

# AGENDA

# FOR DEVELOPMENT ASSESSMENT PANEL MEETING TO BE HELD ON

# 22 MARCH 2016 AT 6:00 PM

# IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

# **MEMBERS**

Mr D Wallace (Presiding Member) Mr R Bateup Mr C Buchanan Ms L Caruso Ms S Johnston Mr J Watson Mr S White

# **REQUIRED STAFF**

Team Leader – Planning, Mr A Curtis Development Officer – Planning, Ms K Thrussell Development Officer – Planning, Ms K Brown

# APOLOGIES

General Manager City Development, Mr T Sutcliffe

# LEAVE OF ABSENCE

# **PRESENTATION OF MINUTES**

Presentation of the Minutes of the Development Assessment Panel Meeting held on 23 February 2016.

# REPORTS

**Development Applications** 

### 

Demolition of Existing Dwelling and sheds (2) and Residential Development (Residential Flat Building) Comprising Six (6) Two Storey Dwellings at 12-14 Ada Street, Salisbury for Rendition Homes Pty Ltd.

# **OTHER BUSINESS**

# 5.2.1 Status of Current Appeal Matters and Deferred Items

Farmers Market Independent of Existing Old Spot Hotel at 1955 Main North Road, Salisbury Heights for Mark Aldridge t/a Farm Direct Community Markets

# 5.2.2 Policy Issues Arising from Consideration of Development Applications

# 5.2.3 Future Meetings and Agenda Items

# CLOSE

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# MINUTES OF DEVELOPMENT ASSESSMENT PANEL MEETING HELD IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY ON

# 23 FEBRUARY 2016

## **MEMBERS PRESENT**

Mr D Wallace (Presiding Member) Mr R Bateup (from 6:17pm) Mr C Buchanan (from 6:09pm) Ms L Caruso Mr J Watson Mr S White

# STAFF

General Manager City Development, Mr T Sutcliffe Team Leader – Planning, Mr A Curtis

The meeting commenced at 6:00pm

The Presiding Member welcomed the members, staff and the gallery to the meeting.

# APOLOGIES

Apologies were received from Ms S Johnston, and from Mr C Buchanan for late arrival.

# **PRESENTATION OF MINUTES**

Mr S White moved, and the Panel resolved that:

The Minutes of the Development Assessment Panel Meeting held on 27 January 2016, be taken and read as confirmed, subject to amending wording under 'Representation' to read: " Mr David Bryant, resident, spoke to his representation".

# REPORTS

**Development Applications** 

# 5.1.1 361/2465/2015/3B

Shop (Asian Grocery) at 200 Park Terrace, Salisbury Plain for Chin Hills Enterprise Pty Ltd

# REPRESENTORS

Representor, Mr James Buckoke, spoke to his representation.

Applicant, Mr Mang Hlei Sawn spoke in response to the representation and in relation to his proposal.

Mr C Buchanan entered meeting at 6:09pm.

Mr R Bateup entered meeting at 6:17pm.

Mr C Buchanan moved, and the Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury (City) Development Plan Consolidated 10<sup>th</sup> September 2015.
- B. Pursuant to Section 33 of the Development Act 1993, Development Plan Consent is **GRANTED** to application number 361/2465/2015/3B for an Asian Grocery (Shop) in accordance with the plans and details submitted with the application and subject to the following conditions:
  - 1. The proposal shall be developed in accordance with the details and Council stamped approved plans lodged with the application, except where varied by the conditions herein:

Relevant plans and documents are listed as follows:

Site Plan, Received by Council dated 18<sup>th</sup> January 2016 Email from Mang H Sawn, Received by Council dated 18<sup>th</sup> January 2016 Front Elevation Plan, received by Council dated 29<sup>th</sup> December 2015 Floor Plan, received by Council dated 29<sup>th</sup> December 2015

*Reason:* To ensure the proposal is established in accordance with the submitted plans.

2. Except where otherwise approved, the operating hours for the shop shall not extend beyond the hours of 9am – 6pm, Monday to Saturday.

*Reason:* To ensure that operating hours for the shop do not adversely impact upon residential amenity within the locality.

3. Except where otherwise approved, no advertisements or advertising displays including flags, streamers or bunting, shall be displayed on or about the subject land at any time.

*Reason:* To restrict the proliferation of advertisements on the site.

- 4. The advertisement approved as part of this application shall not:
  - (a) Move; or
  - (b) Flash; or
  - (c) Reflect light so as to be an undue distraction to motorists; or
  - (d) Be internally illuminated.

Reason: To maintain the visual amenity of the locality.

5. Any lighting associated with the herein approved use shall be constructed and maintained in such a way so as to limit any nuisance or inconvenience to traffic and/or adjoining properties. All lighting is to be kept in good repair and post construction should light spillage be deemed unreasonable by Council, further adjustment and/or screening may be required.

*Reason:* To preserve the amenity of adjacent properties.

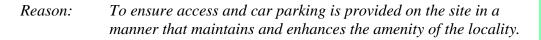
 The car parking layout including car parking spaces and aisle width shall be designed, where practicably achievable, in accordance with Australian Standard 2890.1 – Off-street Parking Part 1 and Austroads "Guide to Traffic Engineering Practice Part 11 – Parking" and AS 2890.2 – Facilities for Commercial Vehicles.

Reason:To ensure that the development complies with Standards and<br/>Engineering Practice.

7. No materials, goods or containers shall be stored in the designated car parking area or driveways at any time.

*Reason:* To ensure the car parking areas are always available for the purpose they are designed. Further, that the site be maintained in a clean and tidy state.

8. All driveways, manoeuvring areas and car parking spaces shall be constructed with either brick paving, concrete or bitumen to a standard appropriate for the intended volumes and vehicle types. Individual car parking bays shall be clearly linemarked. Driveways and car parking areas shall be established prior to the approved use commencing and shall be maintained at all times to the reasonable satisfaction of Council.



- 9. The following directional markings/signage shall be completed, prior to commencement of use:
  - a) Directional arrow pavement markings shall be installed within the concrete entry and exit driveways to direct vehicles in this fashion; and
  - b) Pavement markings shall be installed for car parking spaces one and two "Staff car park only"; and
  - c) Fixed to the exit driveway, a "No Entry" sign shall be installed, to prevent vehicles entering the exit driveway; and
  - d) Fixed to the eave overhang fascia above the entry and exit driveways, a sign indicating "Low Clearance" should be provided with the dimension shown; and
  - e) At the rear car park, a sign advising customers that spillover car parking is available next door at 202 Park Terrace (for as long as 202 Park Terrace remains in the same ownership as 200 Park Terrace) at times when the car park is full.

# *Reason:* To ensure access and manoeuvring to and from the site is orderly, safe and does not interrupt the free flow of traffic on Park Terrace.

10. All security gates servicing 200 and 202 Park Terrace shall be open at all times during approved operating hours.

*Reason:* To ensure that customers can access available car parking spaces at 200 and 202 Park Terrace.

11. All loading and unloading of vehicles and manoeuvring of vehicles in connection with the now approved land use shall be carried out entirely within the subject land.

Reason:To ensure that vehicles associated with the land use does notcausedisruption or danger to vehicles on Park Terrace.

12. All trade waste and other rubbish shall be contained and stored pending removal in covered containers which shall be kept at the rear of the proposed building, in an area screened from public view at all times.

*Reason:* To maintain the amenity of the locality.

# **OTHER BUSINESS**

# 5.2.1 Review of Operating Procedures and Agenda Format

Mr S White moved, and the Panel resolved:

- 1. That the revised City of Salisbury Development Assessment Panel Operating Procedures forming an attachment to the agenda report be adopted.
- 2. That the revised agenda and report content and format be noted, and feedback be provided by the Panel in relation to the revised content and format.

# 5.2.2 Status of Current Appeal Matters and Deferred Items

**361/935/2015/3B** ..... DAP Decision Date 21 July 2015

# Farmers Market Independent of Existing Old Spot Hotel at 1955 Main North Road, Salisbury Heights for Mark Aldridge t/a Farm Direct Community Markets

Appeal lodged by Mark Aldridge in the Supreme Court against the decision of the Environment Resources and Development Court to quash the development authorisation for the farmers market. Council resolved at its meeting on Monday 22 February 2016, not to participate in defending the appeal and will abide with any decision of the Court.

## 361/2343/2014/3X.....DAP Decision Date 15 December 2015

# Construction of Brick Wall (to be constructed on Portion of eastern boundary) at 10 David Road, Para Vista for B Stratford

A preliminary conference took place on 15<sup>th</sup> February 2016 in the Environment Resources and Development Court. The parties were unable to reach a compromise, consequently the matter was set down for a directions hearing on Monday 29<sup>th</sup> February 2016, however we have received confirmation that the representor has withdrawn their appeal.

# 5.2.3 **Policy Issues Arising from Consideration of Development Applications** Nil

# 5.2.4 Future Meetings and Agenda Items

Meeting will be held on Tuesday 22 March 2016.

The meeting closed at 6:32pm.

PRESIDING	
MEMBER	 

ITEM	5.1.1
	DEVELOPMENT ASSESSMENT PANEL
DATE	22 March 2016
APPLICATION NO.	361/1643/2015/2A
APPLICANT	Rendition Homes Pty. Ltd.
PROPOSAL	Demolition of Existing Dwelling and sheds (2) and Residential Development (Residential Flat Building) Comprising Six (6) Two Storey Dwellings
LOCATION	12-14 Ada Street, Salisbury
CERTIFICATE OF TITLE	Volume 5664 Folio 882 & Volume 5664 Folio 884
AUTHOR	Katherine Thrussell, Development Officer - Planning, City Development

# 1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Residential Zone	
Application Type	On-Merit	
Public Notification	Representations received: Nine (9)	
	Representations to be heard: Seven (7)	
<b>Referrals - Statutory</b>	Nil	
<b>Referrals – Internal</b>	Development Engineering	
<b>Development Plan Version</b>	Salisbury (City) Development Plan	
	Consolidated 6 August 2015	
Assessing Officer	Katherine Thrussell, Development Officer – Planning, City	
	Development	
Recommendation	Grant Development Plan Consent subject to Conditions	
Meeting Date	22 March 2016	

# 2. **REPORT CONTENTS**

Assessment Report

Attachment 1:	Proposal Plans
Attachment 2:	Supporting Information
Attachment 3:	Notice of Category 2 Application and Representations
Attachment 4:	Applicant Response to Representations
Attachment 5:	Relevant Development Plan Extracts, Consolidated 6 August 2015

# 3. EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for six two storey dwellings at 12-14 Ada Street, Salisbury.

The subject site is a rectangular shaped parcel of land of 1,589m<sup>2</sup>, comprising two Torrens Title allotments of 794.32m<sup>2</sup> each. A single storey dwelling and garage are located on allotment 126 (12 Ada Street). A garage is also located in the south-western corner of allotment 127 (14 Ada Street). The site has direct frontage to Ada Street of 34.75m in width.

The site is served by one concrete access driveway at the western side of 12 Ada Street providing access to the existing dwelling. The site does not contain any significant or regulated trees.

The site is located within the Residential Zone. The application was assessed "on-merit" and was subject to Category 2 public notification. Nine representations were received during the advertising period in opposition to the development, seven of whom have expressed a desire to be heard at the meeting. In addition to the representations, a petition has been received in opposition to the proposed development. The Notice of Petition requesting Council reject the proposed development at 12-14 Ada Street was received at the Council Meeting held on the 22<sup>nd</sup> of February 2016.

This report provides a detailed assessment of the application against the relevant provisions of the Salisbury (City) development Plan. The assessment found that:

- a) Dwellings in a range of forms are clearly envisaged within the Residential Zone;
- b) The proposal will constitute medium density in close proximity to public transport routes, public open space, schools and centres – the zone encourages this type of development in this location;
- c) Each dwelling is provided with sufficient area of private open space;
- d) Adequate on-site car parking will be provided;
- e) On-street car parking will not be altered as the proposed driveway will utilise the existing crossover to 12 Ada Street and existing invert to 14 Ada Street.
- f) Privacy of adjoining dwellings will be achieved by provision of high level windows to habitable rooms;
- g) Overshadowing to adjoining properties will be minimal.

Given the above, it is recommended that Development Plan Consent be granted, subject to conditions.

# 4. SUBJECT SITE

The subject site is a rectangular shaped parcel of land of 1,589m<sup>2</sup>, comprising two Torrens Title allotments of 794.32m<sup>2</sup> each. A single storey dwelling and garage are located on allotment 126 (12 Ada Street). A garage is also located in the south-western corner of allotment 127 (14 Ada Street). The site has direct frontage to Ada Street of 34.75m in width.

The site is served by one concrete access driveway at the western side of 12 Ada Street providing access to the existing dwelling. The site does not contain any significant or regulated trees.

# 5. LOCALITY

# Aerial View:



Source: Nearmap

Legend	
	Subject site
	Zone boundary



Source: Dekho

Legend	
	Subject site
•	Properties Notified
	Representor
	Locality boundary

\* Note: two representations were received from the owner and occupier of 15 Ada Street.



Source: Dekho

Legend	
	Subject site
•	Properties Notified
	Representor
	Locality boundary

The area is characterised by predominantly single storey double fronted homes (one two storey dwelling located at 22 Ada Street) with single garaging and pitched roof forms. Fencing, where provided is generally low in height (less than 1m) and constructed of brick. There are some examples of tubular open style front boundary fencing and some solid sheet Colorbond. Homes are well maintained with landscaped front yards. Ada Street is well treed with mature height trees within the road reserve. A paved footpath is located on the northern side of Ada Street on the opposite side of the road to the subject site.

# Site Photographs



Photo 2: Looking south-west towards existing dwelling on subject site



Photo 2: Looking south-east towards subject site

# 6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant seeks Development Plan Consent for six (6) two storey dwellings at 12-14 Ada Street, Salisbury.

The development proposes a residential flat building of two storeys comprising six dwellings under one roof as detailed in the proposed plans and details contained in attachments 1 and 2. The dwellings will be setback 12m from the front property boundary, 900mm from side boundaries and 15m from the rear boundary. Upper floors will be setback 1.925m from the side boundaries of adjoining properties. A low pitched colorbond roof is proposed.

A mix of external materials is proposed including face brick and rendered cladding. Protruding balconies will provide open style balustrading that will minimise visual bulk.

Access to the property is via the existing crossover to 12 Ada Street and existing invert to 14 Ada Street. As such there will be no impact on existing street trees in front of the property.

One covered car parking space will be provided per dwelling accessed via a common driveway. A verandah and balcony will project forward of the main building line; that is the ground floor entry and garage. Visitor car parking will be provided directly in front of each garage.

The floor plans for the dwellings are generally the same. The ground floor comprises an entry hallway, single garage, laundry, wc, kitchen, meals and family rooms. The upper floor comprises three bedrooms, media room, two bathrooms (including one ensuite connected to bedroom 1) and a balcony accessed from bedroom 1.

Landscaping will be provided at the front of the dwellings as detailed on the landscape plan contained in attachment 1. A 2m wide landscape strip will be provided on either side of the driveway access at the front property boundary that will separate the hard pavement of the common driveway from the Council verge. Additional landscaping will be provided along side property boundaries and in front of dwelling entries that will further minimise the amount of hard pavement at the front of the property.

# 7. CLASSIFICATION

The site is located within the Residential Zone under the Salisbury (City) Development Plan (Consolidated 6 August 2015). Development of the kind proposed is neither listed as being a Complying or Non-Complying form of development in the Residential Zone and consequently should be assessed "on-merit" against the relevant provisions of the Development Plan.

# 8. CHARACTERISATION AND PUBLIC NOTIFICATION

The proposed development is neither listed as being a Category 1 or Category 2 form of development under the Residential Zone. Therefore, pursuant to section 38 of the *Development Act 1993*, one must turn to Schedule 9 of the *Development Regulations 2008*.

# Schedule 9, Part 2, Clause 18 of the Development Regulations 2008 states:

Except where the development falls within Part 1 of this Schedule, is within the City of Adelaide, or is classified as non-complying development under the relevant Development Plan, any development which consists of the construction of the following, or a change of land use consequent on the construction of the following:

- (a) <u>a building of 2 storeys comprising dwellings;</u> or
- (b) 2 or more dwellings on the same site where at least 1 of those dwellings is 2 storeys high, but no residential building is to be more than 2 storeys high; or
- (c) a building in a situation referred to in clause 6 of this Schedule where the site of the proposed development is adjacent land to land in a zone under the relevant Development Plan which is different to the zone that applies to the site of the development.(emphasis added)

The proposal consists of a building comprising six (6) two-storey dwellings and as such is deemed to fall under part (a) a building of two storeys comprising dwellings. Therefore the application is a Category 2 form of development for public notification purposes.

The Category 2 public notification period took place between 14<sup>th</sup> January and 1<sup>st</sup> February 2016. Council received nine (9) representations during the public notification period as follows:

Representations received		
Representations received	Wish to be Heard	
A Assiotis	2/	
15 Ada Street, SALISBURY SA 5108	V	
Melissa and Allan Green		
21 Ada Street, SALISBURY SA 5108		
V Lopresto	-/	
59 Spains Rd, SALISBURY SA 5108	V	
Antonio and Rose Musolino	2/	
55 Spains Road, SALISBURY SA 5108	v	
Z S Mysko	-/	
11 Ada Street, SALISBURY SA 5108	v	
Arthur and Joy Nastou	-/	
15 Ada Street, SALISBURY SA 5108	v	
S D Round and R K Knoop	-/	
9 Ada Street, SALISBURY SA 5108	v	
Stan Sever,		
10 Ada Street, SALISBURY SA		
Kerry Waddell		
13 Ada Street, SALISBURY SA 5108	V	

The representations and the applicant's response are provided in attachments 3 and 4 respectively. The content of the representations and the applicant's response are summarised in the table below:

Summary of Representations			
Representation         Applicant's Response			
Overshadowing			
• The proposed development will unreasonably overshadow private open space and habitable rooms of 55 Spains Road and 10 Ada Street.	Shadow diagrams have been prepared which show that shadow cast by the proposed development at the Winter Solstice will not exceed 50% of the private open space of any adjacent residential allotment.		
Privacy			
• Loss of privacy will occur for Spains Road residents from upper floor balconies.	The internal layout of each dwelling has been considered during the design phase such that all living areas are located on the ground floor. All upper floor windows to the rear are high level windows having a sill height of 1.7m above the upper floor level to preclude overlooking of adjoining properties.		
	The side elevations of the two end dwellings are also designed with high level windows having a sill height of 1.7m above upper floor level.		
	Balconies are provided only to the front of the dwellings and which are setback 12m from the front boundary.		
Structural dominance			
<ul> <li>Two storey not in keeping with surrounding area.</li> <li>The overall form of the development is not</li> </ul>	It is acknowledged that there is currently only one two storey dwelling in Ada Street, however surrounding streets contain a number of two storey dwellings.		
<ul><li>sympathetic to the scale of existing development in the area.</li><li>The proposed dwellings are</li></ul>	The proposed dwellings have been designed on a slab to minimize the overall height. The low roof pitch of 17 degrees also assists in keeping the building height down (8.5m).		
<ul> <li>not progressively setback for the second storey.</li> <li>Two storey modern unit development will look out of place.</li> <li>3-4 single storey courtyard homes would be more</li> </ul>	The end units have an upper floor setback of 900mm from the lower floor and a portion of the lower floor will be setback 1.925m from the side boundaries in line with the upper level. Face brickwork and rendered panels are used on the side elevations and together with the progressive setback will reduce the building bulk.		
appropriate	Articulation of the front façade is achieved by varying the roof structure through a combination of parapets, eaves, verandah and balcony structures. The design has been amended as a result of Council's further information request dated 18 <sup>th</sup> September 2015 which resulted in varying the setback of the porch and balcony structures and alternating the colours and materials.		

Item 5.1.1

Traffic and Vehicle Parking			
<ul> <li>The proposed development will increase traffic and vehicle noise and will result in parking congestion due to lack of adequate on site car parking.</li> <li>Traffic calming devices are required to control speeding.</li> <li>Visitor car parking should be communal rather than designed only to serve individual dwellings, contrary to the Development Plan.</li> </ul>	<ul> <li>There are 24 sites with direct vehicle access to Ada</li> <li>Street. It is estimated that these sites generate</li> <li>approximately 192 residential car movements per day</li> <li>based on 8 movements per site. The proposed</li> <li>development is likely to create an additional 32 vehicle</li> <li>movements per day, an increase of 16.6%.</li> <li>The proposal utilises the existing driveway crossovers,</li> <li>thereby resulting in no loss of on street carparking on</li> <li>Ada Street.</li> <li>The proposal provides six covered car parking spaces</li> <li>and six visitor spaces. The proposal provides three more</li> <li>spaces than is required by the Development Plan.</li> <li>Vehicle maneuvering has been designed such that all</li> <li>vehicles can enter and exit the site in a forward direction.</li> <li>Any concerns regarding speeding or vehicles parked</li> </ul>		
	illegally are police matters.		
Property Values			
• Property values will be negatively impacted by the development.	Based on experience with similar Rendition Homes developments, it has been found that property and land values generally increase.		
Noise			
The proposed development will result in increased noise from vehicle traffic and domestic noise.	The proposed dwellings are to be constructed using a combination of brick veneer, aerated autoclaved concrete panels (Hebel) and Styrafoam render panel. Both the external walls and ceilings will be insulated. Internal party walls will be constructed of an AAC panel exceeding the National Construction Code requirements and acoustic rating requirements. This construction method is stated as being superior to existing solid brick homes in their ability to prevent audible noise penetrating from inside the homes to neighbouring dwellings.		
Waste Storage			
<ul> <li>Rubbish bins will be left out on the street front.</li> <li>No provision for waste storage</li> <li>Other</li> </ul>	The dwellings are provided with a dedicated garbage storage area within the garage located either at the rear of the garage or under the stairs.		
<ul> <li>Rental properties may lead to police attendance.</li> <li>The proposed development will set a precedent for future similar developments.</li> </ul>	No response provided		

In addition to the representations noted above, a petition has been received in opposition to the proposed development. The Notice of Petition requesting Council reject the proposed development at 12-14 Ada Street was received at the Council Meeting held on the 22<sup>nd</sup> of February 2016.

