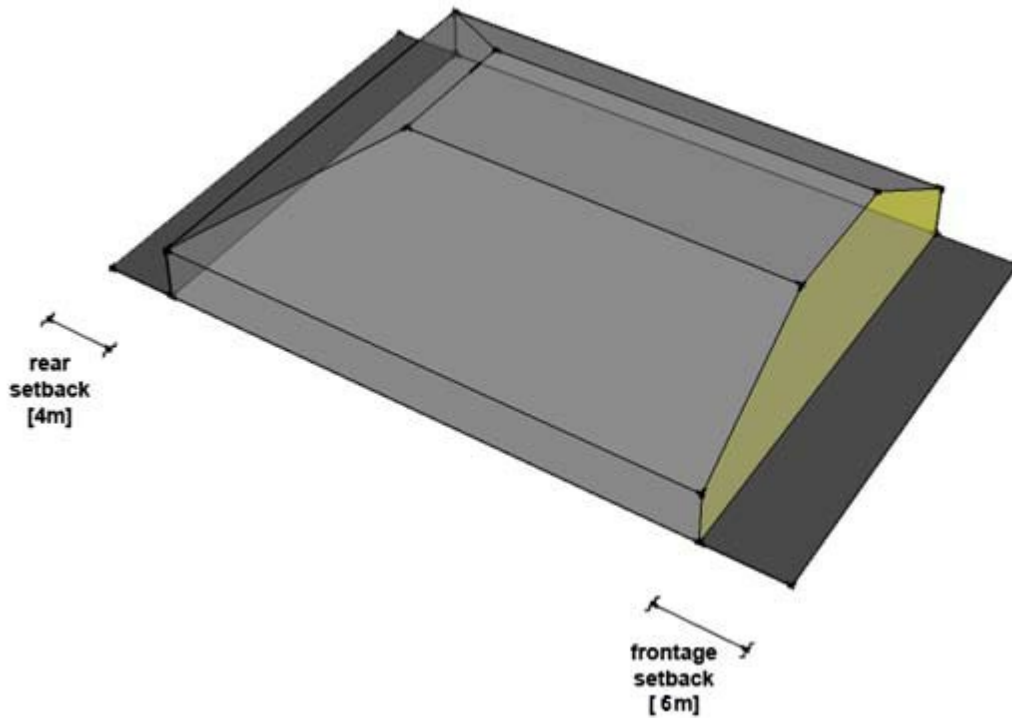


Figure DOR-P1.2 Building envelope required by DOR-P1.6.3 A1(b)

DOR-P1.6.4 Frontage fences

Objective:	<p>That the height and design of frontage fences:</p> <ul style="list-style-type: none"> (a) provides adequate privacy and security for residents while allowing for mutual passive surveillance of the road and buildings; and (b) enhances streetscapes. 	
Acceptable Solutions		Performance Criteria
<p>A1</p> <p>The maximum building height of fences on and within 4.5m of a frontage must be:</p> <ul style="list-style-type: none"> (a) 1.2m if solid; or (b) 1.8m provided that the part of the fence above 1.2m has openings which provide a minimum 50% transparency. 		<p>P1</p> <p>Fences on and within 4.5m of a frontage must be designed to:</p> <ul style="list-style-type: none"> (a) provide for security and privacy of residents while allowing for mutual passive surveillance of the road; (b) have regard to the prevailing height, design and character of neighbouring fences; (c) attenuate noise from high volume traffic; (d) have regard to steep slope or other topographical constraints; and (e) have regard to streetscape qualities.

DOR-P1.6.5 Frontage setback and width of garages and carports for development within the Residential Use Class

Objective:	<p>That the location and size of garages or carports:</p> <ul style="list-style-type: none"> (a) do not dominate the façade of the dwelling or dominate the streetscape; (b) do not restrict mutual passive surveillance of the road and dwelling; and (c) provides for safe vehicular access to and egress from the site.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Garages or carports within 12m of the frontage whether free-standing or part of the dwelling:</p> <ul style="list-style-type: none"> (a) must have a maximum total width of openings facing the primary frontage of 6m or half the width of the frontage, whichever is the lesser; and (b) must have a setback to a frontage measured to the door, post or supporting column not less than that required for a building in clause DOR-P1.6.1 A1. 	<p>P1</p> <p>The siting and design of garages and carports must:</p> <ul style="list-style-type: none"> (a) complement the character of the dwelling; (b) not dominate the frontage of the site through location and visual bulk; (c) retain mutual passive surveillance between dwelling and road; (d) provide for safe vehicular movements between road and site; and (e) have regard to streetscape qualities.