NOTE: Officer's consideration of the above representation and applicant's response are provided under the assessment section of this report.

# 9. **REFERRALS - INTERNAL**

DIVISION	COMMENT	
Development Engineering	<i>The finished floor levels for the building and stormwater drainage are acceptable.</i>	
	The manoeuvrability for vehicles on the site is acceptable.	

# **10. DEVELOPMENT DATA**

Site Characteristics	Guideline	Proposed	
Site Area	Not Stated	278m <sup>2</sup>	Sites 1 & 6
		$241.6m^2$	Sites 2 - 5
Site Dimensions	Not Stated	6.083m x 45.72m	Sites 1 & 6
		5.285m x 45.72m	Sites 2 - 5
Site Gradient	Not Stated	Generally level with	
		the rear of allotment	ţ
Easement	Not Applicable	Nil	
<b>Design Characteristics</b>	Guideline	Proposed	
Site Coverage			
Buildings only	Qualitative provision	31%	Dwellings 1
	only	Total building area	& 6
		181.43m <sup>2</sup>	Dwellings 2
		Ground floor	- 5
		footprint 97.42m <sup>2</sup>	
		40%	Dwellings 2
		Total Building	- 5
		$Area - 180.12m^2$	
		Ground floor	
		footprint $-95.51$ m <sup>2</sup>	
Building Height			
Storeys	Qualitative provision	2 storeys	
	only	2.72m ceiling height to both floors	
		8.5m to top of ridge	
Set-backs			
Primary street	Qualitative provision	12.239m	
	only		
Side(s)	Qualitative provision	0.9m at closest poin	
	only	1.925m predominantly	
Boundary Walls		Not Applicable	

Private Open Space			
Site Area $> 250m^2$	20% of site area	$34\% - 93.8m^2$ Sites 1 & 6	
Site Area $< 250 \text{m}^2$	35m <sup>2</sup>	$34\% - 81.5m^2$ Sites 2 - 5	
Dimensions	Minimum dimension	15.421 deep x Sites 1 & 6	
Site Area $> 250 \text{m}^2$	5m	6.083m wide	
Site Area $< 250 \text{m}^2$	Minimum dimension	15.421m deep x Sites 2 - 5	
	4m	5.285m wide	
Car Parking & Access			
Number of parks	9	12	
_	1 space per dwelling,	Single garage under the main roc	of.
	plus 0.5 on-site visitor	Visitor space provided directly in	1
	car parking spaces per	front of garages.	
	dwelling		
Driveway width	бm	6m at property boundary, double	
		crossover.	
		6m generally to the common	
		driveway with some landscape	
		intrusions.	
Garage door width	6m or 50% of allotment	2.4m	
	frontage	45% and 39% of property width	
Street Infrastructure			
Crossover	Not Stated	Existing invert to be utilised	
Trees	Not Stated	The existing street trees will not	
		be affected as the proposal utilise	es
		the existing crossover to no. 12	
		and the existing invert to no. 14	
		Ada Street.	
Flooding	Qualitative provision	The finished floor levels and	
	only	stormwater drainage are	
		acceptable	

# 11. ASSESSMENT

Pursuant to Section 35(2) of the *Development Act 1993* it is recommended that the Panel determine that the proposed development is not seriously at variance with the Salisbury (City) Development Plan – Consolidated 6 August 2015. Residential development of the kind proposed is clearly envisaged by the Development Plan.

# Assessment against Development Plan Objectives and Principles

# <u>Assessment</u>

Detailed assessment of the application has taken place against the relevant provisions of the Salisbury (City) Development Plan and is described below under headings.

An extract of the relevant Development Plan, Consolidated 6 August 2015 is contained in Attachment 5. The relevant provisions are also highlighted in the Attachment.

# Land Use

Principle of Development Control 1 of the Residential Zone states that:

- *1* The following forms of development are envisaged in the zone:
  - *affordable housing*
  - <u>dwelling (emphasis added)</u>

Residential development in the form of six dwellings is clearly an appropriate land use in the Residential Zone as highlighted above.

# **Density of Development**

The following extract from the Desired Character Statement for the Residential Zone states that:

The zone is suitable for a range of low to <u>medium density housing</u>, with higher density in <u>appropriate locations</u>...

Residential development will reflect a variety of building styles, yet where a consistent character exists, new buildings will be designed to harmonise with that which is existing in terms of form, mass, scale, colours and textures of materials and setback distances.

<u>Medium density forms of housing including semi-detached dwellings, row dwellings, residential</u> <u>flat buildings and group dwellings are encouraged in areas with good access to services and</u> <u>facilities.</u> Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner. Typically this will involve the amalgamation of sites and will result in development that compliments the prevailing character. A transition in building height will be necessary to ensure issues of overlooking is minimised and solar access maintained.

Development will be of a form and scale compatible with adjoining residential development. <u>As</u> part of the increase in residential density there will be an increase in the number of dwellings of two or more storeys. Such development will recognise the proximity of adjoining development and will be designed and sited to maintain the privacy of adjoining dwellings and their private open space areas, and will be designed to integrate with the existing built form (emphasis added).

The proposal provides an increase in density and an alternate dwelling type specifically envisaged by the Desired Character Statement. The subject site is located within close proximity to:

- a. Public transport routes; Salisbury Highway and Spains Road are both within walking distance, Salisbury Interchange is approximately 1.2km, three minute drive or 15 minutes walking;
- Public open space; Middleton Green, Middleton Street and the Salisbury Downs Oval (approximately 1km; 12 minutes walking), Little Para Linear Park (approximately 1.5km);
- c. Centres; Hollywood Plaza, (approximately 1km, 13 minutes walking, two minute drive) and Salisbury City Centre, (approximately 1.4km);
- d. Schools; Salisbury Downs Primary School, (approximately 1.3km, 16 minutes walking).

The proposed dwelling net density will be 38 dwellings per hectare which fits within the medium density category as defined in the document entitled "Understanding Residential Densities; A Pictorial Handbook of Adelaide Examples" prepared by the Government of South Australia. Medium density is defined as 34-67 net dwellings per hectare. Based on this definition the proposed development will fall within the lower end of the medium density category.

Medium density development in the form of a residential flat building is clearly encouraged in the Residential Zone in locations close to public transport routes, public open space and centres. This particular site is well located as described above, consequently the densities proposed are considered to be acceptable. Furthermore the dwelling type is envisaged within the Residential Zone and is also considered to be acceptable.

# **Building Height**

The following extract from the Desired Character Statement for the Residential Zone states that:

<u>Concentrated nodes of medium density development of up to 4 storeys in height</u> are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner (emphasis added).

Buildings of up to four storeys in height are clearly envisaged in the Residential Zone. The proposed building height at two storeys is clearly acceptable.

# Front Setback

Under the Council-wide "Design and Appearance" module Principle of Development Control 18 states that:

18 Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:

uildings on adjacent allotments Setback of new building		
Up to 2 metres	The same setback as one of the adjacent buildings as illustrated below:	
	a = 6m $b = 8m$	
	When b - $a \le 2$ , setback of new dwelling = a or b	
Greater than 2 metres	At least the average setback of the adjacent buildings.	

Existing dwellings on the adjoining properties are setback from the front property boundary in the order of approximately 7.5m. The proposed building will be setback between 11.8m and 12.2m. While this distance is greater than the setbacks of the adjoining properties this setback provides for adequate manoeuvring area for vehicles within the site and adequate visitor car parking which, as mentioned earlier, is to be provided directly in front of the garages. The setback enhances the appearance of the development from the street by reducing the perception of building bulk and by allowing for provision of front landscaping including a 2m wide landscape strip at the front boundary.

The front setback is therefore considered to be acceptable and there are good reasons to depart from the expressed standard under Principle of Development Control 18 quoted above.

# Side and Rear Setbacks

Under the Council-wide "Residential Development" module, Principles of Development Control 16 and 17 state that:

- 16 Dwellings should be set back from allotment or site boundaries to:
  - (a) contribute to the desired character of the area
  - (b) provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.
- 17 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:
  - (a) minimise the visual impact of buildings from adjoining properties
  - (b) minimise the overshadowing of adjoining properties.

The proposed building will be setback 900mm from the side boundaries at ground level and 1.925m to the upper floor. The building will be setback 15m from the rear boundary. No boundary walls are proposed and the side setbacks are increased for the upper floor as per Principle of Development Control 17. Further, the side and rear setbacks are consistent with existing built from setbacks in the locality.

In summary the side and rear setbacks are considered to be acceptable.

# Design and Appearance

There are a number of Development Plan provisions within the Council-wide "Design and Appearance" module and within the Residential Zone. The following provisions are particularly relevant.

# "Design and Appearance" Council-wide module

- *1* Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- *Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:* 
  - (a) articulation

- (b) colour and detailing
- (d) design and placing of windows
- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.

# Residential Zone

- 7 Where a dwelling has direct frontage to a street the dwelling should be designed to provide surveillance and address the street.
- 8 Entries to dwellings should be clearly visible from the streets that they front to enable visitors to identify a specific dwelling easily.
- 9 The design of residential flat buildings should:
  - (a) *define individual dwellings in the external appearance of the building*
  - (b) provide transitional space around the entry
  - (c) ensure building entrances provide shelter, are visible and easily identifiable from the street.

The design and appearance of the proposed building will introduce a scale of development that does not presently exist in Ada Street. The building will be approximately 33m wide by 18m deep, resulting in site coverage of approximately 37%.

The building has been designed with a number of vertical and horizontal elements that, in conjunction with variation of external materials and colours, provide articulation to the front façade resulting a building that will present well to the street. Portico entries protruding forward of the main building line, include either rendered or face brick pillars that extend to the upper floor balconies and are designed with parapet roof features. Balcony balustrading is open in nature minimizing visual bulk. A low pitched colorbond roof is proposed further reducing the perception of visual bulk.

The main frontage of the building will be provided to Ada Street. Individual dwellings will be distinguished through the stepping of façade elements, such as portico entries, in addition to a variation of colours and materials as stated above. External materials will be a combination of face brick, rendered texture coated cladding, glass and colorbond sheeting. Colours are alternated as indicated on the coloured perspective contained in Attachment 1.

Variation to the side setbacks is achieved through an upper floor setback of 1.925m and a ground floor setback of 900mm minimising the amount of uninterrupted two storey wall. Side walls facing to 10 and 16 Ada Street will be articulated by a ground floor section of wall 8.5m in length at 900mm from the side boundary.

Dwellings will be provided a front door that is visible to the street highlighted by a front porch / verandah beneath an upper floor balcony. Surveillance to the street will be achieved through windows, glass sliding doors and balconies on the upper floor.

In summary, while the proposed development introduces a new scale and form of development into the locality it is considered that the design and appearance of the building is acceptable.

Item 5.1.1

# **Overshadowing**

- 11 Development should ensure that north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 5 pm on the 21 June.
- 12 Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9 am and 3 pm on 21 June to at least the smaller of the following:
  - (a) half of the existing ground-level open space
  - (b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).

Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.

Shadow diagrams have been prepared which show that shadow cast by the proposed development at the Winter Solstice will not exceed 50% of the private open space of any adjacent residential allotment. Furthermore, north facing windows to the existing dwelling at 10 Ada Street are shown to receive at least three hours of direct sunlight between 9am and 5pm on the  $21^{st}$  June.

Therefore, the development satisfies Principles of Development Control 11 and 12 quoted above.

# Visual Privacy

Under the Council-wide "Residential Development" module, Principle of Development Control 29 states that:

29 Upper level windows, balconies, terraces and decks should have a sill height of not less than 1.7 metres or be permanently screened to a height of not less than 1.7 metres above finished floor level to avoid overlooking into habitable room windows or onto the useable private open spaces of other dwellings.

All upper floor windows to habitable rooms will have a sill height of 1.7m above upper floor level. Balconies situated at the front of the dwellings overlooking the street will not give rise to any privacy concerns as they will overlook the street and such design is in fact encouraged by the Development Plan to provide casual surveillance to public areas.

The proposal therefore satisfies Principle of Development Control 29 quoted above.

# Car Parking

Under the Council-wide "Residential Development" module, Principle of Development Control 39 states that:

- *On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:* 
  - (a) serve users efficiently and safely
  - (b) not dominate internal site layout
  - (c) be clearly defined as visitor spaces not specifically associated with any particular dwelling

(d) ensure they are not sited behind locked garages and are accessible to visitors at all times.

Council-wide "Transportation and Access" module, Principle of Development Control 32 further states that:

- 32 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with <u>Table Sal/2 - Off Street</u> <u>Vehicle Parking Requirements</u> unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
  - (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area and Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area.
  - (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.

Table Sal/2 – Off Street Vehicle Parking Requirements states the number of required car parking spaces for residential flat buildings as follows:

1 space per dwelling, plus 0.5 on-site visitor spaces per dwelling.

The proposed development will provide one under cover car parking space per dwelling beneath the upper floor of the main dwelling. A visitor space will be provided directly in front of the garage for each dwelling. As such, the proposed car parking provision exceeds the minimum standard under Table Sal/2. In terms of the design of the visitor spaces, while Principle of Development Control 39 states that visitor spaces should not be directly associated with any particular dwelling, the proposed solution is considered to be reasonable given that the development will provide three spaces more than is required by Table Sal/2. In summary, the development will be served by an adequate number of off-street car parking spaces. The development therefore satisfies Principle of Development Control 32 quoted above. Variation to Principle of Development Control 39 (c) is considered to be reasonable.

# Access and Manoeuvring

Under the Council-wide "Residential Development" module, Principle of Development Control 38 states that:

- 38 Parking areas and internal driveways servicing more than one dwelling should be of a size and location to:
  - (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
  - (b) provide adequate space for vehicles to manoeuvre between the street and the parking area
  - (c) reinforce or contribute to attractive streetscapes.

As mentioned earlier, access to the property will be via the existing crossover to 12 Ada Street and existing invert to 14 Ada Street. No additional crossovers are proposed; as such there will be no reduction in kerbside parking. The internal driveway will be 6m wide, thereby allowing for simultaneous two way movement. It is acknowledged that some parts of the internal driveway narrow to 5m due to landscape incursions.

Council's Development Engineer has reviewed the car parking layout and has confirmed that this aspect of the development is acceptable. All vehicles are able enter and exit the site in a forward direction consistent with Principle of Development Control 38. In addition, the driveway will be formed of impervious material to a standard sufficient to service the dwellings.

Overall, this aspect of the development is considered to be acceptable.

# **Private Open Space**

Under the Council-wide "Residential Development" module, Principle of Development Control 24 states that:

24 Dwellings, particularly those with ground-level habitable rooms should include private open space that conforms to the requirements identified in the following table:

Site area of dwelling	Minimum area of private open space	Provisions
250 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.
Less than 250 square metres	35 square metres	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater. One part of the space is directly accessible from a living room and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.

The dwellings are served by an area of private open space in the rear yard, directly accessible from the rear family room. The total private open space provided per dwelling amounts to 34% which exceeds the minimum 20% listed above and is capable of achieving a minimum dimension of 5m by 5m.

The upper level balconies to the front elevation contribute to the external appearance of the building. While the balconies are accessed from bedroom 1 rather than a living area, they will make a positive contribution to the internal amenity for occupants, particularly as they are oriented to the north.

While there will be some shading of the rear yards during winter as shown on the shadow diagrams, this is considered to be acceptable given that the rear yards will not be in shade for the majority of the time. Further the rear yards will be of level grade and will be 'private'.

In summary, the areas of private open space are acceptable and are directly accessible from the internal living areas, will be of level grade and be private.

# Site Facilities and Storage

Under the Council-wide "Residential Development" module, Principle of Development Control 28 states that:

- 28 Site facilities for group dwellings, residential parks and residential flat buildings should include:
  - (a) mail box facilities sited close to the major pedestrian entrance to the site
  - (b) bicycle parking for residents and visitors
  - (c) household waste and recyclable material storage areas away from dwellings
  - (d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character for dwellings which do not incorporate ground level private open space.

Bicycle parking facilities are able to be provided within the garage by way of a wall mounted rack and storage for domestic rubbish bins can also be accommodated within the garage. A group letterbox is proposed at the street front boundary adjacent to the access driveway. The size and dimensions of the rear yard space is sufficient to allow for external clothes drying and will not impact on the usability of the private open space.

The development therefore satisfies Principle of Development Control 28 quoted above.

# Landscaping

Under the Council-wide "Landscaping, Fences and Walls" module, Principle of Development Control 1 states that:

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
  - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
  - (b) enhance the appearance of road frontages
  - (c) screen service yards, loading areas and outdoor storage areas
  - (d) minimise maintenance and watering requirements
  - (e) enhance and define outdoor spaces, including car parking areas
  - *(f) maximise shade and shelter*
  - (g) assist in climate control within and around buildings
  - (h) minimise heat absorption and reflection
  - (i) maintain privacy
  - *(j) maximise stormwater re-use*
  - (k) complement existing vegetation, including native vegetation
  - (*l*) contribute to the viability of ecosystems and species
  - (m) promote water and biodiversity conservation.

Landscaping will be provided at the front of the dwellings as detailed on the landscape plan contained in attachment 1. A 2m wide landscape strip will be provided on either side of the driveway access at the front property boundary that will enhance the streetscape appearance and separate the hard pavement of the common driveway from the Council verge. Additional landscaping will be provided alongside property boundaries and in front of the dwelling entries that will further minimise the amount of hard pavement at the front of the property.

# **12. CONCLUSION**

The applicant seeks approval for six (6) two storey dwellings at 12-14 Ada Street, Salisbury.

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury (City) Development Plan. In summary, the assessment found that:

- a) Dwellings in a range of forms are clearly envisaged within the Residential Zone;
- b) The proposal will constitute medium density in close proximity to public transport routes, public open space, schools and centres – the zone encourages this type of development in this location;
- c) Each dwelling is provided with sufficient area of private open space;
- d) Adequate on-site car parking will be provided;
- e) On-street car parking will not be altered as the proposed driveway will utilise the existing crossover to 12 Ada Street and existing invert to 14 Ada Street.
- f) Privacy of adjoining dwellings will be achieved by provision of high level windows to habitable rooms;
- g) Overshadowing to adjoining properties will be minimal.

Given the above, it is recommended that Development Plan Consent be granted, subject to conditions.

# **13. STAFF RECOMMENDATION**

That the Development Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury (City) Development Plan Consolidated 06 August 2015.
- B. Pursuant to Section 33 of the Development Act 1993, Development Plan Consent is **GRANTED** to application number 361/1643/2015/2A for; *residential development comprising six (6) two storey dwellings;* in accordance with the plans and details submitted with the application and subject to the following conditions:
  - 1. The proposal shall be developed in accordance with the details and Council stamped approved plans lodged with the application, except where varied by the conditions herein.

*Reason:* To ensure the proposal is established in accordance with the submitted plans.

2. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers as appropriate to achieve a high level of residential amenity. All landscaping shall be maintained (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council. All landscaping is to be completed prior to occupation.

*Reason:* To ensure the subject land is landscaped so as to enhance the visual and environmental amenity of the locality.

3. Stormwater systems shall be designed and constructed to cater for minor storm flows (Residential ARI =5yrs). The design of the stormwater system shall ensure that no stormwater is discharged onto any adjoining land. Surface stormwater is to be managed in a manner that ensures no ponding of water against buildings and structures, no creation of any insanitary condition, and no runoff into neighbouring property for the major storm event ARI = 100 years.

Reason: To ensure flood protection of the buildings.

4. All driveways and car parking areas shall be constructed with either brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Driveways and carparking areas shall be established prior to the occupation and maintained at all times to the satisfaction of Council.

*Reason:* To ensure access and carparking is provided on the site in a manner that maintains and enhances the amenity of the locality.

5. All construction is to be completed to the reasonable satisfaction of Council. Detailed designs and specifications for all civil works are to be provided to Council for comment prior to construction and no construction is to commence until requirements have been met. Damage sustained to any new or existing infrastructure during the course of the works is to be rectified to Council satisfaction prior to the completion of development works.

*Reason:* To ensure that the development complies with Standards, best Engineering Practice and Council Policy.

# **CO-ORDINATION**

Officer:	GMCiD
Date:	09.03.16

# ATTACHMENTS

This document should be read in conjunction with the following attachments:

- 1. Proposal Plans
- 2. Supporting Information
- 3. Notice of Category 2 Application and Representations
- 4. Applicant Response to Representations
- 5. Relevant Development Plan Extracts, Consolidated 6 August 2015

Attachment 1:

# **Proposal Plans**

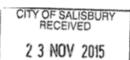


# Front Perspective View

Thi Nguyen & Van Lam Lot 126 (#12) Ada Street Salisbury

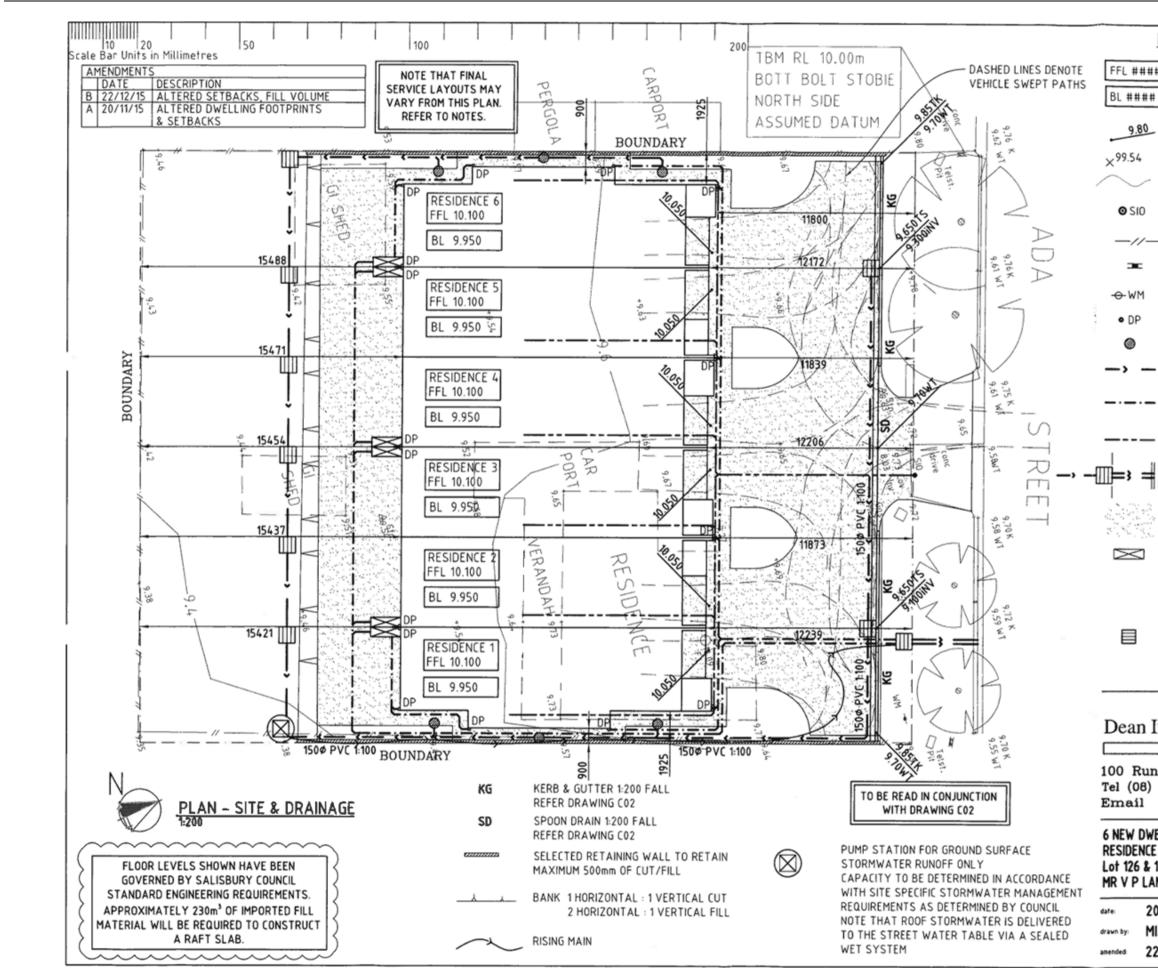
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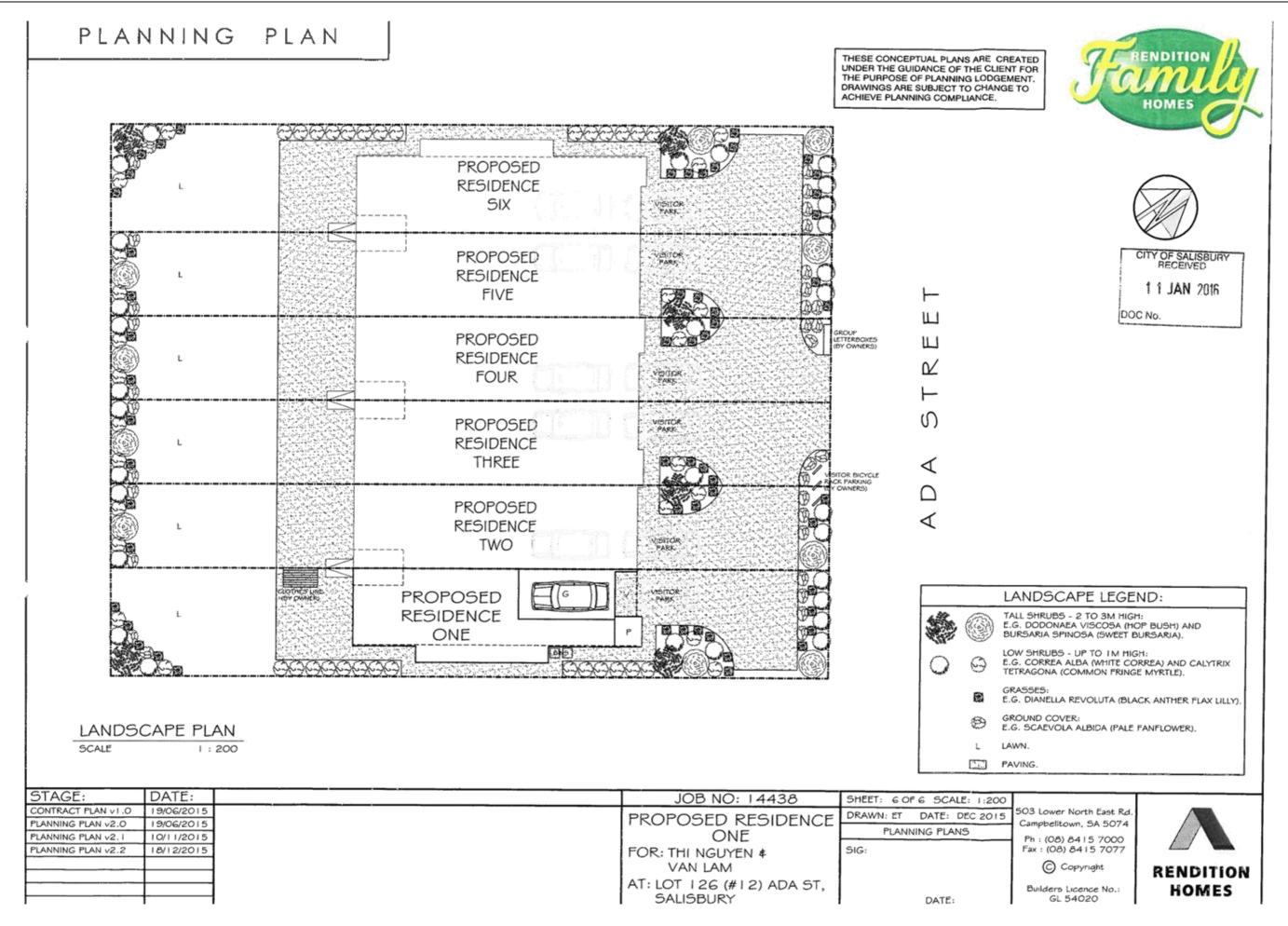


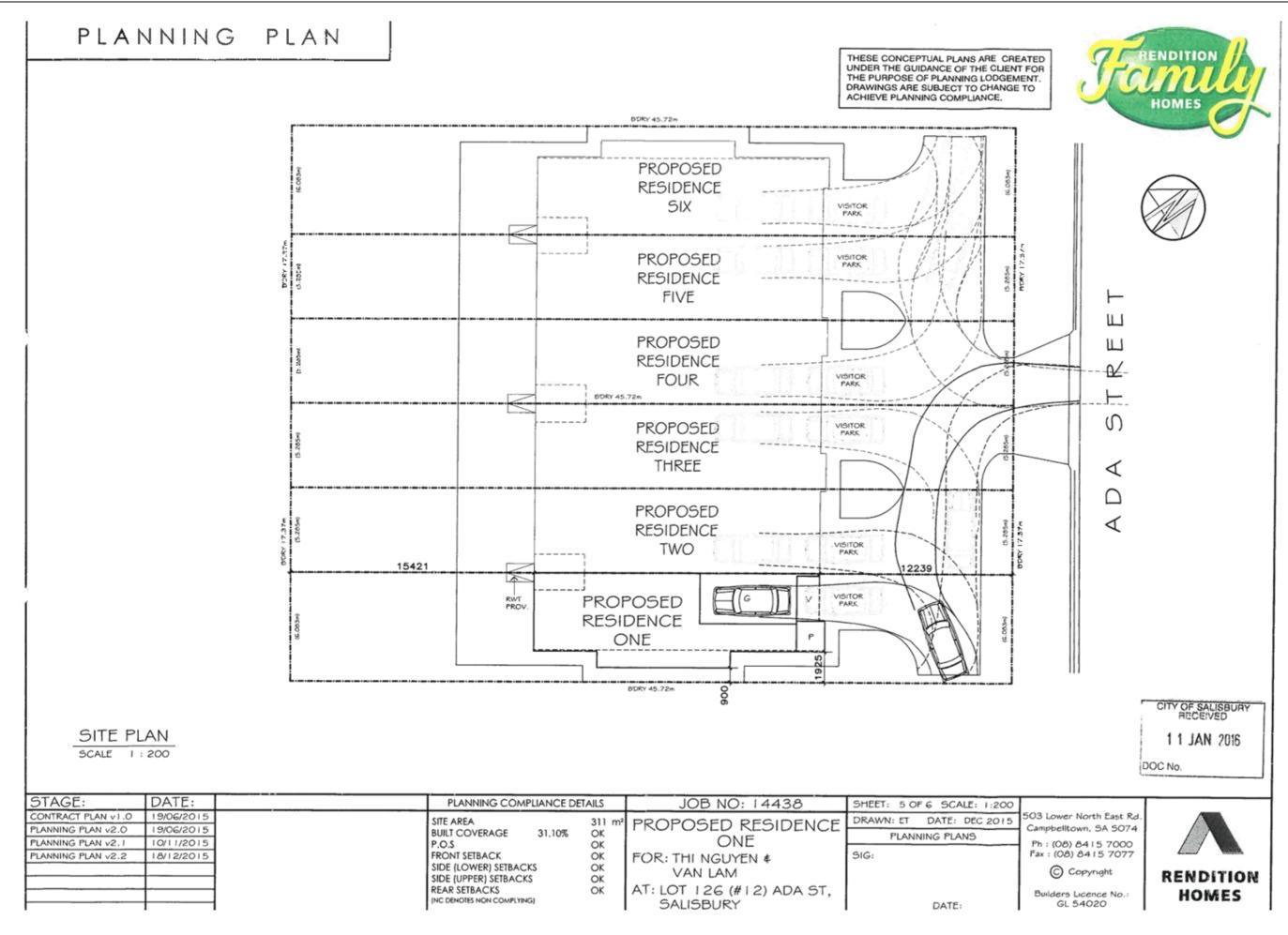
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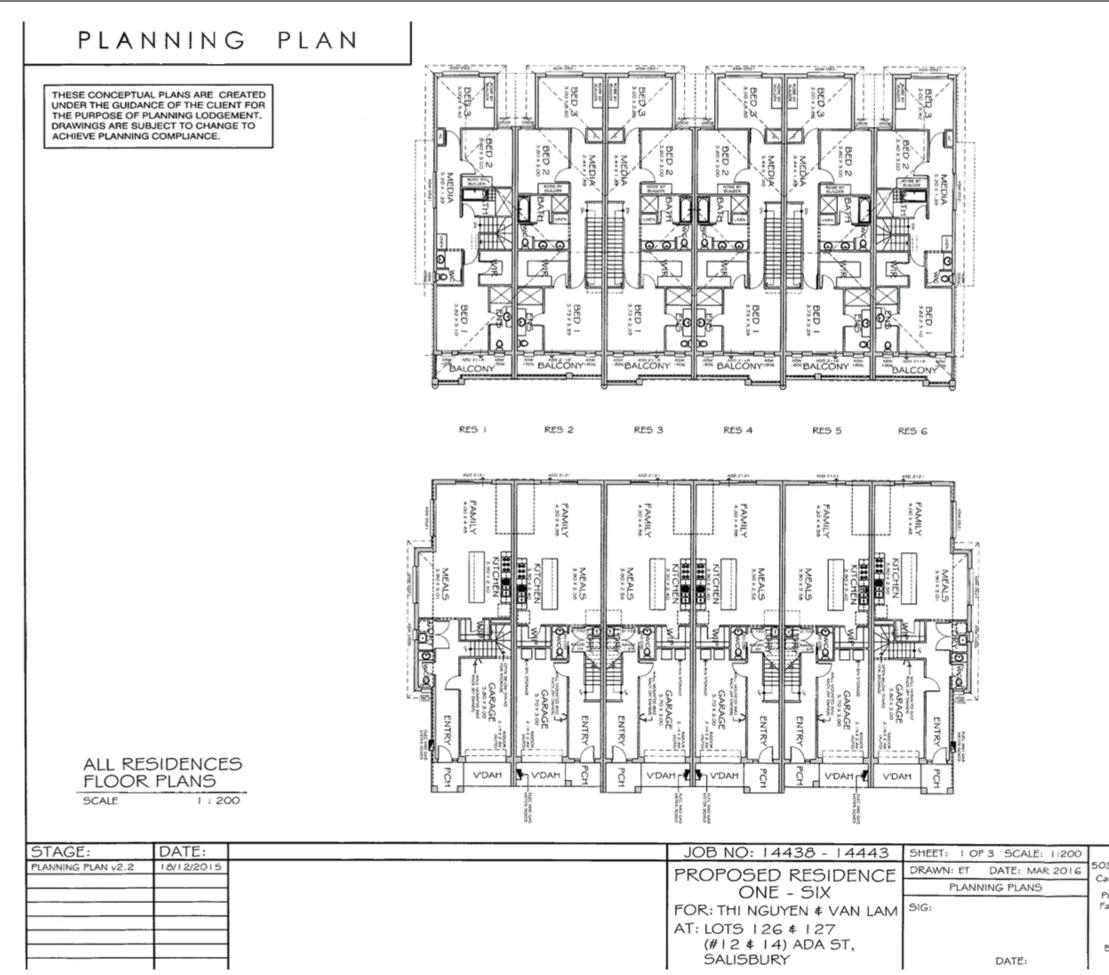
# Item 5.1.1 - Attachment 1 - Proposal Plans



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& 127 (#12 TO #14) ADA STREET SALISBURY SA LAM & MRS T L NGUYEN				
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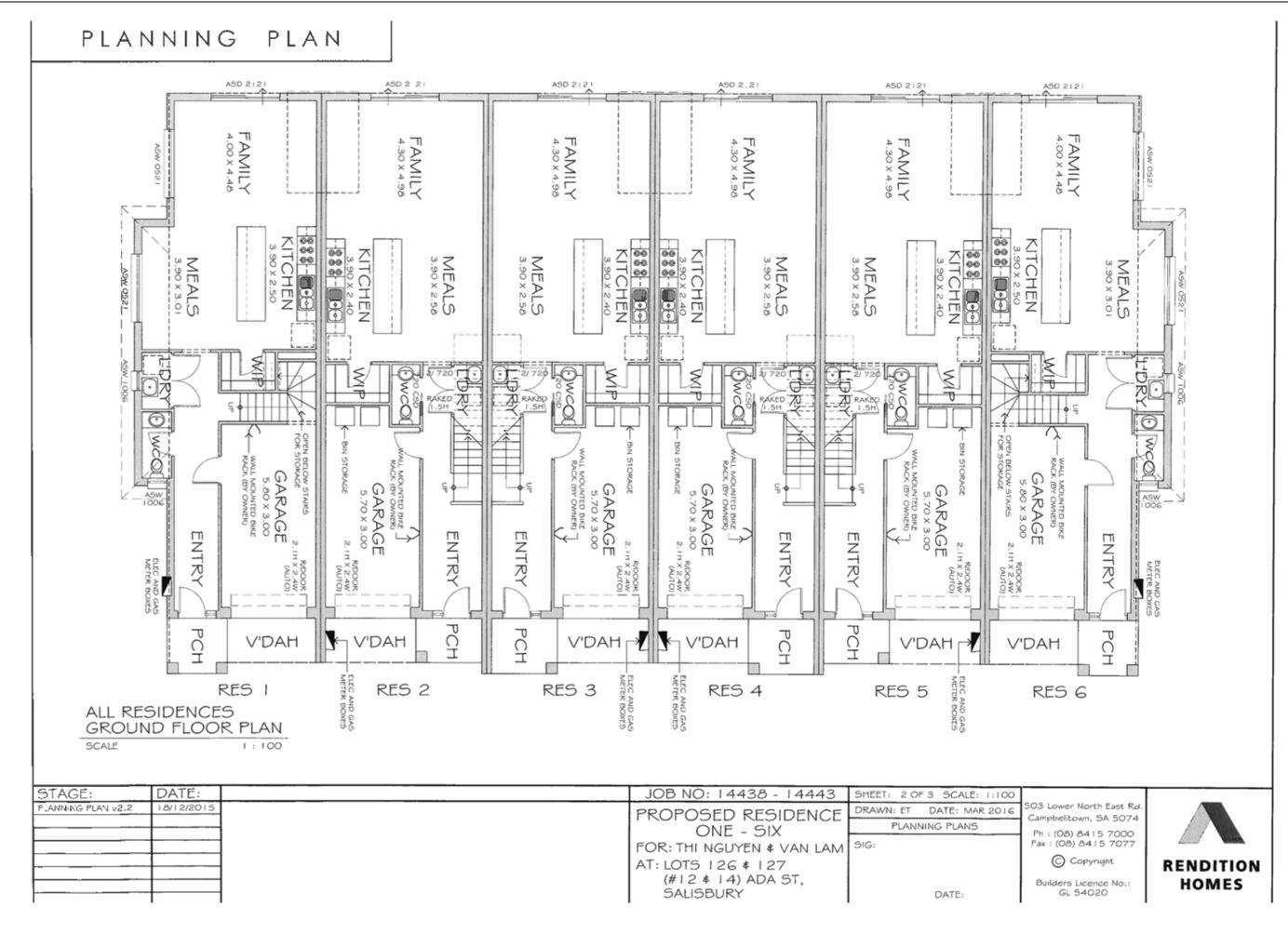