DOR-P1.6.6 Privacy for development within the Residential Use Class

Objective:	<p>That the location and design of windows of habitable rooms, balconies, decks, roof gardens, parking spaces and carports maintain residential amenity by minimising the potential for overlooking between neighbours.</p>
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Balconies, decks, roof gardens, parking spaces and carports (whether freestanding or part of the dwelling) that have a finished surface or floor level more than 1m above natural ground level must:</p> <ul style="list-style-type: none"> (a) have a side setback of not less than 3m and rear setback of not less than 4m; or (b) have a rear setback of not less than 4m and be screened by a solid, non-transparent wall to a minimum height of 1.7m above the floor level. 	<p>P1</p> <p>The potential for direct overlooking from balconies, decks, roof gardens, parking spaces and carports (whether freestanding or part of the dwelling) with a finished surface or floor level more than 1m above natural ground level on one site to the habitable rooms and balconies, decks and roof gardens on adjacent properties must be avoided or minimised through their separation or offset or by use of solid or translucent screening.</p>
<p>A2</p> <p>Windows of habitable rooms which have a floor level more than 1m above natural ground level must:</p> <ul style="list-style-type: none"> (a) have a side setback of not less than 3m; (b) be offset a minimum 1.5m from the windows of habitable rooms on adjacent properties if on the same horizontal plane; or (c) have a minimum window sill height of 1.7m. 	<p>P2</p> <p>The potential for direct overlooking from windows of habitable rooms with a finished surface or floor level more than 1m above natural ground level on one site to the windows of habitable rooms, balconies, decks and roof gardens on adjacent properties must be avoided or minimised through their separation and offset or by use of solid or translucent screening.</p>

DOR-P1.6.7 Water storage for development within the Residential Use Class

Objective:	To provide adequate water storage for each new single dwelling.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>A new single dwelling must have a system of roof catchment and tank storage for rainwater with a minimum capacity of 45,000L.</p>	<p>P1</p> <p>No Performance Criterion.</p>

DOR-P1.7 Development Standards for Subdivision

DOR-P1.7.1 Subdivision

Objective:	That subdivision is appropriate to the intended use or development of the lots and that the natural values of the subject land are not diminished.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) locate boundaries so that existing buildings are consistent with the setback required by clause DOR-P1.6; (b) be required for public use by the Crown, a department or other agency of Government of the State or of the Commonwealth, an authority of the State or of the Commonwealth established for a public purpose, or a corporation all the shares of which are held by Councils or a municipality; (c) be required for the provision of Utilities; (d) be for the consolidation of a lot with another lot with no additional titles created; or (e) be to align existing titles with zone boundaries provided that no additional lots are created. 	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) not create any additional titles; (b) provide for each lot, sufficient useable area and dimensions to allow for: <ul style="list-style-type: none"> (i) a dwelling to be erected in a convenient, appropriate and hazard-free location; (ii) appropriate disposal of wastewater and stormwater; (iii) on-site parking and manoeuvrability; (iv) adequate private open space; and (v) vehicular access from the carriageway of the road to a building area on the lot, if any; and (c) be suitable for use and development, having regard to: <ul style="list-style-type: none"> (i) the topographical or natural features of the site; (ii) the ability of vegetation to provide buffering; (iii) any features of natural or cultural significance; and (iv) the presence of any natural hazards.

<p>A2</p> <p>Each lot, or a lot proposed in a plan of subdivision, must have a frontage of not less than 4m.</p>	<p>P2</p> <p>Each lot, or a lot proposed in a plan of subdivision, must provide permanent, legal access of an appropriate width to:</p> <ul style="list-style-type: none">(a) accommodate vehicle passage and drainage within the boundaries of the lot;(b) provide for vehicle passage without unreasonable adverse impacts on adjoining land uses; and(c) provide for safe entry and exit to the lot from a road at the relevant standard.
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DOR-P1.8 Tables

This sub-clause is not used in this particular purpose zone.