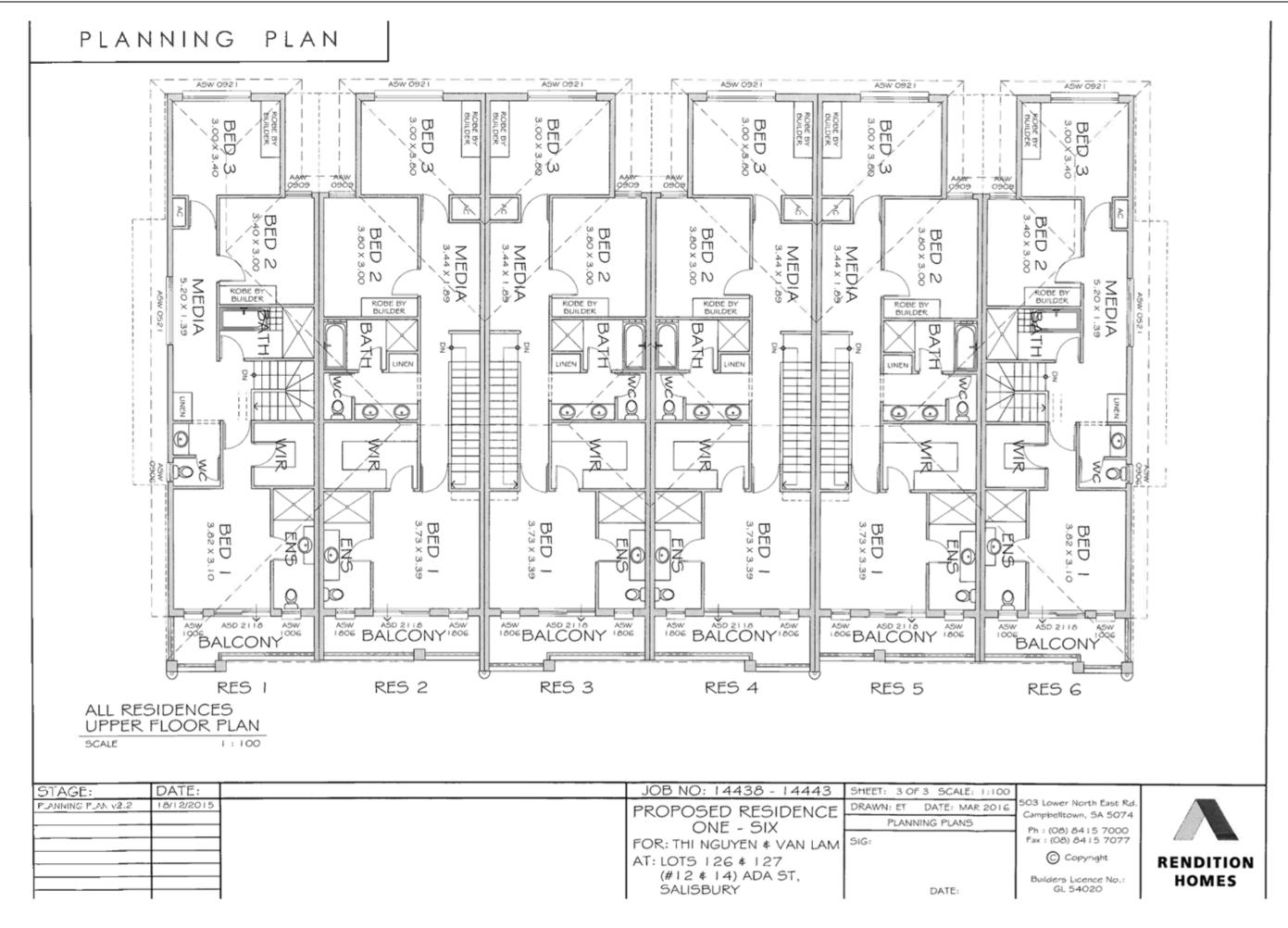
503 Lower North East Rd. Campbelltown, SA 5074 Ph : (08) 8415 7000 Fax : (08) 8415 7077

C Copyright

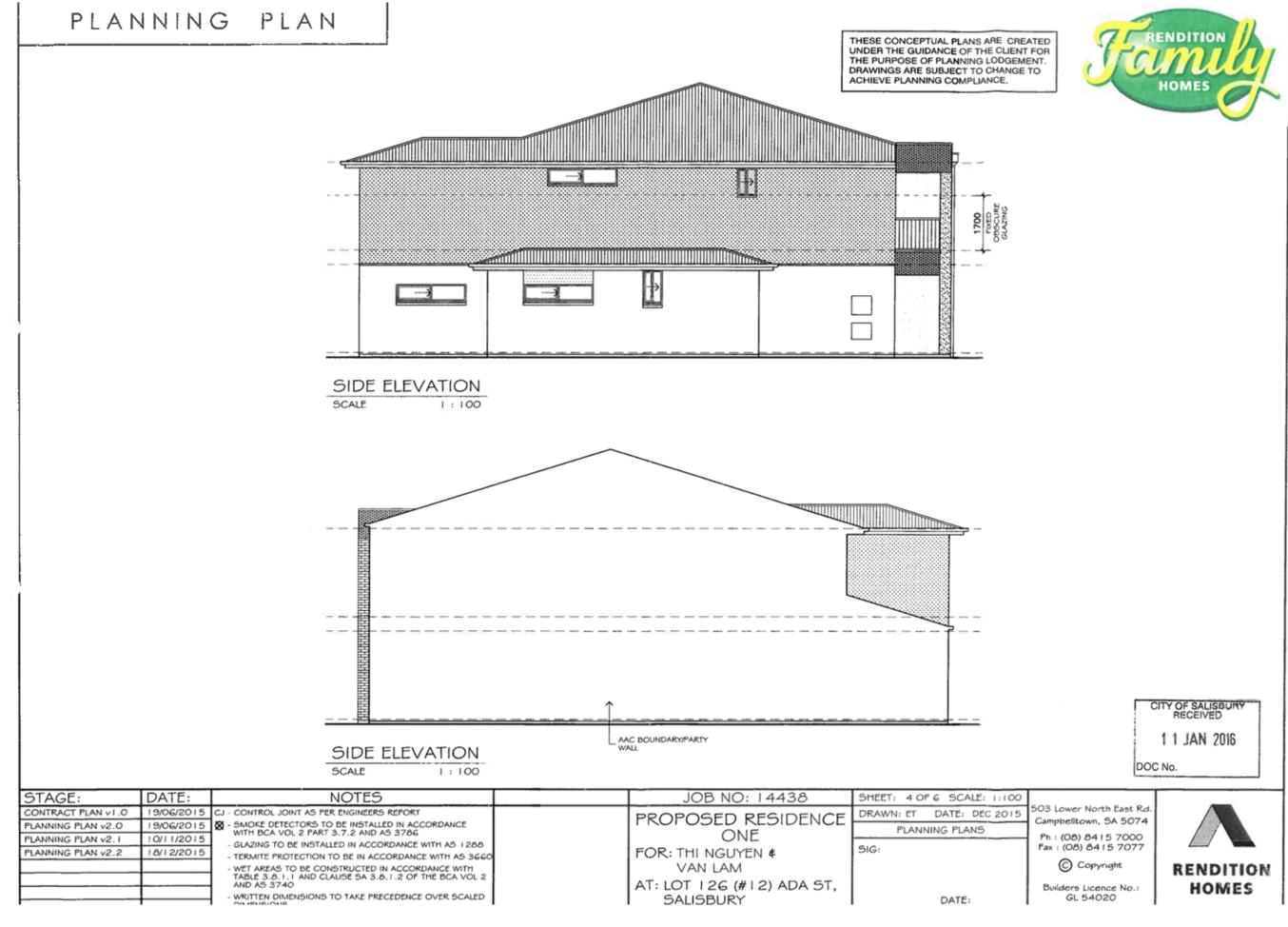
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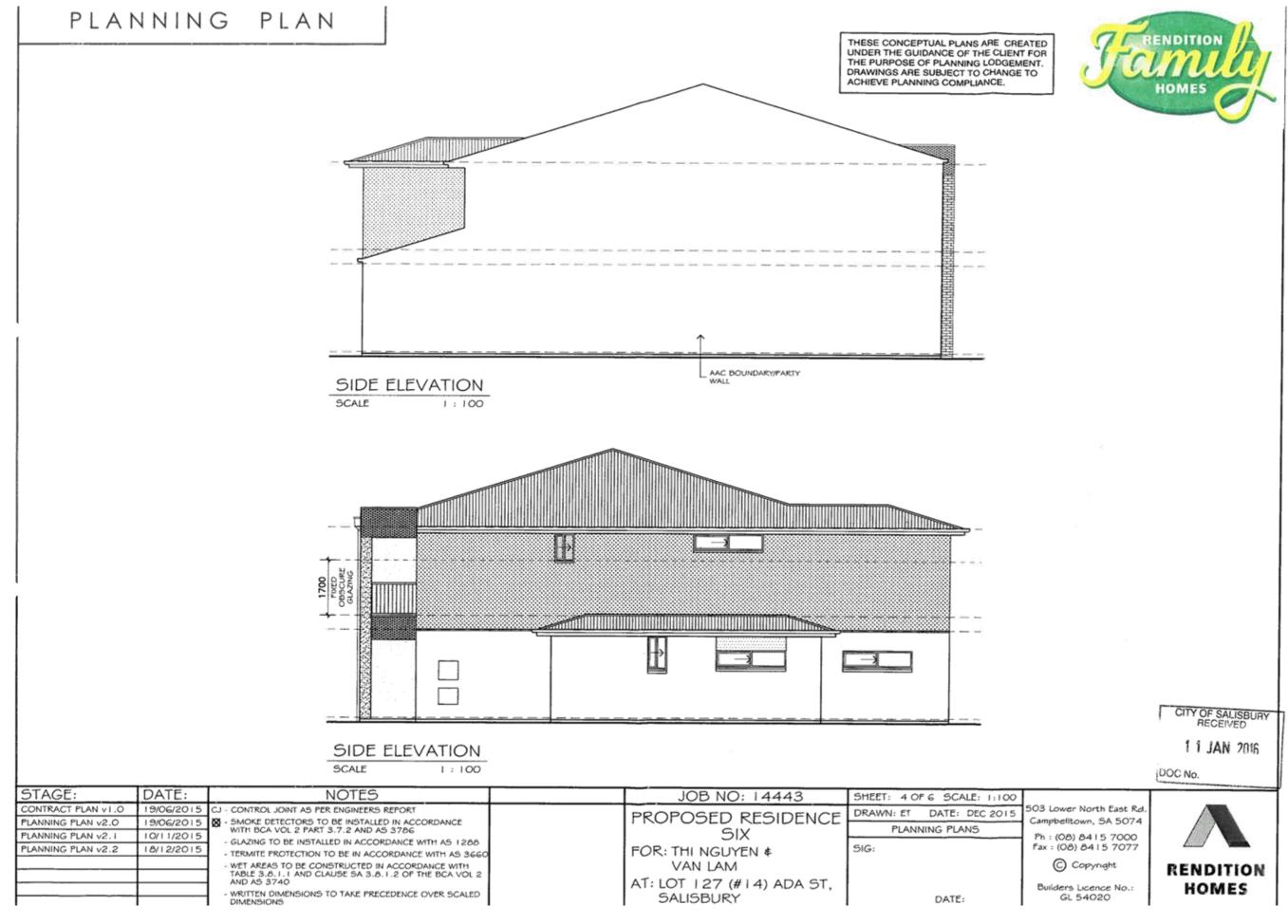














## Attachment 2:

### **Supporting Information**

- Development Application Form
- Certificates of Title
- Shadow Diagrams

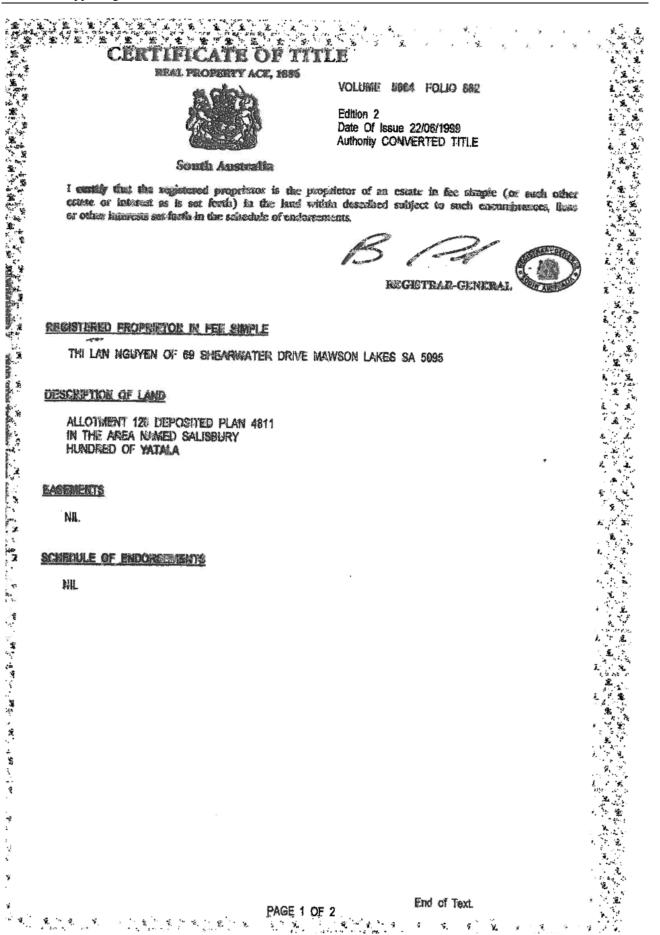
Salisbury

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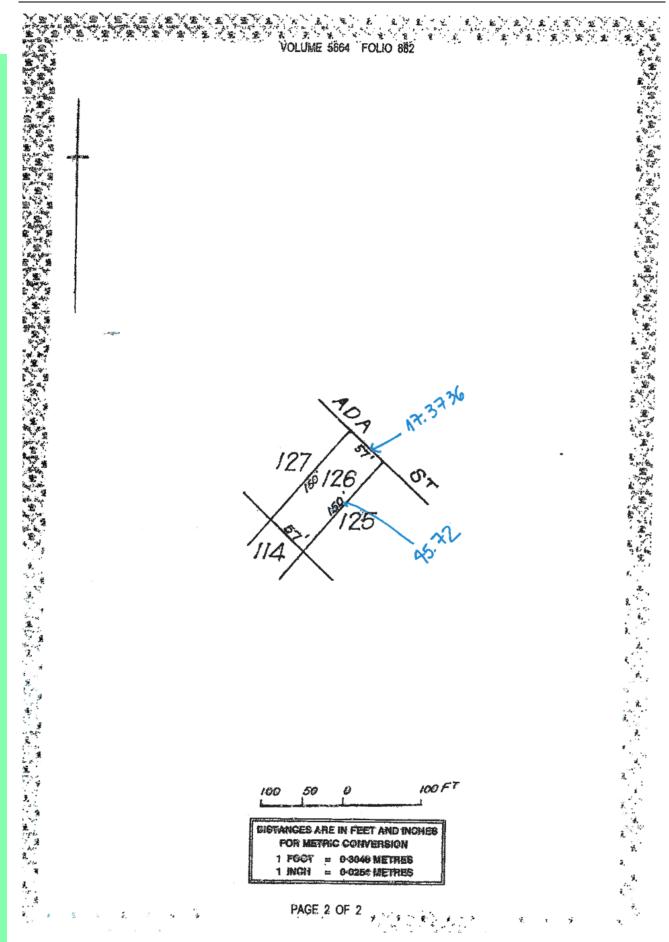
361/ 1643 /2015/2A

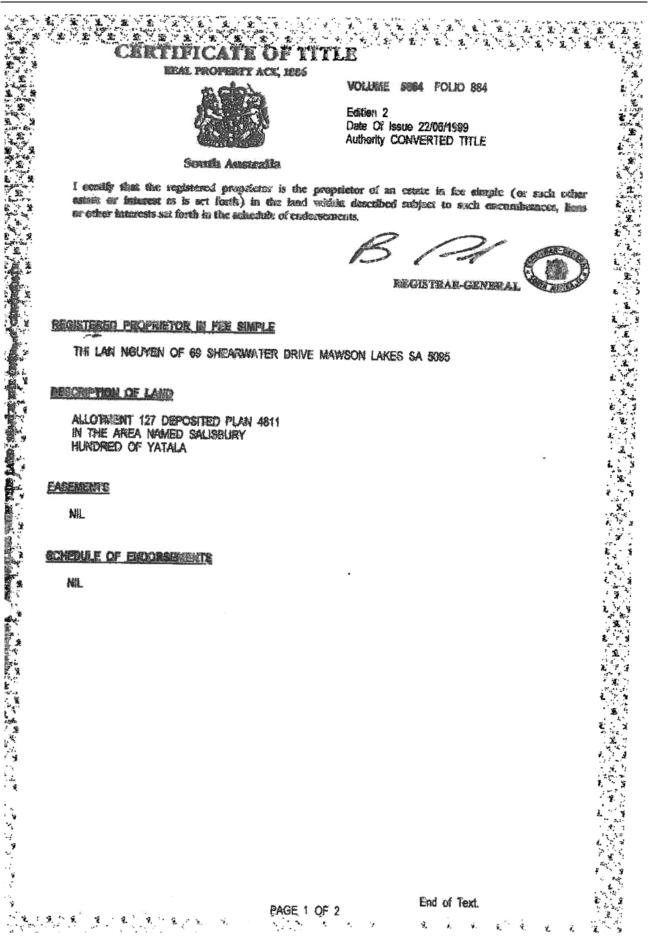
Please use BLOCK LETTERS and Black or Blue Ink

APPLICANT NAME: RENI	DITION HOMES PTY LTD		
POSTAL ADDRESS:	· · · · · · · · · · · · · · · · · · ·		
503 LOWER NORTH EAST	ROAD, CAMPBELLTOWN	SA 5074	
OWNER NAME: (This must	be completed)		□ as above
THI LAN NGUYEN & VAN F			
OWNER POSTAL ADDRES	S:		□ as above
69 SHEARWATER DRIVE,	MAWSON LAKES		
OWNER PHONE NO:	OWNER FAX NO:	OWNER EMAIL:	
	CONTACT PERSON FOR	R FURTHER INFORM	ATION  as above
NAME:			): 8415 7000
LINA MATTO		(M)	
EMAIL: planning@renditionhomes.co	omau	FAX: 8415 7077	
BUILDER NAME:		BUILDERS EMAIL	
SAME AS APPLICANT			
BUILDER POSTAL ADDRES	SS:		CONTACT NO.:
			LICENCE NO.: GL 54020
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Lot No: 126 127 Sect	tion: Plan:	YSII Volume	Folio: 882 & 884
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Registration Date: 7	/2015	Zone: R	Ward: Contral
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Classification sought:			-
If Class 5, 6, 7, or 9 classification	is sought, state the proposed nu	mber of employees	Male: Female:
If Class 9a classification is sough	t, state the number of persons fo	r whom accommodation is p	provided:
If Class 9b classification is sough	it, state the proposed number of	occupants of the various sp	aces at the premises:
accordance with the Develo	of this application and suppo opment Regulations, 1993. Do public for comment via Court	evelopments requiring puncil's web site at www.sa	y be provided to interested persons in ublic notification will be made available lisbury.sa.gov.au ATE: 4 / 9 / 15
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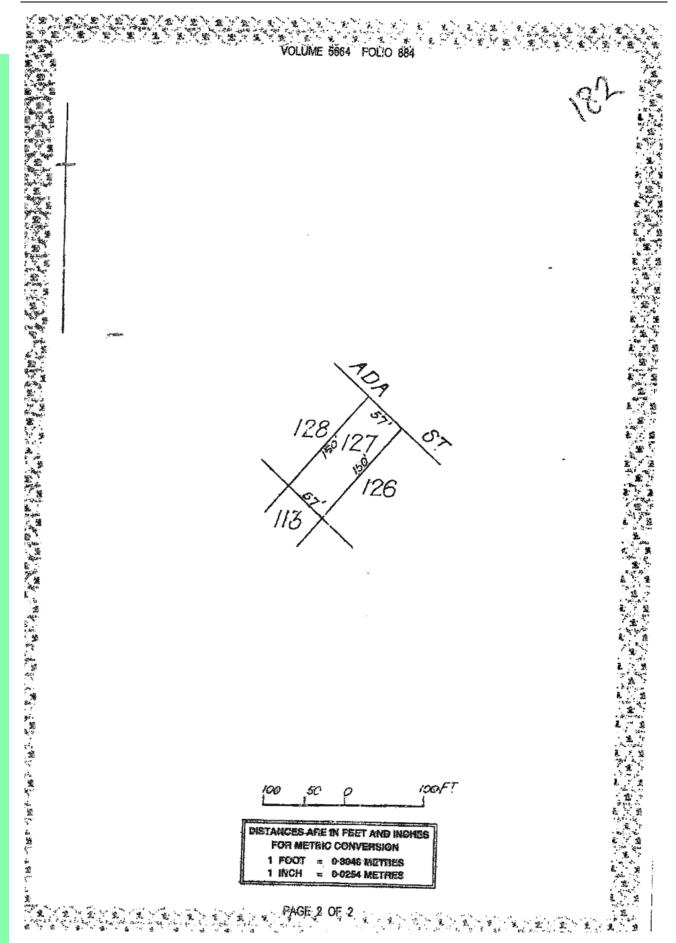


Item 5.1.1 - Attachment 2 - Supporting Information





Item 5.1.1 - Attachment 2 - Supporting Information



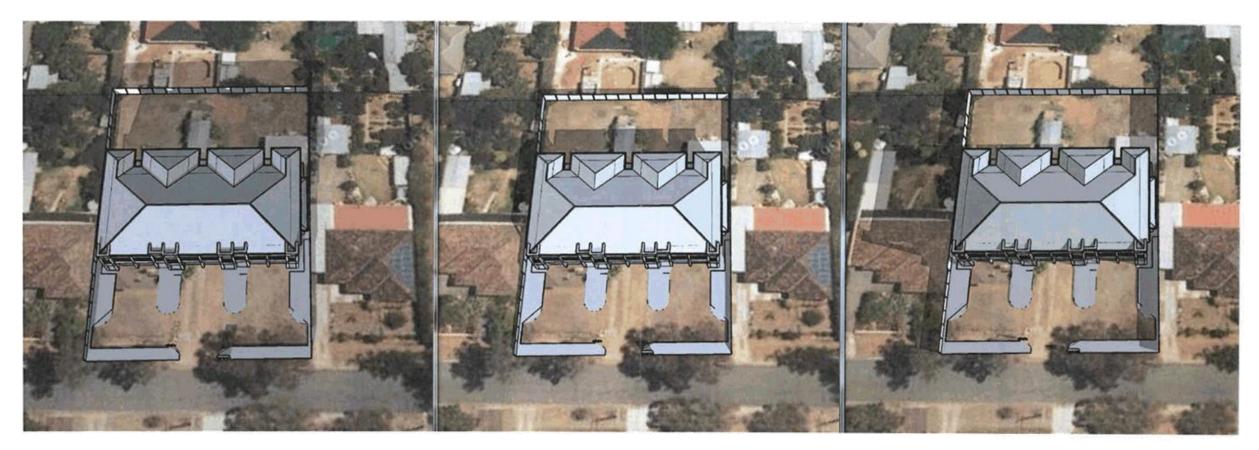
# BUILDING CONTRACT SITE PLAN

THESE CONCEPTUAL PLANS ARE CREATED UNDER THE GUIDANCE OF THE CLIENT FOR THE PURPOSE OF PLANNING LODGEMENT. DRAWINGS ARE SUBJECT TO CHANGE TO ACHIEVE PLANNING COMPLIANCE.