DOR-S1.0 Port Hills Specific Area Plan

DOR-S1.1 Plan Purpose

The purpose of the Port Hills Specific Area Plan is:

- DOR-S1.1.1 To provide for development that is compatible with the residential area at Port Hills, minimise impact on natural values, and where there are infrastructure constraints that necessitate a limit on the density of development.

DOR-S1.2 Application of this Plan

- DOR-S1.2.1 The specific area plan applies to the area of land designated as Port Hills Specific Area Plan on the overlay maps.

- DOR-S1.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in substitution for the provisions of the Low Density Residential Zone, as specified in the relevant provision.

DOR-S1.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

DOR-S1.4 Definition of Terms

This sub-clause is not used in this specific area plan.

DOR-S1.5 Use Table

This sub-clause is not used in this specific area plan.

DOR-S1.6 Use Standards

This sub-clause is not used in this specific area plan.

DOR-S1.7 Development Standards for Buildings and Works

DOR-S1.7.1 Residential density for multiple dwellings

This clause is in substitution for Low Density Residential Zone – clause 10.4.1 Residential density for multiple dwellings.

Objective:	That the density of multiple dwellings; (a) is appropriate for the low density nature of the zone; and (b) is consistent with the availability of infrastructure services and any constraints to development.
Acceptable Solutions	Performance Criteria
A1 Multiple dwellings must have a site area per dwelling of not less than 5000m ² .	P1 No Performance Criterion.

DOR-S1.7.2 Setbacks

This clause is in substitution for Low Density Residential Zone – clause 10.4.3 Setback and clause 10.5.1 Non-dwelling development A2/P2 and A3/P3.

Objective:	That the siting of buildings: (a) is compatible with the density of the area and does not cause an unreasonable loss of amenity for adjoining properties; and (b) minimises the impact on adjacent uses.
Acceptable Solutions	Performance Criteria
A1 Buildings must have a setback from all boundaries of not less than 15m.	P1 No Performance Criterion.
A2 Buildings for a sensitive use must be separated from an Agriculture Zone a distance of: (a) not less than 50m; or (b) if an existing building for a sensitive use on the site is within 50m of that boundary, not less than the existing building.	P2 Buildings for a sensitive use must be sited so as not to conflict or interfere with uses in the Agriculture Zone, having regard to: (a) the size, shape and topography of the site; (b) the separation of any existing buildings for sensitive uses on adjoining properties; (c) the existing and potential use of adjoining properties; (d) any proposed attenuation measures; and (e) any buffers created by natural or other features.

DOR-S1.8 Development Standards for Subdivision

DOR-S1.8.1 Lot design

This clause is in substitution for Low Density Residential Zone – clause 10.6.1 Lot design A1/P1.

Objective:	<p>That each lot:</p> <ul style="list-style-type: none"> (a) has an area and dimensions appropriate for use and development in the Port Hills Specific Area Plan; and (b) contains areas which are suitable for residential development, including associated on-site drainage and on-site wastewater requirements.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) have an area of not less than 5000m² and: <ul style="list-style-type: none"> (i) be able to contain a minimum area of 20m x 30m clear of, <ul style="list-style-type: none"> a. all setbacks required by clause DOR-S1.7.2 A1 and A2; and b. easements or other title restrictions that limit or restrict development; and (ii) existing buildings are consistent with the setback required by clause DOR-S1.7.2 A1 and A2; (b) be required for public use by the Crown, a council or a State authority; (c) be required for the provision of Utilities; or (d) be for the consolidation of a lot with another lot provided each lot is within the same zone. 	<p>P1</p> <p>No Performance Criterion.</p>

DOR-S1.9 Tables

This sub-clause is not used in this specific area plan.

DOR-S2.0 Barnbougle Dunes and Lost Farm Specific Area Plan

DOR-S2.1 Plan Purpose

The purpose of the Barnbougle Dunes and Lost Farm Specific Area Plan is:

- DOR-S2.1.1 To provide for tourist facilities and complementary uses that are of a scale and intensity appropriate for a rural location that does not compromise the function of surrounding settlements.
- DOR-S2.1.2 To provide for subdivision of land that does not compromise the function of surrounding settlements and does not unreasonably impact on surrounding primary industry operations.

DOR-S2.2 Application of this Plan

- DOR-S2.2.1 The specific area plan applies to the area of land designated as Barnbougle Dunes and Lost Farm Specific Area Plan on the overlay maps.
- DOR-S2.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in substitution for the provisions of the Major Tourism Zone, as specified in the relevant provision.