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### SHADOW DIAGRAM - WINTER 22 JUNE

SCALE NTS

PLANNING PLAN v2.0     19/06/2015       PLANNING PLAN v2.0     19/06/2015       PLANNING PLAN v2.0     19/06/2015       BUILT COVERAGE     31.10%       OK     ONE       CONTRACT PLAN v3.0     10/11/2015       CONTRACT PLAN v3.0     10/11/2015       SIDE (LOWER) SETBACK     OK       SIDE (LOWER) SETBACKS     OK       VANULAM     CONTRACT PLAN			( 1111 00000000000000000000000000000000			
PLANNING PLAN V2.0     19/06/2015       PLANNING PLAN V2.0     19/06/2015       BUILT COVERAGE     31.10%       OK     ONE       CONTRACT PLAN V3.0     10/11/2015       CONTRACT PLAN V3.0     10/11/2015       SIDE (LOWER) SETBACK     OK       SIDE (LOWER) SETBACKS     OK       VAN LAM     CONTRACT PLAN	TAGE: DATE:	: DATE:	PLANNING COMPLIANCE DETAILS	JOB NO: 14438	SHEET: 6 OF 7 SCALE: 1:200	
REAR SETBACKS OK AT: LOT 126 (#12) ADA ST, Builders L	ONTRACT PLAN v1.0         19/06/201           LÄNNING PLAN v2.0         19/06/201           LANNING PLAN v2.0         19/06/201           LANNING PLAN v2.1         10/11/201           ONTRACT PLAN v3.0         10/11/201           ONTRACT PLAN v3.0         10/11/201           ONTRACT PLAN v3.1         16/12/201	TEAN VI.0         19/06/2015         SI           PLAN V2.0         19/06/2015         BL           PLAN V2.1         10/11/2015         P/           FLAN V3.0         10/11/2015         FR           FLAN V3.1         18/12/2015         SI           FLAN V3.2         08/02/2016         SI	BUILT COVERAGE 31.10% OK P.O.S OK FRONT SETBACK OK SIDE (LOWER) SETBACKS OK SIDE (UPPER) SETBACKS OK REAR SETBACKS OK	PROPOSED RESIDENCE ONE FOR: THI NGUYEN ¢ VAN LAM AT: LOT 126 (#12) ADA ST,	DRAWN: ET DATE: DEC 2015 CONTRACT PLANS SIG:	503 Lower North East Rd. Campbelltown, SA 5074 Ph : (08) 8415 7000 Fax : (08) 8415 7077 © Copyright Builders Licence No.: GL 54020





Page 59



STAGE:	DATE:	PLANNING COMPLIANCE DET	TAILS	JOB NO: 14438	SHEET: 7 OF 7 SCALE: 1:200	1
CONTRACT PLAN v1.0	19/06/2015	SITE AREA	311 m <sup>2</sup>	PROPOSED RECIDENCE	DRAWN: ET DATE: DEC 2015	503 Low
PLANNING PLAN v2.0	19/06/2015	BUILT COVERAGE 31.10%	OK	PROPOSED RESIDENCE	CONTRACT PLANS	Campbe
PLANNING PLAN v2. I	10/11/2015	P.O.S	OK	ONE	CONTINCT TEARS	Ph : (0
CONTRACT PLAN v3.0	10/11/2015	FRONT SETBACK	OK	FOR: THI NGUYEN #	5IG:	Fax : (C
CONTRACT PLAN v3.1	18/12/2015	SIDE (LOWER) SETBACKS	OK	VAN LAM		C
CONTRACT PLAN v3.2	08/02/2016	SIDE (UPPER) SETBACKS REAR SETBACKS	OK OK	AT: LOT 126 (#12) ADA ST.		
		(NC DENOTES NON COMPLYING)	0	SALISBURY	DATE	Builde
				JALISDURI	DATE:	l `

# Attachment 3:

# Notice of Category 2 Application and Representations

#### DEVELOPMENT ACT 1993 CITY OF SALISBURY

#### NOTICE OF APPLICATION FOR CATEGORY 2 DEVELOPMENT

Pursuant to Section 38(4) of the Development Act, 1993

An application for development has been lodged with the Council for assessment. The details are as follows:

DEVELOPMENT NO:	361/1643/2015/1A
APPLICANT:	Rendition Homes 503 Lower North East Rd CAMPBELLTOWN SA 5074
VATURE OF THE	RESIDENTIAL DEVELOPMENT COMPRISING SIX (6) TWO STOREY DWELLINGS
LOCATED AT:	12-14 Ada Street, Salisbury SA 5108
CERTIFICATE OF TITLE:	CT-5664/882CT-5664/884
ZONE:	Residential

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during normal business hours (8.30am – 5pm Monday to Friday) and on Council's web site at www.salisbury.sa.gov.au . Any person or body may make representations in writing, or by email development@salisbury.sa.gov.au, concerning this application and should address their representation to the Chief Executive Officer at PO Box 8, Salisbury or representations@salisbury.sa.gov.au. Representations must be received **no later than Monday 1**<sup>st</sup> **February 2016**.

Each person making a submission should indicate whether they wish to appear personally, or be represented by another party, in support of their submission. Please note that should you nominate to be heard in support of your representation, you will be required to attend a Development Assessment Panel meeting held at the Council offices, scheduled on the fourth Tuesday of each month at 6.00pm (unless otherwise advised).

Please note that pursuant to Section 38(8) of the Development Act, a copy of each representation received will be forwarded to the applicant to allow them to respond to all representations received.

This development is classified as a Category 2 development under the Development Act. Please be aware that there is no right of appeal against Council's decision.

Signed: Katherine Thrussell, Development Officer

Date: 14 January 2016

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE

STATEMENT OF REPRESENTATION       2 5 JAN 2013         STATEMENT OF REPRESENTATION       Pursuant to Section 38 of the Development Act         To:       City of Salisbury         PO Box 8, SALISBURY SA 5108       Email: representations@salisbury.sa.gov.au         This sheet provides you with the opportunity to Make comments in Relation to A proposed development. Please FIND ATTACHED DETAILS OF THE proposed development.
Development Number:       361/1643/2015/1A         Applicant:       Rendition Homes         Location:       12-14 Ada Street, Salisbury SA 5108         Proposed Development:       RESIDENTIAL DEVELOPMENT COMPRISING SIX (6) TWO STOREY         DWELLINGS
YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)         NAME(S):       Anna Assista         ADDRESS:       IS Adda Street Salisburg
PHONE NO: EMAIL: EMAIL:
I am: (please tick one of the following boxes as appropriate)
The owner/occupier of the property located at:
YOUR COMMENTS:
I/We: (please tick the most appropriate box below)
Support the proposed development.
Oppose the proposed development.
Whether you support or oppose this proposal you must provide written reasons
below to ensure that this is a valid representation.
I have lived at this address for 23 years and the neighbours have always been great. It is a quiet street
with minimal traffic and no parking problems.
PTO

j

#### 361/1643/2015/1A

TE these proposed six(6) this story divellings are built. I believe the traffic will increase down the street as well as the noise. Also parking may also become an issue as oscipants' visitors cars are parked on the street from the proposed divelling. The noise huill definely mersers from the proposed divellings. Another issue I have is the proposed divellings. Another issue I have is the proposed divellings. these divellings become rental property velue of air these divellings become rental property. I strongly appear the development of these divellings in this givet, family Arendy environment with minimal traffice a property issue.

#### My concerns would be addressed by: (state changes/actions to the proposal sought)

Concerns addressed in previews section.

<u>Possibly single stoney divellings would be more beneficial for</u> the residents as there would be more noise and a view obstruction, associated with two stongs Two storey divellings are definelly more distruction to reighbours.

PTO

#### CATEGORY 2

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you wish to be heard, it will be taken that you <u>do not</u> wish to be heard by the Panel.

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

Appearing personally,
OR
Represented by the following person:
Contact details:

(Please note, matters raised in your written representation will be considered during the assessment and <u>do not</u> need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Monday 1<sup>st</sup> February 2016, to ensure that it is a valid representation and taken into account.

#### **Representor's Declaration:**

I/We:

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Signature:	Monta
------------	-------

Date: 25 / 1 / 16

#### Please complete this checklist to ensure your representation is valid:

Name and address of person (or persons).

I If more than one person, details of person making the representation.

- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on Monday 1<sup>st</sup> February 2016.

CATEGORY 2



#### STATEMENT OF REPRESENTATION Pursuant to Section 38 of the Development Act

To: City of Salisbury PO Box 8, SALISBURY SA 5108 Email: representations@salisbury.sa.gov.au

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

Development Number: Applicant: Location: Proposed Development:	361/1643/2015/1A Rendition Homes 12-14 Ada Street, Salisbury SA 5108 RESIDENTIAL DEVELOPMENT COMPRISING SIX (6) TWO STOREY DWELLINGS
	DWELLINGS
	DWELLINGS

YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S):	MELISSA & ALLAN GREEN
ADDRESS:	21 ADA SI
PHONE NO:	EMAIL:
I am: <i>(please</i>	e tick one of the following boxes as appropriate)
	er/occupier of the property located at: 200 Accoss State):
YOUR COM	MENTS:
I/We: (please	e tick the right appropriate box below)
-, ···· (/ ·····	the the rest oppropriate box below)
Support	the proposed development.
Support	- 14/18/ Par
Support Oppose	the proposed development.
Support Oppose Whether yo	the proposed development.

As a tanily lay Care provider 1 an concerned a bout the mount of extra trafic & Parking that this would cause If it was to be approved I would insist on Speed brands (slow Poin put in a

### 361/1643/2015/1A

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 •••••
 •••••

My concerns would be addressed by: (state changes/actions to the proposal sought)

PTO

CATEGORY 2

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you wish to be heard, it will be taken that you <u>do not</u> wish to be heard by the Panel.

## INVE: MELISSA & AUAN COREEN

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

Appearing personally,

OR

(Please note, matters raised in your written representation will be considered during the assessment and <u>do not</u> need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Monday 1<sup>st</sup> February 2016, to ensure that it is a valid representation and taken into account.

#### **Representor's Declaration:**

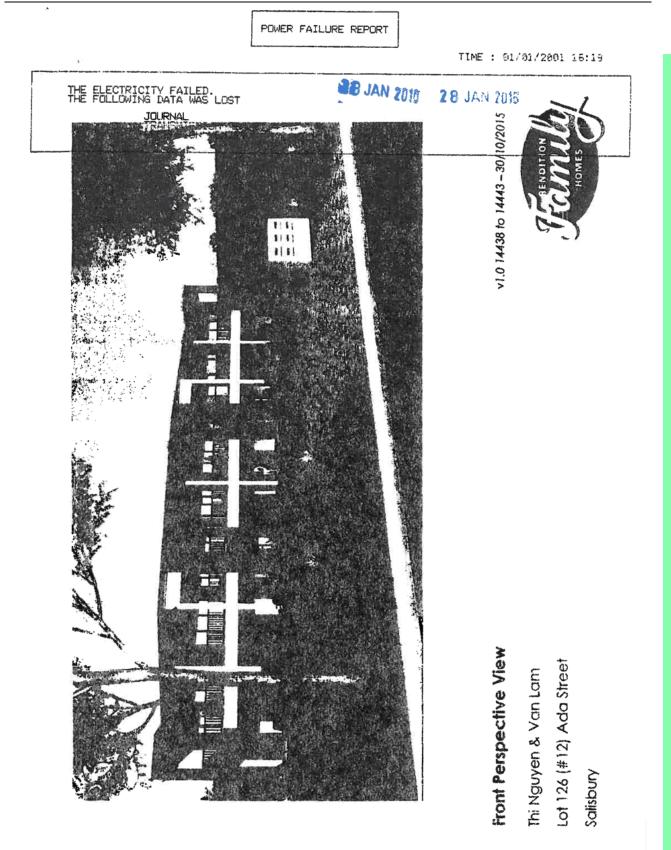
I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Signature: Marine Gull

Date: 25 / ( / 16

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on Monday 1<sup>st</sup> February 2016.



City of Salisbury

Item 5.1.1 - Attachment 3 - Notice of Category 2 Application and Representations

Item 5.1.1 - Attachment 3 - Notice of Category 2 Application and Representations

CATEGORY 2 STATEMENT OF REPRESENTATION Pursuant to Section 38 of the Development Act
Salisbury Fo: City of Salisbury PO Box 8, SALISBURY SA 5108 Email: representations@salisbury.sa.gov.au
THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.
Development Number: 361/1643/2015/1A Applicant: Rendition Homes Location: 12-14 Ada Street, Salisbury SA 5108 Proposed Development: RESIDENTIAL DEVELOPMENT COMPRISING SIX (6) TWO STOREY DWELLINGS
<b>YOUR DETAILS:</b> (this information must be provided to ensure that this is a valid representation) NAME(S): $LOPRFSTO$
ADDRESS: 59 SPAINS RID SALISBURY
PHONE NO:
I am: (please tick one of the following boxes as appropriate)
The owner/occupier of the property located at:
U Other (please state):
YOUR COMMENTS:
I/We: (please tick the most appropriate box below)
Support the proposed development.
Oppose the proposed development.
Whether you support or oppose this proposal you must provide written reasons
below to ensure that this is a valid representation.
IT IS UGAN BUINDING NOY FIF FOR UMAN. RESISENT
NOY FIF FOR UMNN. KESISENT
PTO

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## 361/1643/2015/1A

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My concerns would be addressed by: (state changes/actions to the proposal sought)

PTO

## CATEGORY 2

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you wish to be heard, it will be taken that you <u>do not</u> wish to be heard by the Panel.

I/We:

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

đ

Appearing personally,

OR

Represented by the following person: .....

Contact details:

(Please note, matters raised in your written representation will be considered during the assessment and <u>do not</u> need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Monday 1<sup>st</sup> February 2016, to ensure that it is a valid representation and taken into account.

### Representor's Declaration:

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Signature: .....

Date: 2710112016.

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on Monday 1st February 2016.

.1 Notice of Categ	gory 2 Application and Repre	esentations	
s.		29 JAN 2016	CATEGORY 2
	STATEMENT OF R Pursuant to Section	EPRESENTATION 38 of the Development Act	:
	ES YOU WITH THE OPPORT		· · · · · · · · · · · · · · · · · · ·
Development Nun Applicant: Location:	nber: 361/1643/2015/ Rendition Home 12-14 Ada Stree	/1A /5	
YOUR DETAILS: NAME(S):		e provided to ensure that this is a LOSE MWSOLINO	. ,
		ALISBURY SA 51	
PHONE NO:	<u>94.195.280</u> E		
	one of the following boxe		and the second second second second
/	-		
_		cated at:	D SALISBURY
Uther (please	e state):		
YOUR COMMEN			
	the most appropriate box	k below)	
	proposed development.		
Coppose the p	roposed development.		
Whether you su	pport or oppose this pr	roposal you must provide w	vritten reasons
below to ensure	e that this is a valid rep	resentation.	
- we have gilr	vest finished a large	e reneution which h	es taken us quile
		area for our children and	
having a large having 62 greatly on o	extended family n storey divellings d her current quite	ve entertain alet and - Alrectly behind us feels open and neighbourly	the idea of like it will impose sourrendings. PTO

Item 5.1.1 - Attachment 3 - Notice of Category 2 Application and Representations

we purchased the current property with the open and beautiful. Surrandings we have, and the privacy we feel compertative with. Having the 6,2 story dwellings directly behind us with make us feel closed, boxed in with a constant feeling of having a persond privacy especially in the pool. imposed. On. A Boxed in feeling is a major core in

- We have a small but beautiful piece of lawn area required for are beautiful dogs and having the structure as u2story dwelling will create shade over the lawn area preventing it to grow as it is and will place most of our Lawn area. Especially the shade we will receive in winte From the Structure.

- We love the views of the Grun Treas and the openness we have from our backyard - and we have designed the. backyord mour renarction to go with this and now we will have views of bricks and a Large Durelling ".

- Having a concern with the noise from having possible. 12 or more people living in the property Verns a family or 2 with have a impact on our current situation.

- We have a concern that such a imposing structure would decrease House/property value and after putting such a large. investment into the property it seems. we will now lose that value.

## 361/1643/2015/1A

the smeet nal homes hones store CO Spains noming 1.10 rena 10 0 ۸a ar NP 10 à d. ø 101 o ol

Buy childrens privacy especially in the pool and chyoying our My concerns would be addressed by: (state changes/actions to the proposal sought) backyord

Single Story Homes- possibly 3 or 4 courtyard homes. that will not impose on our privacy and view of the beautiful Trees. They would be more suited to the area in appearance. and the Noise Traffic would be for less than say. 6 homes.

of 2 storey ducilings are a much then they be separate and. perphaps only 2 and more spread out on the property not creating Such a boxed in feeling.

PTO

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you wish to be heard, it will be taken that you <u>do not</u> wish to be heard by the Panel.

I/We:

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

Appearing personally,
OR
Represented by the following person:
Contact details:

(Please note, matters raised in your written representation will be considered during the assessment and <u>do not</u> need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Monday 1<sup>st</sup> February 2016, to ensure that it is a valid representation and taken into account.

### **Representor's Declaration:**

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Signature Refuellino

Date: 27/1/2016

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on Monday 1<sup>st</sup> February 2016.

To:

# 27 JAN 2016

CATEGORY 2

### STATEMENT OF REPRESENTATION Pursuant to Section 38 of the Development Act

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tity de	100
Salisbury	

City of Salisbury PO Box 8, SALISBURY SA 5108 Email: representations@salisbury.sa.gov.au

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S):	ZMUSKO
ADDRESS:	11 Add St Salisbury
PHONE NO:	EMAIL: EMAIL:

I am: (please tick one of the following boxes as appropriate)

The owner/occupier of the property located at:	
--	--

Other (please state):

### YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

Support the proposed development.

Oppose the proposed development.

Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.

I oppose this proposal on the following reasons: #The home has potential to be a beritage home as It was built in the 1950's and one of the first home in the Stored

PTO

## 361/1643/2015/1A

+ Could Chrate More Problems on top of the Cullent that ffc problems
Such as speeding and raquiring Police radar to attend.
* Parking congection as the street is to narrow
120 privacy for residents on spaint Road as balloonly's are
over looking their homes
* Dansily liveing Mere suited to masson lake development greas
Amore rental nomes cauld lead to more palice call outs
which have already happened with other reated home on the street
* 12 approved it could lead to more proparties apon to
Similar developments such as 18 320 Ada St.
#It may also lower the values of homes
in the Street

## My concerns would be addressed by: (state changes/actions to the proposal sought)

- I would propose that this property is	
- I would propose that this property is more suited to villa / courty and homes, which will also help within the traffic / pa Droblema in the share	
which will also help with the trackic / Da	ching
problems in the street.	0
	••••••

PTO

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you wish to be heard, it will be taken that you <u>do not</u> wish to be heard by the Panel.

I/We:

5.1.1

Do not wish to be heard in support of my representation.

Notice of Category 2 Application and Representations

Wish to be heard in support of my representation, and I will be:

Appearing personally,
OR
Represented by the following person:
Contact details: 2 Musko 9409094353

(Please note, matters raised in your written representation will be considered during the assessment and <u>do not</u> need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Monday 1<sup>st</sup> February 2016, to ensure that it is a valid representation and taken into account.

## **Representor's Declaration:**

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Date: 24/01/2016

## Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- $\stackrel{\checkmark}{=}$  Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on Monday 1<sup>st</sup> February 2016.

		2 9 JAN 2016	CATEGORY 2
	FEMENT OF REPRESENTATIO		
Salisbury THIS SHEET PROVIDES YOU	City of Salisbury PO Box 8, SALISBURY SA 5108 Email: <u>representations@salisbury.sa.c</u> WITH THE OPPORTUNITY TO MAKE COM PLEASE FIND ATTACHED DETAILS OF THE	<u>10v.au</u> Ments in relation	TO A PMENT.
Development Number: Applicant: Location: Proposed Development:	361/1643/2015/1A Rendition Homes 12-14 Ada Street, Salisbury SA 5108 RESIDENTIAL DEVELOPMENT COMPR DWELLINGS	RISING SIX (6) TWO	STOREY
YOUR DETAILS: (this in NAME(S):	formation must be provided to ensure the $1500$ MASTOV	at this is a valid repre	sentation)
	SECOND STREET	1	SA ONIS
for the second s			
PHONE NO:	EMAIL:		
	ne following boxes as appropriate)		
The owner/occupier of	the property located at: 15 ADA	St SAUSK	URY SASIOS
Other (please state):			
YOUR COMMENTS:			
I/We: (please tick the most	appropriate box below)		
Support the proposed of the	development.		
Oppose the proposed of	development.		
	oppose this proposal you must pr s is a valid representation.	ovide written rea	50 <i>n5</i>
<u>problems</u> Cav also very Q	this development of C parks a problem purite residential a ith so many du	n With (6) nec. d.H.	) tenants

Development Assessment Panel Agenda - 22 March 2016

361/1643/2015/1A O C сл My concerns would be addressed by: (state changes/actions to the proposal sought)

PTO

Item 5.1.1 - Attachment 3 - Notice of Category 2 Application and Representations

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you wish to be heard, it will be taken that you <u>do not</u> wish to be heard by the Panel.

I/We:

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

Appearing personally,
OR
Represented by the following person:
Contact details:

(Please note, matters raised in your written representation will be considered during the assessment and <u>do not</u> need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Monday 1<sup>st</sup> February 2016, to ensure that it is a valid representation and taken into account.

### **Representor's Declaration:**

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Date: 25,1,16 Signature:

### Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on Monday 1<sup>st</sup> February 2016.

CATEGORY 2



STATEMEN	T OF REPR	ESENTATION	
Pursuant to	Section 38 of	f the Development Act	

27 JAN 2016

To: City of Salisbury PO Box 8, SALISBURY SA 5108 Email: <u>representations@salisbury.sa.gov.au</u>

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

Development Number: Applicant: Location: Proposed Development:	361/1643/2015/1A Rendition Homes 12-14 Ada Street, Salisbury SA 5108 RESIDENTIAL DEVELOPMENT COMPRISING SIX (6) TWO STOREY DWELLINGS
---	--

YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S):	MR STEVEN ROUND of MRS R KNOOP
ADDRESS:	9 ADA ST SALISBURY
PHONE NO:	EMAIL: NA
I am: <i>(pleas</i>	e tick one of the following boxes as appropriate)
	ner/occupier of the property located at:
Other (	please state):
YOUR COM	MENTS:
I/We: (pleas	e tick the most appropriate box below)
Support	the proposed development.
🚺 Oppose	the proposed development.
Whether y	ou support or oppose this proposal you must provide written reasons
below to e	nsure that this is a valid representation.
J OPPO	se the development 361/1643/2015/1A for
the .	following reasons
Ŋ	INSUFFICIENT OFF STREET PARKING FOR 6
UNITS	. The average household has nove than
	PTO

361/1643/2015/1A

C get mekoer. My concerns would be addressed by: (state changes/actions to the proposal sought) unang Dim. 0 Si RESIDENTS GARS PARKING FOR TWO PER UNIT. PTO

Name and address of person (or persons).

Indication whether or not the person (or persons) wishes to be heard.

If more than one person, details of person making the representation.

Please complete this checklist to ensure your representation is valid:

Submitted no later than 11.59pm on Monday 1<sup>st</sup> February 2016.

I/We:

Q

account.

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you

(Please note, matters raised in your written representation will be considered during the

Your written representation must be received by Council no later than 11.59pm on Monday 1<sup>st</sup> February 2016, to ensure that it is a valid representation and taken into

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an

Date: 22/1 /2016

Represented by the following person: .....

wish to be heard, it will be taken that you do not wish to be heard by the Panel.

Do not wish to be heard in support of my representation.

assessment and do not need to be repeated at the hearing).

Appearing personally,

Contact details

OR

**Representor's Declaration:** 

attachment to the hearing agenda.

Signature:

Wish to be heard in support of my representation, and I will be:

### **Caseandra White**

From:		
Sent:		
To:		
Subject	t:	
Attach	m	ents:

Stan Sever Friday, 29 January 2016 9:09 PM Development Representation re Development Number 361/1643/2015/1A Sever Representation.pdf

Please find attached my representation for Development Number 361/1643/2015/1A

Regards,

Stan Sever

1

CATEGORY 2
STATEMENT OF REPRESENTATION         Pursuant to Section 38 of the Development Act         Salisbury         To:       City of Salisbury         PO Box 8, SALISBURY SA 5108       29 JAN 2000         Email:       representations@salisbury.sa.gov.au         THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A         PROPOSED DEVELOPMENT.         PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.
Development Number:       361/1643/2015/1A         Applicant:       Rendition Homes         Location:       12-14 Ada Street, Salisbury SA 5108         Proposed Development:       RESIDENTIAL DEVELOPMENT COMPRISING SIX (6) TWO STOREY         DWELLINGS
YOUR DETAILS:       (this information must be provided to ensure that this is a valid representation)         NAME(S):       SEVER
ADDRESS: LO ADA ST SALISBURY
PHONE NO:
I am: (please tick one of the following boxes as appropriate)
The owner/occupier of the property located at:
Other (please state):
YOUR COMMENTS:
I/We: (please tick the most appropriate box below)
Support the proposed development.
Oppose the proposed development.
Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.
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FOR SEGND STORET
21 OVERALL EDAM OF THE DEVELOPMENT IS NOT SYMPATHERIC TO THE SCALE OF DEVELOPMENT IN
<u>SYMPATHEILL TO THE SCHUE OF DESCUE PTO</u> PTO

### 361/1643/2015/1A

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3 IP MAIN SEVERIELY CARACTE VISUAL AMERITY &
LEANS TO SEVENE OVENSHADOWING OF 2 BEDROOMS
AND GARDEN SPACE
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TRAFFIC FOR SPAINS NO TRAFFIC LIGHTS
6 THERE IS NO PROVISION FOR WASTE RIN STORAGE
7. AUSTRALIAN NATIONAL ROTANIC GALDEN LISTS BUNGANA SPINUSA HAVING A HEIGHT OF 5-10m NUT 2-3m.

My concerns would be addressed by: (state changes/actions to the proposal sought)

LIMITING THE NUMBER OF UNITS TO 4
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THIS WILL ALSO LEAD TO A REDUCTION WTRAFFIC LOON
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OVERSHADOWING WILL ALSO NG LESSIBALED

PTO

### CATEGORY 2

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you wish to be heard, it will be taken that you <u>do not</u> wish to be heard by the Panel.

I/We:

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

	Appearing personally,
	OR
	Represented by the following person:
	Contact details:

(Please note, matters raised in your written representation will be considered during the assessment and <u>do not</u> need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Monday 1<sup>st</sup> February 2016, to ensure that it is a valid representation and taken into account.

### **Representor's Declaration:**

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Signature: Star San

Date: 27112016

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on Monday 1<sup>st</sup> February 2016.

2 7 JAN 2016

CATEGORY 2

STATEMENT OF REPRESENTATION Pursuant to Section 38 of the Development Act
To:       City of Salisbury         Salisbury       PO Box 8, SALISBURY SA 5108         Email:       representations@salisbury.sa.gov.au
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)
NAME(S): MS KERRY WADDELL
ADDRESS: 13 ADA STREET, SALISBURY
PHONE NO:
I am: (please tick one of the following boxes as appropriate)
The owner/occupier of the property located at: 13 ADA STREET
Other (please state):
YOUR COMMENTS:
I/We: (please tick the most appropriate box below)
Support the proposed development.
Oppose the proposed development.
Whether you support or oppose this proposal you must provide written reasons
below to ensure that this is a valid representation.
as the home subner of No 13 and At I have a few reasons why I offose this Unit Development. Firstly would be the parking some and At is a small through side street When you have cars parted opposite
Firstly would be the parking some ada At is a small
through side street When you have cars parted opposite
ОТ РТО

361/1643/2015/1A each other on the street it can be difficult to exit or enter your own drive way . It doesn't leave any room to swing e house next to mine - # 11 - always has 2 cars parted in his house (Not a probion) If this development has m of or event inoutors to the complex + c Mirous cars times, IN the street not only myse parried at all are gaing to find it difficult to access H aunir of #16 ada has a regular his samily once, sometimes turce a welk, with 8-10 cars parked ind rant of our homes on both the street One occasions getting in + out of our have can be very difficult. Because this only happens 1-2 down't cause to many womes but i nes al li numerous cars are parted on the street livery day it would We a HUGE LOQUE. (MORE OBJECTIONS ATTACHED OVER) PTO -> My concerns would be addressed by: (state changes/actions to the proposal sought)

The only way I can see for this work Storen black ourser was uld possibly 3-4 courtyard homes is would be a m ICN AH this area! There would also nee 0 70 be plenty street parking to address the street parking issue is a small readential street and a linte developme in this street would cause lots of problems for existing reardents

Indered petition offosing the de velapment signed by a number of residents. This was a mild day, there can be more cars at t PTO times.

My next some would be street traffic. ada street is a pretty quiet small street and rearly all the residents are older or elderly people. There is ever a great deal of traffic coming up + down the street. you always have the odd "idiot preaming ip the street, but the reason we bought our house 2 years ago was for the peace + quiet. Many of the residents have lived here a long time. Myse other residents don't think this small street an accommodate a block of units. I have also reven around this area to see yany of the mall side streets have double storey units he only double storey units I can find are on pains Road. This is a much wider, main road the units have a dedicated parking area at he rear of the complex so road braffic + vehicle arking is not an posue

he next nome is property values. I have spoked is a real estate agent concerning the development in his opinion having units in this street, rould negatively impact on house values specially those close to the unit development. If are not a high density area with lots of not developments — like Mairson Clakes - These nall side streets just do not lend themselves I these types of developments The house in this treet are single storey, bruck homes most of shich were built 20+ years ago. Howing a odern block of double storey units right in the uddle of this street will look odd & completely ut of place.

Item 5.1.1 - Attachment 3 - Notice of Category 2 Application and Representations

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you wish to be heard, it will be taken that you <u>do not</u> wish to be heard by the Panel.

I/We:

Do not wish to be heard in support of my representation.

Wish to be heard in support of my representation, and I will be:

5	Appearing personally,
	OR
	Represented by the following person:
	Contact details:

(Please note, matters raised in your written representation will be considered during the assessment and <u>do not</u> need to be repeated at the hearing).

Your written representation must be received by Council no later than 11.59pm on Monday 1<sup>st</sup> February 2016, to ensure that it is a valid representation and taken into account.

### **Representor's Declaration:**

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing agenda.

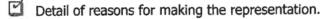
Signature: Kubddell

Date: 23/1/16

Please complete this checklist to ensure your representation is valid:

Name and address of person (or persons).

If more than one person, details of person making the representation.



Indication whether or not the person (or persons) wishes to be heard.

Submitted no later than 11.59pm on Monday 1st February 2016.

Item 5.1.1 - Attachment 3 - Notice of Category 2 Application and Representations

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	Signature	Address	Comment	9
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Date	25/1/18	25/1/6.	201110	militano						
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Address	55 SPAINS RD	SS SPAINS (CD	16 Ada St.	11 11 11						
Printed Name Signature	ROSE MUSOUND & Mullie.	A Museline AM	L. Wonterdorisio A.	9. Morleverse 9 M						



# Attachment 4:

# **Applicant Response to Representations**



RENDITION HOMES PTY LTD 503 Lower North East Road, Campbelltown SA 5074 Phone: 08 8415 7000 Fax: 08 8415 7077 ABN 89 008 288 506 Builders Licence: GL54020 renditionhomes.com.au

### 11<sup>th</sup> February 2016

Attn: Katherine Thrussell City of Salisbury PO Box 8 SALISBURY SA 5108

Re: Response to Cat. 2 Statements of Representation received 2<sup>nd</sup> February 2016.

### Dear Katherine,

This letter and attached information is in response to the 9 representations and Petition received by council during the Category 2 notification period. We have identified the following concerns from the representations:

- Overshadowing
- Privacy and Over Viewing
- Structural Dominance
- Street Traffic loads & on street parking
- Off Street Parking
- Property values and Noise
- Waste storage & other

In this response we will outline how these items have been considered in the design process, as part of the Council assessment & request for further information procedure to date, and confirm some figures and details of the minimal extent this development will impact on the existing residents and property owners to both Ada Street and Spains Road.

We have noted the Petition signed by the concerned neighboring residents consists of 15 signatures. These signatures only represent 9 Households, 3 of which haven't formally submitted a Statement of Representation to council.

### Overshadowing

Please find enclosed 2 shadow diagrams illustrating the shadows cast by the proposed development at 9am, 12midday & 3pm on both the 22<sup>nd</sup> June (Winter solstice) and 21<sup>st</sup> January (Summer solstice)

During the Winter solstice when the overshadowing will be most significant we note; the 9am shadow cast over the rear portion of No. 55, No. 57, and a very small part of No 59 Spains Road will be no greater than the shadow cast by the existing fence. From 10am onwards there will be no shadowing to any of the Spains road sites. The midday shadow only effects a very small portion of the rear yard of No. 10 Ada Street. We also note the afternoon shadow at 3pm excluding the shadowing cast by the existing fence only effects approximately 50% of the rear yard and only approx 50% of the existing residence at No. 10 Ada Street.

During the Summer solstice when overshadowing is at a minimum and generally provides benefits to adjoining residences protecting them from the hot summer sun. We note at 9am there is only approximately 20% of the rear yard to No. 16 Ada Steet in shadow. From 10:45am untill 3pm, there will be no overshadowing of any adjoining properties by the proposed homes.

#### **Privacy and Over Viewing**

Privacy and over viewing to the surrounding dwellings has been well considered in the design of the proposed homes. The Setback to the rear is considerable at 15.42m providing each of the homes private open space of 81m2 (to 4 center dwellings) and 94m2 (to the 2 end dwellings) achieving a minimum of 33.5% site area of private open space per dwelling. Well in excess of the minimum 20% required by the Development Plan.

The internal layout of each of the proposed dwellings has been designed so all Living areas where residents will spend the majority of their time, are located on the lower floor. All the upper floor windows to the Rear of the development are high level with the window sills set a minimum of 1.7m above the upper floor level, to minimise any overviewing from the bedrooms to the rear yards of the adjoining neighbours.

The two end dwellings adjacent to No. 10 and No. 16 Ada street have been designed to keep upper level windows to the sides to a minimum again with the sills set a minimum of 1.7m or higher above the upper floor level.

Balconies have only been provided to the front of each homes, with a front setback of approx 12m to minimise any over viewing to the front yards of the Residences on the opposite side of Ada Street in particular No.'s 9, 11, 13, & 15 Ada Street.

#### Structural Dominance

In the design considerations for this proposal, it has been noted that there is only one two storey residence currently on Ada Street, however surrounding streets in the same Local Centre Zone and Policy Area contain a number of both two storey dwellings, high density living and flats.

All other existing dwellings on Ada street appear to be built post World War 2 and are predominantly constructed of solid brick with high ceilings, timber floors and steep pitched tiled roofs. Resulting in these structures being of considerable height and dominance.

The proposed dwelling has been designed and will be built on a slab to minimize the overall height of the dwelling, together with a simple low pitch roof of 17deg. This keeps the homes to a minimum total height to the ridge of only 8.5m

Horizontal balcony elements across the front have been integrated into the design to give the proposed dwellings a horizontal feel, helping to reduce the feeling of height which is common in two storey dwellings. With clear identity to each dwelling achieved by the porch parapet elements.

The outer units adjoining No's 10 & 16 Ada Street have a side setback of 0.9m with two thirds of the lower floor setback from the side boundaries 1.925m. The upper floor of the end dwellings is setback from the sides 2.0m and has been built of a render panel. Varying the set back and materials using both face brickwork and render to the sides of the dwellings, further reduces the bulk. This meets the councils progressive setback guidelines.

Articulation to minimize structural dominance to the front of the dwelling has been achieved by varying the roof structure with a combination of parapets, eaves, verandah and balcony structures. In the council RFI process received 18<sup>th</sup> of September 2015 further articulation has been provided by stepping of porch/balcony structures, and alternating the colours and materials to these elements to help break up the bulk of the overall front facade.

#### Street Traffic loads & on street parking

There are currently 24 sites with vehicle access to Ada Street. Based on the average of 8 vehicle movements per residential site per day there are approximately 192 residential car movements to the existing sites on Ada Street. This development is likely to only create an additional 32 residential car movements to Ada Street. Increased residential traffic as a result of this development to Ada Street will be a maximum of 16.6%. This proposed development will not add any traffic using Ada street as a through road heading North West from Salisbury Highway.

The design has also utilized the existing crossovers in favor of adding additional site access points, to ensure there is no reduction to street parking on Ada Street.

Additional off street parking has been provided as discussed in the next section to minimize any new residents or their guests parking on Ada Street.

#### **Off Street Parking**

In consultation with the council the front setback of the dwellings and associated on site vehicle maneuvering has been designed to allow for 6 undercover residence car parks and 6 on site visitor parks. The proposal achieves three additional off street visitor carparks than the required minimum 0.5 on-site visitor car parking spaces, as listed in the councils development plan for a Residential flat building, Multiple dwelling, or Group dwelling.

Vehicle maneuvering has been designed so that all vehicles on site will able to enter and exit the new development in a forward direction. This will minimise any danger or traffic delays to other street users on Ada Street.

#### Property values and Noise

Based on previous new higher density developments built by Rendition Homes. We have found that new developments of this nature in an area generally increase property values, and certainly increase land values.

These proposed dwelling are to be constructed of a combination of Brick Veneer, Aerated Autoclaved Concrete panels (Hebal), and Styrofoam render panel. The external walls and ceiling will all be insulated. The party walls between each of the residences will be constructed of an AAC panel system that will exceed the National Construction code requirement of the minimum Rw + Ctr and Ln,w + Cl Acoustic rating requirements of 50. The insulation and construction of these homes will be far superior to the existing solid brick homes in the area in their ability to prevent audible noise penetrating from the inside the homes to neighbouring dwellings.

As these dwellings will be marketed to appeal to working professionals and small families they are very unlikely to generate additional noise to the area.

#### Waste storage & other

As per councils request for further information dated 18<sup>th</sup> September 2015. All these proposed homes have dedicated storage provisions in the Garage to the 4 center dwellings and in the Garage under the stairs in the 2 end dwellings for Council waste and recycling wheelie bins. Providing dedicated bin areas will prevent bins being left out after waste collection.

The development has been provided with Bicycle locking facilities in the front shared area to further minimise vehicle traffic and encourage guests to travel by bicycle. Further bike racks have been provided in each dwelling to encourage residents to use bicycles for transport to reduce vehicle movements on Ada Street. As this site is located just under 1km of Hollywood Plaza and approx 1.4km from Salisbury City Centre shopping precincts, bicycle transport to these areas would be a very efficient form of transport.

Issues of Speeding in the street, the supplied photos of cars parking illegally and crime are matters for the police and are not relevant to the planning assessment of this development.

In conclusion based on our experiences of other similar developments that we have built in Mawson Lakes, Lightsview & Seaford Meadows of a similar nature or in many cases higher density than this proposal. We have found these developments, as new residential investment properties or rental properties have captivated tenants who are looking for a close community living environment and attract a very house proud caliber of tenant who care for their living environment and surrounding neighbours.

I trust this additional information and clarification will assist, as a response to the representations, and help in finalising the assessment of this proposal and presentation to the Development Assessment Panel.

Yours sincerely

Stuart Colla Senior Designer / Drafting Manager Rendition Homes

# Attachment 5:

# Relevant Development Plan Extracts, Consolidated 06 August 2015

City of Salisbury Development Assessment Panel Agenda - 22 March 2016



# Salisbury Council

Consolidated - 6 August 2015

Please refer to the Salisbury Council page at <u>www.sa.gov.au/developmentplans</u> to see any amendments not consolidated.



Government of South Australia Department of Planning, Transport and Infrastructure

Consolidated - 6 August 2015



# Department of Planning, Transport and Infrastructure

Roma Mitchell House 136 North Terrace Adelaide

Postal Address GPO Box 1815 Adelaide SA 5001

Phone (08) 7109 7099 Fax (08) 8303 0782

Email <u>dplgwebmaster@sa.gov.au</u> Internet <u>www.dpti.sa.gov.au</u>



### City of Salisbury

12 James Street Salisbury

Postal Address PO Box 8 Salisbury SA 5108

Phone (08) 8406 8222 Fax (08) 8303 0782

Email <u>city@salisbury.sa.gov.au</u> Internet <u>www.salisbury.sa.gov.au</u>

Consolidated - 6 August 2015

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Salisbury Council Introduction Section

## Introduction Section

Consolidated - 6 August 2015

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Salisbury Council Introduction Section Amendment Record Table

## Amendment Record Table

The following table is a record of authorised amendments and their consolidation dates for the Salisbury (City) Development Plan since the inception of the electronic Development Plan on 12 December 1996 for Metropolitan Adelaide Development Plans. Further information on authorised amendments prior to this date may be researched through the relevant Council, Department of Planning, Transport and Infrastructure or by viewing Gazette records.