DOR-S2.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

DOR-S2.4 Definition of Terms

This sub-clause is not used in this specific area plan.

DOR-S2.5 Use Table

This clause is in substitution for Major Tourism Zone – clause 24.2 Use Table.

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Utilities	If for minor utilities.
Permitted	
Community Meeting and Entertainment	
Food Services	If not a take away food premises.

Use Class	Qualification
Hotel Industry	
Sports and Recreation	
Tourist Operation	
Visitor Accommodation	
Discretionary	
Business and Professional Services	
Educational and Occasional Care	
Emergency Services	
Food Services	If not listed as Permitted.
General Retail and Hire	
Pleasure Boat Facility	
Research and Development	
Residential	If for existing uses.
Resource Processing	If for food or beverage production.
Transport Depot and Distribution	
Utilities	If not listed as No Permit Required.
Prohibited	
All other uses	

DOR-S2.6 Use Standards

This sub-clause is not used in this specific area plan.

DOR-S2.7 Development Standards for Buildings and Works

This sub-clause is not used in this specific area plan.

DOR-S2.8 Development Standards for Subdivision

DOR-S2.8.1 Lot design

This clause is in substitution for Major Tourism Zone – clause 24.5.1 Lot design A1/P1.

Objective:	That each lot: <ul style="list-style-type: none"> (a) has an area and dimensions that facilitate tourist facilities and complementary uses; and (b) does not compromise the function of surrounding settlements; and (c) does not result in an unreasonable impact on surrounding Resource Development uses.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must:</p> <ul style="list-style-type: none"> (a) be required for public use by the Crown, a council or a State authority; (b) be required for the provision of Utilities; or (c) be for the consolidation of a lot with another lot provided both lots are within the same zone. 	<p>P1</p> <p>Each lot, or a lot proposed in a plan of subdivision, must be for the reorganisation of lot boundaries that satisfies all of the following:</p> <ul style="list-style-type: none"> (a) existing buildings are consistent with the setback required by clause 24.4.2 A1 or P1 and A3 or P3; and (b) it does not create any additional lots.

DOR-S2.9 Tables

This sub-clause is not used in this specific area plan.

DOR-S3.0 Branxholm and Legerwood Industry Specific Area Plan

DOR-S3.1 Plan Purpose

The purpose of the Branxholm and Legerwood Industry Specific Area Plan is:

- DOR-S3.1.1 To facilitate establishment and continuation of Manufacturing and Processing and Resource Processing uses that are of a type, scale and intensity, that do not cause an unreasonable loss of amenity to adjacent sensitive uses.

DOR-S3.2 Application of this Plan

- DOR-S3.2.1 The specific area plan applies to the area of land designated as Branxholm and Legerwood Industry Specific Area Plan on the overlay maps.
- DOR-S3.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in addition to and substitution for the provisions of the Agriculture Zone, as specified in the relevant provision.

DOR-S3.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

DOR-S3.4 Definition of Terms

This sub-clause is not used in this specific area plan.

DOR-S3.5 Use Table

This clause is in substitution for Agriculture Zone – clause 21.2 Use Table.

Use Class	Qualification
No Permit Required	
Natural and Cultural Values Management	
Passive Recreation	
Resource Development	If: (a) on land other than prime agricultural land; or (b) an agricultural use, excluding plantation forestry, on prime agricultural land if it is dependent on the soil as the growth medium or conducted in a manner which does not alter, disturb or damage the existing soil profile or preclude it from future use as a growth medium.
Utilities	If for minor utilities.

Use Class	Qualification
Permitted	
Food Services	If associated with Resource Development or Resource Processing.
General Retail and Hire	If associated with Resource Development or Resource Processing.
Manufacturing and Processing	
Pleasure Boat Facility	If for a boat ramp.
Residential	If for: (a) a home-based business in an existing dwelling; or (b) alterations or extensions to an existing dwelling.
Resource Processing	
Discretionary	
Bulky Goods Sales	If: (a) a supplier for Extractive Industry, Resource Development or Resource Processing; (b) a garden and landscape supplier; or (c) a timber yard.
Domestic Animal Breeding, Boarding or Training	
Educational and Occasional Care	
Emergency Services	
Extractive Industry	
Food Services	If not listed as Permitted.
General Retail and Hire	If not listed as Permitted.
Research and Development	
Residential	If: (a) not restricted by an existing agreement under section 71 of the Act; and (b) not listed as Permitted.
Resource Development	If not listed as No Permit Required.
Storage	If for: (a) a contractors yard; (b) freezing and cooling storage; (c) a liquid, solid or gas fuel depot; or (d) a woodyard.