CONSOLIDATED	AMENDMENT – [Gazetted date]	
12 December 1996	December 1996 Miscellaneous Amendments – Metropolitan Adelaide Development Plans PAR (Interim) (Ministerial) – [12 December 1996]	
19 December 1996	MFP (The Levels) Amendment Act - [19 December 1996]	
26 June 1997	1997 Miscellaneous Amendments – Metropolitan Adelaide Development Plans PAR (Ministerial) – [26 June 199	
1 July 1997 Statewide Marine Aquaculture and Offshore Development PAR (Ministerial) – [5 June 1997] Rural, MOSS/Public Lands PAR – [17 July 1997]		
30 April 1998	ril 1998 Burton/Direk Residential PAR – [30 April 1998] Section 29(2) Amendment – [15 January 1998]	
18 March 1999	Section 29(2) Amendment – [18 March 1999]	
26 August 1999	Section 29(2) Amendment – [12 March 1998] Waste Disposal (Landfill) PAR ( <i>Ministerial</i> ) – [19 August 1999]	
16 September 1999	September 1999 Republished – [19 August 1999]	
9 December 1999	Commercial Road PAR – [9 December 1999] Section 29(2) Amendment – [9 December 1999]	
23 March 2000	Metropolitan Adelaide – Industrial Land and Development PAR (Ministerial) – [25 November 1999] Section 27(5) Amendment - Waste Disposal (Landfill) PAR (Ministerial) – [9 March 2000] Salisbury Downs District Centre PAR – [23 March 2000]	
4 May 2000	Walkley Heights PAR – [4 May 2000] Section 29(2)(a) Amendment – [4 May 2000]	
29 June 2000	Horticulture in the Hills Face Zone PAR (Interim) (Ministerial) - [22 June 2000]	
24 August 2000	Section 28(4)(a) - Termination of the Interim Operation of the 'Horticulture in the Hills Face Zone PAR' ( <i>Ministerial</i> ) and its removal from the Development Plan – [17 August 2000] Hills Face Zone Amendment PAR (Interim) ( <i>Ministerial</i> ) – [17 August 2000]	
Not consolidated	t consolidated Telecommunications Facilities State-wide Policy Framework PAR (Interim) (Ministerial) - [31 August 2000	
February 2001 Metropolitan Adelaide Significant Tree Control PAR (Ministerial) – [21 December 2000] Surplus Defence Land PAR – [8 February 2001]		
17 May 2001	Ann Street Precinct - Salisbury Town Centre PAR – [17 May 2001]	
19 July 2001	Globe Derby Park Recreation Zone PAR – [19 July 2001]	
1 November 2001	November 2001 Hills Face Zone Amendment PAR ( <i>Ministerial</i> ) – [16 August 2001] Telecommunications Facilities State-wide Policy Framework PAR ( <i>Ministerial</i> ) – [30 August 2001] Bushfire Management PAR ( <i>Ministerial</i> ) – [6 September 2001] Salisbury East Policy Area PAR (Interim) – [26 October 2001]	
9 May 2002	Development Plan Format Review and Orderly Residential Development Concept Plans PAR - [9 May 2002]	

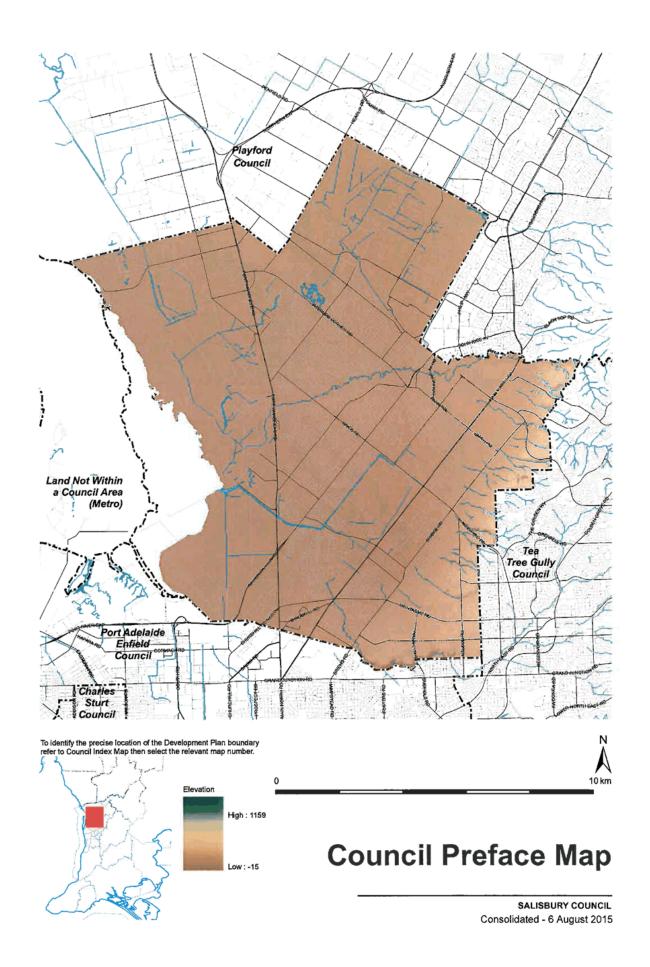
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#### Salisbury Council Introduction Section Amendment Record Table

CONSOLIDATE	ED AMENDMENT – [Gazetted date]
24 October 200	2 Salisbury East Policy Area PAR – [24 October 2002]
12 June 2003	Industry (Gepps Cross Gateway) PAR (Ministerial) – [5 June 2003]
16 October 2003 Wind Farms PAR (Ministerial) – [24 July 2003]	
27 May 2004	Hills Face Zone (Interim Operation) PAR <i>(Ministerial)</i> (Interim) – [27 February 2004] Parafield Gardens Industrial/Residential PAR – [27 May 2004]
10 March 2005 Hills Face Zone (Interim Operation) PAR (Ministerial) – [24 February 2005]	
18 August 2005	Catchment Water Resources PAR – [18 August 2005]
25 January 200	6 Industry Zone Burton PAR – [25 January 2006]
21 December 2	006 Bushfire Management (Part 2) PAR (Ministerial) – [14 December 2006] Place of Worship PAR – [21 December 2006]
17 May 2007	Industrial Land Review – Gepps Cross and Pooraka PAR (Ministerial) – [19 April 2007] Direk PAR – [17 May 2007]
18 October 200	7 Residential (Happy Home Reserve) PAR – [18 October 2007]
24 January 200	8 Residential Parks and Caravan and Tourist Parks DPA (Ministerial) (Interim) – [13 December 2007]
11 December 2008 Residential Parks and Caravan and Tourist Parks DPA (Ministerial) – [11 December 2008]	
15 July 2010	Bushfires (Miscellaneous Amendments) DPA <i>(Ministerial)</i> (Interim) – [10 December 2009] Statewide Bulky Goods DPA <i>(Ministerial)</i> (Interim) – [1 June 2010] Section 29(2)(b)(ii) Amendment – [15 July 2010]
6 October 2011	Bushfires (Miscellaneous Amendments) DPA <i>(Ministerial)</i> – [9 December 2010] Statewide Bulky Goods DPA <i>(Ministerial)</i> – [13 January 2011] Rural (Aircraft Noise)/Direk West Sector: Industry DPA – [6 October 2011]
19 April 2012	Regulated Trees DPA (Interim) <i>(Ministerial)</i> – [17 November 2011] Salisbury Plain Neighbourhood Centre Zone DPA – [19 April 2012]
22 August 2013	Regulated Trees DPA ( <i>Ministerial</i> ) – [15 November 2012] Section 29(2)(c) Amendment – [29 November 2012] Better Development Plan (BDP) and General DPA – [22 August 2013]
20 March 2014	Section 29(2)(b)(ii) Amendment – [12 September 2013] Greater Edinburgh Parks Employment Lands (Part 1) DPA ( <i>Ministerial</i> ) – [19 December 2013] Section 29(2)(b)(i) Amendment – [20 March 2014]
18 December 20	D14 Section 29(2)(b)(ii) Amendment – 2 October 2014 Mixed Use (Bulky Goods, Entertainment and Leisure) Zone DPA – [18 December 2014]
9 July 2015	Salisbury Heights Residential DPA – [2 July 2015] Walpole Road, Paralowie Residential DPA – [6 August 2015]
	The date of which an authorised amendment to a Development Plan was consolidated (incorporated into the published Development Plan) pursuant to section 31 of the Development Act 1993.
	The date of which an authorised amendment was authorised through the publication of a notice in the Government Gazette pursuant to Part 3 of the <i>Development Act 1993</i> .

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Gazette pursuant to Part 3 of the Development Act 1993.



Salisbury Council General Section

# General Section

Consolidated - 6 August 2015

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Salisbury Council General Section Crime Prevention

## **Crime Prevention**

#### **OBJECTIVES**

 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

#### PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development should provide lighting in frequently used public spaces including those:
  - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
  - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
  - (a) screen planting areas susceptible to vandalism
  - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
  - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
  - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
  - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

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Salisbury Council General Section Crime Prevention

- 11 Development should be designed to maximise surveillance of open space, pedestrian routes, centres and residential areas by:
  - (a) orienting the frontages and entrances of buildings towards the public street
  - (b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas
  - (c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance
  - (d) arranging living areas, windows, access ways and balconies to overlook open space and recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

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## Design and Appearance

#### OBJECTIVES

- 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

#### **PRINCIPLES OF DEVELOPMENT CONTROL**

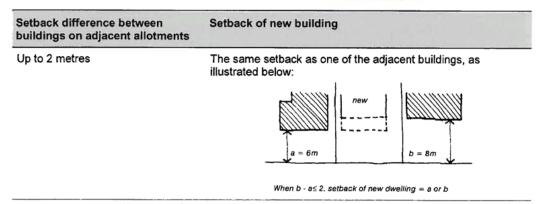
- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:
  - (a) articulation
  - (b) colour and detailing
  - (c) small vertical and horizontal components
  - (d) design and placing of windows
  - (e) variations to facades.
- 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
  - (a) the visual impact of the building as viewed from adjoining properties
  - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.
- 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 8 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

Salisbury Council General Section Design and Appearance

- 10 Development should provide clearly recognisable links to adjoining areas and facilities.
- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
- 15 Outdoor lighting should not result in light spillage on adjacent land.
- 16 Balconies should:
  - (a) be integrated with the overall architectural form and detail of the building
  - (b) be sited to face predominantly north, east or west to provide solar access
  - (c) have a minimum area of 2 square metres.

#### **Building Setbacks from Road Boundaries**

- 17 The setback of buildings from public roads should:
  - (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
  - (b) contribute positively to the streetscape character of the locality
  - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 18 Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:



Greater than 2 metres

At least the average setback of the adjacent buildings.

19 Except where specified in a particular zone, policy area, or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in <u>Table Sal/1 - Building</u> <u>Setbacks from Road Boundaries</u>.

Salisbury Council General Section Design and Appearance

- 20 Except where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.
- 21 Development likely to encroach within a road widening setback under the Metropolitan Adelaide Road Widening Plan Act 1972 should be set back sufficiently from the boundary required for road widening.

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Salisbury Council General Section Energy Efficiency

## **Energy Efficiency**

### **OBJECTIVES**

- 1 Development designed and sited to conserve energy.
- 2 Development that provides for on-site power generation including photovoltaic cells and wind power.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
  - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
  - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

#### **On-site Energy Generation**

- 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
  - (a) taking into account overshadowing from neighbouring buildings
  - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 4 Public infrastructure and lighting, should be designed to generate and use renewable energy.

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Salisbury Council General Section Landscaping, Fences and Walls

## Landscaping, Fences and Walls

#### OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

#### PRINCIPLES OF DEVELOPMENT CONTROL

- Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
  - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
  - (b) enhance the appearance of road frontages
  - (c) screen service yards, loading areas and outdoor storage areas
  - (d) minimise maintenance and watering requirements
  - (e) enhance and define outdoor spaces, including car parking areas
  - (f) maximise shade and shelter
  - (g) assist in climate control within and around buildings
  - (h) minimise heat absorption and reflection
  - (i) maintain privacy
  - (j) maximise stormwater re-use
  - (k) complement existing vegetation, including native vegetation
  - (I) contribute to the viability of ecosystems and species
  - (m) promote water and biodiversity conservation.
- 2 Landscaping should:
  - (a) include the planting of locally indigenous species where appropriate
  - (b) be oriented towards the street frontage
  - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.
- 3 Landscaping should not:
  - (a) unreasonably restrict solar access to adjoining development
  - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

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- (c) introduce pest plants
- (d) increase the risk of bushfire
- (e) remove opportunities for passive surveillance
- (f) increase leaf fall in watercourses
- (g) increase the risk of weed invasion
- (h) obscure driver sight lines
- (i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.
- 4 Fences and walls, including retaining walls, should:
  - (a) not result in damage to neighbouring trees
  - (b) be compatible with the associated development and with existing predominant, attractive fences and wails in the locality
  - (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
  - (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
  - (e) assist in highlighting building entrances
  - (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
  - (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land

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(h) be constructed of non-flammable materials.

Salisbury Council General Section

Orderly and Sustainable Development

## **Orderly and Sustainable Development**

#### OBJECTIVES

- 1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.
- 2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.
- 3 Development that does not jeopardise the continuance of adjoining authorised land uses.
- 4 Development that does not prejudice the achievement of the provisions of the Development Plan.
- 5 Development abutting adjoining Council areas having regard to the policies of that Council's Development Plan.
- 6 Urban development contained within existing townships and settlements and located only in zones designated for such development.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- Development should not prejudice the development of a zone for its intended purpose.
- 2 Land outside of townships and settlements should primarily be used for primary production and conservation purposes.
- 3 The economic base of the region should be expanded in a sustainable manner.
- 4 Urban development should form a compact extension to an existing built-up area.
- 5 Ribbon development should not occur along the coast, water frontages or arterial roads shown in Overlay Maps - Transport.
- 6 Development should be located and staged to achieve the economical provision of public services and infrastructure, and to maximise the use of existing services and infrastructure.
- 7 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.
- 8 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.

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## **Residential Development**

## **OBJECTIVES**

- 1 Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community.
- 2 An increased mix in the range and number of dwelling types available within urban boundaries to cater for changing demographics, particularly smaller household sizes and supported accommodation.
- 3 Higher dwelling densities in areas close to centres, public and community transport and public open spaces.
- 4 The regeneration of selected areas identified at zone and/or policy area levels.
- 5 Affordable housing and housing for aged persons provided in appropriate locations.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

- 1 Residential allotments and sites should have the appropriate orientation, area, configuration and dimensions to accommodate:
  - (a) the siting and construction of a dwelling and associated ancillary outbuildings
  - (b) the provision of landscaping and private open space
  - (c) convenient and safe vehicle access and off street parking
  - (d) passive energy design.
- 2 Buildings on battleaxe allotments or the like should be single storey and be designed to maintain the privacy of adjoining properties.
- 3 Residential allotments should be of varying sizes to encourage housing diversity.
- 4 Dwellings constituting affordable housing should be located to optimise access to shops, social services and facilities, or public transport.
- 5 Medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 40 and 67 dwellings per hectare) should typically be in the form of 2 to 4 storey buildings.
- 6 High density development that achieves gross densities of more than 45 dwellings per hectare (which translates to net densities of more than 67 dwellings per hectare) should typically be in the form of over 4 storey buildings.

#### **Design and Appearance**

- 7 Where a dwelling has direct frontage to a street the dwelling should be designed to provide surveillance and address the street.
- 8 Entries to dwellings should be clearly visible from the streets that they front to enable visitors to identify a specific dwelling easily.

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#### 9 The design of residential flat buildings should:

- (a) define individual dwellings in the external appearance of the building
- (b) provide transitional space around the entry
- (c) ensure building entrances provide shelter, are visible and easily identifiable from the street.

#### Overshadowing

- 10 The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to:
  - (a) windows of habitable rooms, particularly living areas
  - (b) ground-level private open space
  - (c) upper-level private balconies that provide the primary open space area for any dwelling
  - (d) access to solar energy.
- 11 Development should ensure that north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 5 pm on the 21 June.
- 12 Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9 am and 3 pm on 21 June to at least the smaller of the following:
  - (a) half of the existing ground-level open space
  - (b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).

Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.

#### Garages, Carports and Outbuildings

- 13 Garages, carports and outbuildings should have a roof form and pitch, building materials and detailing that complement the associated dwelling.
- 14 Garages and carports facing the street should not dominate the streetscape.
- 15 Residential outbuildings, including garages and sheds, should not be constructed unless in association with an existing dwelling.

#### Street and Boundary Setbacks

- 16 Dwellings should be set back from allotment or site boundaries to:
  - (a) contribute to the desired character of the area
  - (b) provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.
- 17 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:
  - (a) minimise the visual impact of buildings from adjoining properties
  - (b) minimise the overshadowing of adjoining properties.

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- 18 Side boundary walls in residential areas should be limited in length and height to:
  - (a) minimise their visual impact on adjoining properties
  - (b) minimise the overshadowing of adjoining properties.
- 19 Carports and garages should be set back from road and building frontages so as to:
  - (a) contribute to the desired character of the area
  - (b) not adversely impact on the safety of road users
  - (c) provide safe entry and exit
  - (d) not dominate the appearance of dwellings from the street.

#### Site Coverage

- 20 Site coverage should be limited to ensure sufficient space is provided for:
  - (a) pedestrian and vehicle access and vehicle parking
  - (b) domestic storage
  - (c) outdoor clothes drying
  - (d) a rainwater tank
  - (e) private open space and landscaping
  - (f) front, side and rear boundary setbacks that contribute to the desired character of the area
  - (g) convenient storage of household waste and recycling receptacles.

## Private Open Space

- 21 Private open space (land available for exclusive use by residents of each dwelling) should be provided for each dwelling and should be sited and designed:
  - (a) to be accessed directly from the internal living areas of the dwelling
  - (b) generally at ground level to the side or rear of a dwelling and screened for privacy
  - (c) to take advantage of but not adversely affect natural features of the site
  - (d) to minimise overlooking from adjacent buildings
  - (e) to achieve separation from bedroom windows on adjoining sites
  - (f) to have a northerly aspect to provide for comfortable year-round use
  - (g) to not be significantly shaded during winter by the associated dwelling or adjacent development
  - (h) to be shaded in summer.
- 22 Dwellings should have associated private open space of sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.
- 23 Where an onsite wastewater disposal system is required, areas required for soakage trenches or similar should not be included in private open space calculations.

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## 24 Dwellings, particularly those with ground-level habitable rooms should include private open space that conforms to the requirements identified in the following table:

Site area of dwelling	Minimum area of private open space	Provisions
250 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater.
		One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.
Less than 250 square metres	35 square metres	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater.
		One part of the space is directly accessible from a living room and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.

- 25 Private open space should not include driveways, effluent drainage areas, rubbish bin storage, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space in residential flat buildings and group dwellings, and should have a minimum dimension of:
  - (a) 2.5 metres for ground level or roof-top private open space
  - (b) 2 metres for upper level balconies or terraces.
- 26 Balconies should make a positive contribution to the internal and external amenity of residential buildings and should be sited adjacent to the main living areas, such as the living room, dining room or kitchen, to extend the dwelling's living space.
- 27 Rooftop gardens should be incorporated into residential flat buildings.

#### **Site Facilities and Storage**

- 28 Site facilities for group dwellings, residential parks and residential flat buildings should include:
  - (a) mail box facilities sited close to the major pedestrian entrance to the site
  - (b) bicycle parking for residents and visitors
  - (c) household waste and recyclable material storage areas away from dwellings
  - (d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character for dwellings which do not incorporate ground level private open space.

#### Visual Privacy

- 29 Upper level windows, balconies, terraces and decks should have a sill height of not less than 1.7 metres or be permanently screened to a height of not less than 1.7 metres above finished floor level to avoid overlooking into habitable room windows or onto the useable private open spaces of other dwellings.
- 30 Permanently fixed external screening devices should be designed and coloured to blend with the associated building's external material and finishes.

#### Noise

- 31 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.
- 32 Residential development close to high noise sources (eg major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.
- 33 Residential development on sites abutting established collector or higher order roads should include front fences and walls that will supplement the noise control provided by the building facade.
- 34 The number of dwellings sharing a common internal pedestrian entry within a residential flat building should be minimised to limit noise generation in internal access ways.
- 35 External noise and light intrusion to bedrooms should be minimised by separating or shielding these rooms from:
  - (a) active communal recreation areas, parking areas and vehicle access ways
  - (b) service equipment areas and fixed noise sources on the same or adjacent sites.