Use Class	Qualification
Tourist Operation	
Transport Depot and Distribution	If for the transport and distribution of agricultural produce and equipment.
Utilities	If not listed as No Permit Required.
Visitor Accommodation	
Prohibited	
All other uses	

DOR-S3.6 Use Standards

DOR-S3.6.1 Resource Processing and Manufacturing and Processing Uses

This clause is in addition to Agriculture Zone – clause 21.2 Use Standards.

Objective:	That Resource Processing and Manufacturing and Processing uses do not cause an unreasonable loss of amenity upon adjacent sensitive uses.	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>Hours of Operation of a Manufacturing and Processing or Resource Processing use on a site within 50m of a Village Zone, must be within the hours of:</p> <ul style="list-style-type: none"> (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays. 	<p>P1</p> <p>Hours of operation of a Manufacturing and Processing or Resource Processing use on a site within 50m of a Village Zone, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions. 	
<p>A2</p> <p>External lighting for a Manufacturing and Processing or Resource Processing use on a site within 50m of a Village Zone, must:</p> <ul style="list-style-type: none"> (a) not operate within the hours of 11.00pm to 6.00am, excluding any security lighting; and (b) if for security lighting, be baffled so that direct light does not extend into the adjoining property in those zones. 	<p>P2</p> <p>External lighting for a Manufacturing and Processing or Resource Processing use on a site within 50m of a Village Zone, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the level of illumination and duration of lighting; and (b) the distance to habitable rooms of an adjacent dwelling. 	
<p>A3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a Manufacturing and Processing or Resource</p>	<p>P3</p> <p>Commercial vehicle movements and the unloading and loading of commercial vehicles for a Manufacturing and Processing or Resource Processing use on a site within 50m of a Village</p>	

<p>Processing use on a site within 50m of a Village Zone, must be within the hours of:</p> <ul style="list-style-type: none"> (a) 7.00am to 9.00pm Monday to Saturday; and (b) 8.00am to 9.00pm Sunday and public holidays. 	<p>Zone, must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the time and duration of commercial vehicle movements; (b) the number and frequency of commercial vehicle movements; (c) the size of commercial vehicles involved; (d) manoeuvring required by the commercial vehicles, including the amount of reversing and associated warning noise; (e) any noise mitigation measures between the vehicle movement areas and the residential area; and (f) potential conflicts with other traffic.
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DOR-S3.7 Development Standards for Buildings and Works

This sub-clause is not used in this specific area plan.

DOR-S3.8 Development Standards for Subdivision

This sub-clause is not used in this specific area plan.

DOR-S3.9 Tables

This sub-clause is not used in this specific area plan.

DOR-S4.0 Town Centre Parking Specific Area Plan

DOR-S4.1 Plan Purpose

The purpose of the Town Centre Parking Specific Area Plan is:

- DOR-S4.1.1 To maximise land use efficiency and reduce costs to business and developers by not requiring new or intensified use or development, other than Residential and Visitor Accommodation use, to provide on-site car parking spaces, bicycle parking space, and motor cycle parking spaces on land located within the town centres of Bridport, Scottsdale, and Derby.
- DOR-S4.1.2 To provide an appropriate level of car parking, bicycle parking, and motorcycle parking space by a combination of existing and potentially future private and public sector parking areas that aggregate parking provision into accessible shared use public parking sites to service multiple destinations and cater to both long-term and short-term need during periods of peak activity.

DOR-S4.2 Application of this Plan

- DOR-S4.2.1 The specific area plan applies to the area of land designated as the Town Centre Parking Specific Area Plan on the overlay maps.
- DOR-S4.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in substitution for the provisions of the Parking and Sustainable Transport Code as specified in the relevant provision.

DOR-S4.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

DOR-S4.4 Definition of Terms

This sub-clause is not used in this specific area plan.

DOR-S4.5 Use Table

This sub-clause is not used in this specific area plan.

DOR-S4.6 Use Standards

DOR-S4.6.1 Car parking numbers for Residential and Visitor Accommodation use

This clause is in substitution for Parking and Sustainable Transport Code - clause C2.5.1 Car parking numbers.

Objective:	That an appropriate number of car parking spaces are provided to meet the needs of Residential and Visitor Accommodation uses.
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>The number of on-site car parking spaces for Residential and Visitor Accommodation uses must be not less than the number specified in Table C2.1.</p>	<p>P1</p> <p>The number of on-site car parking spaces for Residential and Visitor Accommodation uses must meet the reasonable needs of the use, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and intensity of the use and car parking required; (b) the size of the building and the number of bedrooms; (c) the availability of off-street public car parking spaces within reasonable walking distance of the site; (d) the ability of multiple users to share spaces because of: <ul style="list-style-type: none"> (i) variation in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces; (e) the availability and frequency of public transport within reasonable walking distance of the site; (f) the availability and frequency of other transport alternatives; (g) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (h) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (i) the effect on streetscape; and (j) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.

DOR-S4.6.2 Bicycle parking numbers for Residential and Visitor Accommodation use

This clause is in substitution for Parking and Sustainable Transport Code - clause C2.5.2 Bicycle parking numbers.

Objective:	That an appropriate number of bicycle parking spaces are provided to meet the needs of Residential and Visitor Accommodation uses.	
Acceptable Solutions	Performance Criteria	
A1 The number of on-site bicycle parking spaces for Residential and Visitor Accommodation uses must be not less than the number specified in Table C2.1.	P1 Bicycle parking spaces for Residential and Visitor Accommodation uses must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planning parking facilities for bicycles in the surrounding area.	

DOR-S4.6.3 Motorcycle parking numbers for Residential and Visitor Accommodation use

This clause is in substitution for Parking and Sustainable Transport Code - clause C2.5.3 Motorcycle parking numbers.

Objective:	That an appropriate number of motorcycle parking spaces are provided to meet the needs of Residential and Visitor Accommodation uses.	
Acceptable Solutions	Performance Criteria	
A1 The number of on-site motorcycle parking spaces for Residential and Visitor Accommodation uses must be not less than the number specified in Table C2.4.	P1 The number of on-site motorcycle parking spaces for Residential and Visitor Accommodation uses must meet the reasonable needs of the use, having regard to: (a) the nature and intensity of the use and motorcycle parking required; (b) the size of the building and the number of bedrooms; (c) the availability of off-street public motorcycle parking spaces within reasonable walking distance of the site; (d) the ability of multiple users to share spaces because of: (i) variation in motorcycle parking demand over time; or (ii) efficiencies gained by consolidation of motorcycle parking spaces; (e) the availability and frequency of public transport within reasonable walking distance of the site; (f) the availability and frequency of other transport alternatives;	

	<ul style="list-style-type: none"> (g) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; (h) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; (i) the effect on streetscape; and (j) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.
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DOR-S4.7 Development Standards for Buildings and Works

This sub-clause is not used in this specific area plan.

DOR-S4.8 Development Standards for Subdivision

This sub-clause is not used in this specific area plan.

DOR-S4.9 Tables

This sub-clause is not used in this specific area plan.

DOR-S5.0 Bridport Main Street Central Specific Area Plan

DOR-S5.1 Plan Purpose

The purpose of the Bridport Main Street Central Specific Area Plan is:

- DOR-S5.1.1 To provide for development of the area compatible with its existing built form.
- DOR-S5.1.2 To encourage community services and commercial activities at pedestrian levels appropriate to the mixed use characteristics of the zone.
- DOR-S5.1.3 To encourage Residential and Visitor Accommodation use where it does not compromise or distort the activity centre.

DOR-S5.2 Application of this Plan

- DOR-S5.2.1 The specific area plan applies to the area of land designated as Bridport Main Street Central Specific Area Plan on the overlay maps.
- DOR-S5.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in addition to and substitution for the provisions of the Village Zone, as specified in the relevant provisions.

DOR-S5.3 Local Area Objectives

This sub-clause is not used in this specific area plan.

DOR-S5.4 Definition of Terms

This sub-clause is not used in this specific area plan.

DOR-S5.5 Use Table

This sub-clause is not used in this specific area plan.

DOR-S5.6 Use Standards

- DOR-S5.6.1 Residential and Visitor Accommodation uses

This clause is in addition to Village Zone – clause 14.3 Use Standards.

Objective:	That the siting of Residential and Visitor Accommodation uses: <ul style="list-style-type: none"> (a) support the viability of the activity centre and an active street frontage is maintained; and (b) do not compromise or distort the activity centre hierarchy.
Acceptable Solutions	Performance Criteria
A1	P1

<p>Residential and Visitor Accommodation uses (excluding existing uses) must be located:</p> <ul style="list-style-type: none"> (a) above ground floor level (excluding pedestrian or vehicular access); (b) to the rear of a premises; or (c) within the rear half of the property. 	<p>A Residential or Visitor Accommodation use must not compromise or distort the activity centre hierarchy, having regard to:</p> <ul style="list-style-type: none"> (a) the characteristics of the site; (b) the need to encourage activity at pedestrian levels; (c) the size and scale of the proposed use; (d) the functions of the activity centre and the surrounding activity centres; and (e) the extent that the proposed use impacts on other activity centres.
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DOR-S5.7 Development Standards for Buildings and Works

DOR-S5.7.1 Setback

This clause is in substitution for Village Zone – clause 12.4.3 Setback A1/P1 and A2/P2.

Objective:	That building setback is compatible with the streetscape and does not result in an unreasonable impact on the amenity of adjoining properties
Acceptable Solutions	Performance Criteria
<p>A1</p> <p>Buildings (excluding for Residential, Visitor Accommodation and Utilities uses) must be:</p> <ul style="list-style-type: none"> (a) built within 4.5m to the frontage at ground level; or (b) have a setback of not more or less than the maximum and minimum setbacks of the buildings on adjoining properties. 	<p>P1</p> <p>Buildings must be sited to be compatible with the streetscape and character of development existing on established properties in the area, having regard to:</p> <ul style="list-style-type: none"> (a) providing variations in building alignment to provide a forecourt space for public use, such as outdoor dining or landscaping; (b) the height, bulk and form of existing and proposed buildings; (c) the appearance of proposed buildings when viewed from roads and public places adjoining the site; and (d) the safety of road users.
<p>A2</p> <p>Buildings must have a setback from rear boundaries of not less than:</p> <ul style="list-style-type: none"> (a) 3m; or (b) half the wall height of the building, <p>whichever is the greater.</p>	<p>P2</p> <p>Buildings must be sited so that there is no unreasonable loss of amenity to adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the size, shape and orientation of the site; (c) the setbacks of surrounding buildings; (d) the height, bulk and form of existing and proposed buildings;

	<ul style="list-style-type: none">(e) the existing buildings and private open space areas on the site;(f) sunlight to private open space and windows of habitable rooms on adjoining properties; and(g) the character of development existing on established properties in the area.
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DOR-S5.8 Development Standards for Subdivision

This sub-clause is not used in this specific area plan.

DOR-S5.9 Tables

This sub-clause is not used in this specific area plan.

DOR-Site-specific Qualifications

Reference Number	Site reference	Folio of the Register	Description (modification, substitution or addition)	Relevant Clause in State Planning Provisions
DOR-8.1	37 George Street, Scottsdale	231265/1 76627/1	Additional Discretionary Use Classes for this site are: (a) Bulky Goods Sales; (b) Equipment and Machinery Sales and Hire; and (c) Service Industry with the qualification "if for motor repairs".	General Residential Zone – clause 8.2 Use Table
DOR-20.1	1952 Bridport Road, Bridport	233662/1	An additional Permitted Use Class for this site is: Transport Depot and Distribution "if for an airport".	Rural Zone – clause 20.2 Use Table
DOR-21.1	54 Ringarooma Road, Scottsdale	197948/1	An additional Permitted Use Class for this site is: Transport Depot and Distribution.	Agriculture Zone – clause 21.2 Use Table
DOR-21.2	96 King Street, Scottsdale	127270/1	Additional Permitted Use Classes for this site are: (a) Transport Depot and Distribution; (b) Food Services; (c) Tourist Operation; and (d) Business and Professional Services.	Agriculture Zone – clause 21.2 Use Table
DOR-25.1	2 Main Street, Bridport	172546/1	An additional Discretionary Use Class for this site is: Resource Development with the qualification "if for aquaculture".	Port and Marine Zone – 25.2 Use Table

DOR-Code Lists

DOR-Table C3.1 Other Major Roads

Road	From	To
This table is not used in this Local Provisions Schedule.		

DOR-Table C6.1 Local Heritage Places

This table is not used in this Local Provisions Schedule.							
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DOR-Table C8.1 Scenic Protection Areas

Reference Number	Scenic Protection Area Name	Description	Scenic Value	Management Objectives
DOR-C8.1.1	Bridport	The prominent treed ridgeline along the western fringe of Bridport, including the Bridport Wildflower Reserve.	The area provides an important natural and aesthetical backdrop to the Bridport township, which creates a sense of place for residents and visitors.	<p>(a) To maintain and enhance the treed backdrop of the settlement and to avoid significant landscape change on hill faces of visual prominence when viewed from Bridport.</p> <p>(b) To locate and design development to blend with the landscape and not be obtrusive.</p>

DOR-Table C8.2 Scenic Road Corridors

Reference Number	Scenic Road Corridor Description	Scenic Value	Management Objectives
DOR-C8.2.1	Tasman Highway	<p>(a) Native vegetation along the road corridor provides visual amenity to the traveller experience.</p> <p>(b) Views to the diverse landscapes of the North East, bushland, hills and farm lands are an important element in providing visual amenity to the traveller experience.</p> <p>(c) The Tasman Highway is a gateway that frames the entry to the settlements of Scottsdale, Branxholm, Derby</p>	<p>(a) To avoid the need for vegetation clearance adjacent to the road by setting development back from the road.</p> <p>(b) To provide for, and be sensitive to, views that enhance the traveller experience by setting development back from the road and minimising building bulk within proximity to the road.</p> <p>(c) To maintain natural or constructed features that contribute to visual aesthetic values at the entrances to townships such as</p>

			trees, historic fences and walls and the like.
DOR-C8.2.2	Bridport Road	<p>(a) Native vegetation along the road corridor provides visual amenity to the traveller experience.</p> <p>(b) Views to the diverse landscapes of the North East, bushland and farm lands are an important element in providing visual amenity to the traveller experience.</p> <p>(c) Bridport Road serves as a gateway that frames the entry to the settlements of Bridport and Scottsdale.</p>	<p>(a) To avoid the need for vegetation clearance adjacent to the road by setting development back from the road.</p> <p>(b) To provide for, and be sensitive to, views that enhance the traveller experience by setting development back from the road and minimising building bulk within proximity to the road.</p> <p>(c) To maintain natural or constructed features that contribute to visual aesthetic values at the entrances to townships such as trees, historic fences and walls and the like.</p>
DOR-C8.2.3	Golconda Road	<p>(a) Native vegetation along the road corridor provides visual amenity to the traveller experience.</p> <p>(b) Views to the diverse landscapes of the North East, bushland, hills and farm lands are an important element in providing visual amenity to the traveller experience.</p> <p>(c) Golconda Road serves as a gateway that frames the entry to the settlements of Nabowla, Lietinna and Scottsdale.</p>	<p>(a) To avoid the need for vegetation clearance adjacent to the road by setting development back from the road.</p> <p>(b) To provide for, and be sensitive to, views that enhance the traveller experience by setting development back from the road and minimising building bulk within proximity to the road.</p> <p>(c) To maintain natural or constructed features that contribute to visual aesthetic values at the entrances to townships such as trees, historic fences and walls and the like.</p>

DOR-Table C11.1 Coastal Inundation Hazard Bands AHD Levels

Locality	High Hazard Band (m AHD)	Medium Hazard Band (m AHD)	Low Hazard Band (m AHD)	Defined Flood Level (m AHD)
	Sea Level Rise 2050	1% annual exceedance probability 2050 with freeboard	1% annual exceedance probability 2100 (design flood level) with freeboard	1% annual exceedance probability 2100
Bridport	1.8	2.5	3.1	2.8
Musselroe Bay	1	1.9	2.6	2.3
Tomahawk	1.7	2.4	3	2.7
All other locations	1.8	2.5	3.1	2.8

DOR-Applied, Adopted or Incorporated Documents

Document Title	Publication Details	Relevant Clause in the LPS
This table is not used in this Local Provisions Schedule.		