#### **Car Parking and Access**

- 36 The number of driveway crossovers should be minimised and appropriately separated to optimise the provision of on-street visitor parking and preserve and enhance street character including opportunities for landscaping, tree planting and fences.
- 37 On-site parking should be provided having regard to:
  - (a) the number, nature and size of proposed dwellings
  - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
  - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons
  - (d) availability of on-street car parking
  - (e) any loss of on-street parking arising from the development (eg an increase in number of driveway crossovers).
- 38 Parking areas and internal driveways servicing more than one dwelling should be of a size and location to:
  - (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
  - (b) provide adequate space for vehicles to manoeuvre between the street and the parking area
  - (c) reinforce or contribute to attractive streetscapes.
- 39 On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:

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- (a) serve users efficiently and safely
- (b) not dominate internal site layout

- (c) be clearly defined as visitor spaces not specifically associated with any particular dwelling
- (d) ensure they are not sited behind locked garages and are accessible to visitors at all times.
- 40 Driveways on arterial roads that serve more than one dwelling should be designed to cater for the simultaneous two-way movements of the largest vehicles expected to enter and exit the site.
- 41 On-site parking and manoeuvring areas servicing development abutting arterial roads should be designed to enable all vehicles to enter and exit the site in a forward direction.

#### Undercroft Garaging of Vehicles

- 42 Undercroft garaging of vehicles should occur only where:
  - the overall height and bulk of the development does not adversely impact on streetscape character or the amenity of adjacent properties
  - (b) vehicles can safely exit from the site without compromising pedestrian safety or causing conflict with other vehicles
  - (c) driveway gradients provide for safe and functional entry and exit
  - (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
  - (e) openings into undercroft garage areas are designed to integrate with the main building so as to minimise visual impact
  - (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
  - (g) the overall streetscape character of the locality is not adversely impaired (eg visual impact, building bulk, front setbacks relative to adjacent development).
- 43 Buildings with four storeys or more above natural surface level should include provision for undercroft parking.
- 44 Semi-basement or undercroft car parking should be suitably integrated with building form.
- 45 In the case of semi-basement car parks where cars are visible, adequate screening and landscaping should be provided.

#### **Dependent Accommodation**

- 46 Dependent accommodation (ie accommodation where the living unit is connected to the same services of the main dwelling) should be developed on the same allotment as the existing dwelling only where:
  - (a) the site is of adequate size and configuration
  - (b) the accommodation has a small floor area relative to the associated main
  - (c) adequate outdoor space
  - (d) adequate on-site car parking is provided
  - (e) the building is designed to, and comprises colours and materials that will, complement the original dwelling.

#### Swimming Pools and Outdoor Spas

47 Swimming pools, outdoor spas and associated ancillary equipment and structures should be sited so as to protect the privacy and amenity of adjoining residential land.

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## **Transportation and Access**

## **OBJECTIVES**

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
  - (a) provide equitable access to a range of public, community and private transport services for all people
  - (b) ensure a high level of safety
  - (c) effectively support the economic development of the State
  - (d) have minimal negative environmental and social impacts
  - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
  - (a) provides safe and efficient movement for all motorised and non-motorised transport modes
  - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
  - (c) provides off street parking
  - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.

## **PRINCIPLES OF DEVELOPMENT CONTROL**

#### Land Use

1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

#### **Movement Systems**

- 2 Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

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- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

#### **Cycling and Walking**

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
  - (a) open space networks, recreational trails, parks, reserves and recreation areas
  - (b) Adelaide's Metropolitan Open Space System.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-ofjourney facilities including:

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- (a) showers, changing facilities, and secure lockers
- (b) signage indicating the location of bicycle facilities

- (c) secure bicycle parking facilities provided at the rate set out in <u>Table Sal/3 Off Street Bicycle</u> <u>Parking Requirements.</u>
- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14.

#### Access

- 22 Development should have direct access from an all weather public road.
- 23 Development should be provided with safe and convenient access which:
  - (a) avoids unreasonable interference with the flow of traffic on adjoining roads
  - (b) provides appropriate separation distances from existing roads or level crossings
  - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
  - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on Overlay Maps Transport should be minimised, and where possible access points should be:
  - (a) limited to local roads
  - (b) shared between developments.
- 26 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 27 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to or from the road.
- 28 Development with access from arterial roads or roads as shown on Overlay Maps Transport should be sited to avoid the need for vehicles to reverse on to or from the road.
- 29 Driveways, access tracks and parking areas should be designed and constructed to:
  - (a) follow the natural contours of the land
  - (b) minimise excavation and/or fill
  - (c) minimise the potential for erosion from run-off
  - (d) avoid the removal of existing vegetation
  - (e) be consistent with Australian Standard AS 2890 Parking facilities.

#### Access for People with Disabilities

- 30 Development should be sited and designed to provide convenient access for people with a disability.
- 31 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

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#### Vehicle Parking

- Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with <u>Table Sal/2 - Off Street Vehicle Parking</u> <u>Requirements</u> unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
  - (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on <u>Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area</u> and <u>Concept Plan</u> <u>Map Sal/29 - Ingle Farm District Centre Car Park Fund Area.</u>
  - (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 33 Development should be consistent with Australian Standard AS 2890 Parking facilities.
- 34 Vehicle parking areas should be sited and designed in a manner that will:
  - (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
  - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
  - (c) not inhibit safe and convenient traffic circulation
  - (d) result in minimal conflict between customer and service vehicles
  - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
  - (f) minimise the number of vehicle access points to public roads
  - (g) avoid the necessity for backing onto public roads
  - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
  - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
  - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.
- 35 Vehicle parking areas should be designed to reduce opportunities for crime by:
  - (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
  - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
  - (c) being appropriately lit
  - (d) having clearly visible walkways.
- 36 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

- 37 Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.
- 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 39 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
- 40 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

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Salisbury Council Zone Section

## **Zone** Section

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## **Residential Zone**

Refer to the Map Reference Tables for a list of the maps that relate to this zone.

## **OBJECTIVES**

- 1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 3 A zone primarily accommodating a range of dwellings to meet the diverse needs and preferences of the community.
- 4 Revitalisation of under-utilised suburbs, particularly public housing areas, to facilitate the provision of a greater mix of housing types and improved residential amenity.
- 5 Residential development designed and insulated to minimise effects of predicted aircraft noise and industrial noise.
- 6 Development that contributes to the desired character of the zone.

## **DESIRED CHARACTER**

The zone covers a substantial portion of the Council area and is home to a large and diverse population. The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations. In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

A full range of dwelling types on a variety of allotment sizes will be provided, including affordable housing, special needs housing and housing for the aged in appropriate locations. Housing form will be diverse and cater for different household sizes, life cycle stages and housing preferences and will be cost-effective, energy efficient and will make efficient use of available sites. Older neighbourhoods will experience change through turnover in population and ageing of existing residents which will generate a need for more housing diversity as well as changes in density and different services and facilities to complement these changes.

Residential development will reflect a variety of building styles, yet where a consistent character exists, new buildings will be designed to harmonise with that which is existing in terms of form, mass, scale, colours and textures of materials and setback distances. A cohesive built form will be achieved through design elements such as interesting roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include windows, doors and balconies that overlook the street and areas of public open space to promote surveillance and community interaction.

Setbacks to local streets will be used to enable landscaping to be provided to soften the built form and improve amenity for residents and pedestrians. The visual and physical impact of vehicle access points will be minimised by reducing both the number of access points and the width of associated crossovers and driveways. Sealed surfaces will be minimised to reduce stormwater run-off and to also provide opportunities for landscaping to improve visual amenity. Development will seek to protect and retain regulated trees that contribute to the character of the area.

In order to achieve a compact urban form an overall increase in the residential density is desirable in select locations, in keeping with the objectives for development in the Zone, although it is anticipated that the predominant form of housing will remain detached dwellings at low to medium density throughout much of

the zone. Co-ordinated infill housing, redevelopment and refurbishment of existing housing are encouraged to maximise use of the community investment in facilities and services in existing residential areas that are located close to centres and community services. Opportunities exist to gradually develop under-utilised and vacant land within established areas, particularly when a specific housing need arises within the population, but also as an opportunity for improving access to existing services and facilities. Co-ordinated and efficient development of larger sites containing multiple allotments is encouraged in order to achieve greater housing density and diversity.

Medium density forms of housing including semi-detached dwellings, row dwellings, residential flat buildings and group dwellings are encouraged in areas with good access to services and facilities. Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner. Typically this will involve the amalgamation of sites and will result in development that compliments the prevailing character. A transition in building height will be necessary to ensure issues of overlooking is minimised and solar access maintained.

Development will be of a form and scale compatible with adjoining residential development. As part of the increase in residential density there will be an increase in the number of dwellings of two or more storeys. Such development will recognise the proximity of adjoining development and will be designed and sited to maintain the privacy of adjoining dwellings and their private open space areas, and will be designed to integrate with the existing built form.

Development of land with a known history of a potentially contaminating activity will occur once the site has been assessed and remediated to the standard necessary to ensure it is safe and suitable for the proposed use.

Development in areas which adjoin industrial land uses and areas affected by aircraft noise as identified in <u>Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure</u> should be designed, sited and constructed to minimise the effects of noise.

## PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- The following forms of development are envisaged in the zone:
  - affordable housing
  - domestic outbuilding in association with a dwelling
  - domestic structure
  - dwelling
  - dwelling addition
    - small scale non-residential use that serves the local community, for example:
      - child care facility
      - health and welfare service
      - open space
      - primary or secondary school
    - recreation area
  - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible in form, scale and design with adjoining residential development.
- 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:
  - (a) serves the local community

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- (b) is consistent with the character of the locality
- (c) does not detrimentally impact on the amenity of nearby residents
- (d) will not undermine the efficient operation of nearby centres.
- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

#### Form and Character

- 6 Development should be undertaken in accordance with the following Concept Plan Maps:
  - (a) Concept Plan Map Sal/21 Paralowie Residential Area 3
  - (b) Concept Plan Map Sal/22 Burton Residential Area 1
  - (c) Concept Plan Map Sal/23 Direk Residential Area
  - (d) Concept Plan Map Sal/24 Frost Road/Brown Terrace Salisbury
  - (e) <u>Concept Plan Map Sal/25 Paralowie Residential Area 1</u>
  - (f) <u>Concept Plan Map Sal/26 Paralowie Residential Area 2</u>
  - (g) Concept Plan Map Sal/27 Salisbury Downs Residential Area 1.
- 7 Residential development should only occur within the area marked 'Lot 23' or 'Lot 24' on <u>Concept Plan</u> <u>Map Sal/24 - Frost Road/Brown Terrace Salisbury</u> where it is developed in accordance with all of the following:
  - (a) the construction of a 2.4 metre high acoustical fence, which is comprised of double-sided fibre cement sheeting that has a density of not less than 12.5 kilograms per square metre, along the north-west and south-west boundaries of the land
  - (b) service areas are located between the noise source and the living areas of the dwelling
  - (c) dwellings utilise suitable sound insulation methods such as double-glazing to windows, roof and wall insulation
  - (d) the number of wall openings facing the noise source are minimised.
- 8 Direct vehicular access should not be provided onto Smith Road, Barker Road or Bridge Road.
- 9 Where remnant vegetation is located within road reserves it should be preserved and protected against loss, damage and disfigurement.
- 10 Garages and carports facing the street (other than an access lane way) should be designed with a maximum width of 6 metres or 50 per cent of the allotment or building site frontage width, whichever is the lesser distance.
- 11 Sheds, garages and similar outbuildings should be designed within the following parameters:

Parameter	Value 60 square metres	
Maximum floor area for allotments less than 450 square metres		
Maximum floor area for allotment greater than 450 square metres	72 square metres	
Maximum building height (from natural ground level)	5 metres	

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Parameter	Value
Maximum wall height (from natural ground level)	3 metres

#### Affordable Housing

- 12 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 13 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

#### **Land Division**

- 14 Land division should create a 5 metre landscaped reserve to limit direct vehicle access where allotments are created fronting the following roads:
  - (a) Martins Road, Parafield Gardens and Paralowie
  - (b) Burton Road, Burton and Paralowie
  - (c) Bolivar Road, Burton and Paralowie
  - (d) Willochra Road, Salisbury.

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## **PROCEDURAL MATTERS**

#### **Complying Development**

Complying developments are prescribed in Schedule 4 of the Development Regulations 2008.

#### **Non-complying Development**

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of Development	Exceptions	
Advertisement and/or advertising hoarding	<ul> <li>Except where it complies with all of the following:</li> <li>(a) it does not move, rotate or incorporate flashing lights</li> <li>(b) it does not wholly or partly consists of bunting, streamers, flags, wind vanes and the like</li> <li>(c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.</li> </ul>	
Amusement machine centre		
Consulting room	Except where: (a) the total floor area is less than 100 square metres (b) the site does not front an arterial road.	
Crematorium		
Dairy		
Dwelling where it is contained within the 'Concept Area Boundary' identified on <u>Concept Plan Map Sal/22 - Burton</u> <u>Residential Area 1</u>	Except where the dwelling has a maximum height of no more than one-storey above natural ground level.	
Farming		
Fuel depot		
Horse keeping		
Horticulture		
Industry		
Intensive animal keeping		
Motor repair station		
Office	Except where: (a) the total floor area is less than 100 square metres (b) the site does not front an arterial road.	
Petrol filling station	Except where it comprises alterations or additions to a petrol filling station existing at 20 January 1994.	
Prescribed mining operations		
Public service depot		
Residential flat building within the Salisbury Residential Policy Area 18		
Restaurant		

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Form of Development	Exceptions	
Road transport terminal		
Service trade premises		
Shop or group of shops	.,	where: the gross leasable area is less than 250 square metres the site does not front an arterial road.
Stock sales yard		
Stock slaughter works		
Store		
Warehouse		
Waste reception, storage, treatment or disposal		
Wrecking yard		

## **Public Notification**

Categories of public notification are prescribed in Schedule 9 of the Development Regulations 2008.

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Salisbury Council Table Section

**Table** 

Section

# Item 5.1.1 - Attachment 5 - Relevant Development Plan Extracts, Consolidated 6 August 2015

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Salisbury Council Table Section Table Sal/2 - Off Street Vehicle Parking Requirements

### Table Sal/2 - Off Street Vehicle Parking Requirements

The following vehicle parking requirements do not apply to the Mixed Use (Bulky Goods, Entertainment, Leisure) Zone except where the form of development is Light Industry whereby the rates for *Industry*, *warehouse*, *stores* are applicable.

Form of Development	Number of Required Car Parking Spaces
ccommodation	· · · · · · · · · · · · · · · · · · ·
ged Care / retirement home	1 space per unit
Serviced apartment	1 space per unit plus 1 space per employee
Notel	1 space per unit
Commercial	
Bulky goods outlet	3 spaces per 100 square metres of gross leasable floor area
Cinema	1 space per 4 cinema seats
lotel Public bar	1 space per 2 square meters of floor area available to the public
ounge or beer garden	1 space per 6 square metres of floor area available to the public
Gaming room	1 space per 2 machines
Office	1 space per 25 square metres, with a minimum of 4 spaces po office
Restaurant	Greater of 1 space for every 3 seats or 1 space for every 15 square metres of dining area
Service trade premises	3 spaces per 100 square metres
Shop	7 spaces per 100 square metres of gross leasable area for shops outside of centre zones
	5 spaces per 100 square metres of gross leasable area for shops within centre zones
Community/civic	
Child care centre	1 space per 4 children
Community centre	10 spaces per 100 square metres of total floor area
ibrary	4 spaces per 100 square metres
Place of worship	Greater of 1 space for every 3 seats or every 3 attendees
Dwellings	
Detached dwelling Semi Detached Dwelling Row Dwelling	2 spaces per dwelling, one of which is to be covered

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### Salisbury Council Table Section Table Sal/2 - Off Street Vehicle Parking Requirements

Form of Development	Number of Required Car Parking Spaces
Residential flat building Multiple dwelling Group dwelling	1 space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling
Industry, warehouses, stores	
Office component	1 space per 30 square metres
Plus	Plus
Non-office component	
Up to 200 square metres Plus 200-2000 square metres Plus greater than 2000 square metres	1 space per 50 square metres 1 additional space for every 75 square metres 1 additional space for every 150 square metres
Or	Or
For labour intensive industries, inclusive of office component (whichever ever is greater)	0.75 car parking spaces per employee
Medical	
Consulting room	10 per 100 square metres of total floor area, with a minimum of 3 spaces per tenancy
Hospital	2.5 spaces per bed
Nursing home	1 space for every 4 beds

The following vehicle parking requirements apply to development specifically within the Mixed Use (Bulky Goods, Entertainment and Leisure) Zone:

Form of Development	Minimum number of required vehicle parking spaces
All forms of development (except Light Industry)	3 spaces per 100 square metres of gross leasable floor area

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### Table Sal/3 - Off Street Bicycle Parking Requirements

Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of multi-storey building/residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms

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Salisbury Council Mapping Section

# Mapping Section Map Reference Tables Spatial Extent Maps Bushfire Risk Maps Concept Plan Maps

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### **Map Reference Tables**

**Index Maps** 

Map Reference	
Council Index Map	

### Zone Maps

Item 5.1.1 - Attachment 5 - Relevant Development Plan Extracts, Consolidated 6 August 2015

Zone Name	Map Numbers
Airfield (Parafield) Zone	Sal/33, Sal/34, Sal/40, Sal/41, Sal/42, Sal/47, Sal/48
Caravan and Tourist Park Zone	Sal/23
Coastal Conservation Zone	Sal/5, Sal/13, Sal/14, Sal/20, Sal/21, Sal/29, Sal/30, Sal/37, Sal/38, Sal/44, Sal/45
Coastal Marina Zone	Sal/13
Coastal Open Space Zone	Sal/13
Coastal Settlement Zone	Sal/13
Commercial Zone	Sal/26, Sal/27, Sal/34, Sal/35, Sal/39, Sal/42, Sal/48, Sal/49, Sal/53, Sal/54, Sal/56,
Community Zone	Sal/33, Sal/34, Sal/39
Deferred Urban Zone	Sal/15, Sal/16, Sal/22, Sal/23, Sal/38, Sal/39, Sal/44, Sal/45, Sal/46, Sal/51, Sal/52
District Centre Zone	Sal/24, Sal/25, Sal/26, Sal/33, Sal/34, Sal/55, Sal/57
Excluded Zone	Sal/2, Sal/3, Sal/4, Sal/9, Sal/10, Sal/11, Sal/12, Sal/18, Sal/19
Hills Face Zone	Sal/28
Industry Zone	Sal/5, Sal/6, Sal/13, Sal/14, Sal/15, Sal/16, Sal/18, Sal/21, Sal/22, Sal/23, Sal/25, Sal/26, Sal/27, Sal/30, Sal/31, Sal/32, Sal/33, Sal/34, Sal/35, Sal/39, Sal/40, Sal/41, Sal/42, Sal/46, Sal/47, Sal/48, Sal/49, Sal/52, Sal/53, Sal/54, Sal/57
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Multi Function Polis (The Levels) Zone	Sal/39, Sal/40, Sal/46, Sal/47, Sal/48, Sal/53
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Mixed Use (Bulky Goods, Entertainment and Leisure) Zone	Sal/35, Sal/41, Sal/42
Neighbourhood Centre Zone	Sal/17, Sal/18, Sal/23, Sal/24, Sal/25, Sal/26, Sal/27, Sal/32, Sal/33, Sal/34, Sal/35, Sal/40, Sal/42, Sal/48, Sal/49, Sal/50, Sal/54, Sal/55, Sal/57

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### Salisbury Council Mapping Section *Map Reference Tables*

Zone Name	Map Numbers
Open Space Zone	Sal/15, Sal/16, Sal/17, Sal/23, Sal/24, Sal/25, Sal/26, Sal/27, Sal/28, Sal/31, Sal/32, Sal/35, Sal/36, Sal/38, Sal/39, Sal/42, Sal/43, Sal/46, Sal/47, Sal/48, Sal/49, Sal/50, Sal/53, Sal/54, Sal/55, Sal/57
Primary Production Zone	Sal/6, Sal/7, Sal/8, Sal/9, Sal/14, Sal/15, Sal/16, Sal/17, Sal/22, Sal/23, Sal/31
Residential Zone	Sal/9, Sal/10, Sal/16, Sal/17, Sal/18, Sal/12, Sal/24, Sal/25, Sal/26, Sal/27, Sal/31, Sal/32 <mark>, Sal/33</mark> , Sal/34, Sal/35, Sal/36, Sal/39, Sal/40, Sal/41, Sal/42, Sal/43, Sal/47, Sal/48, Sal/49, Sal/50, Sal/53, Sal/54, Sal/55, Sal/56, Sal/57
Residential Hills Zone	Sal/27, Sal/28, Sal/36, Sal/42, Sal/43, Sal/50
Rural Living Zone	Sal/9, Sal/10, Sal/17, Sal/18, Sal/31, Sal/38, Sal/39
Urban Employment Zone	Sal/2, Sal/4, Sal/8, Sal/9, Sal/10, Sal/11, Sal/12, Sal/16, Sal/17, Sal/18, Sal/19, Sal/25

### **Policy Area Maps**

Policy Area Name	Map Numbers
Globe Derby Park Policy Area 1	Sal/39
Ingle Farm Policy Area 2	Sal/55
Salisbury Town Centre Policy Area 3	Sal/25, Sal/26, Sal/34, Sal/57
Salisbury Downs Policy Area 4	Sal/24, Sal/25, Sal/33
Burton Poultry Processing Policy Area 5	Sal/16
Greater Levels Policy Area 8	Sal/46, Sal/47, Sal/53
Infrastructure Policy Area 9	Sal/5, Sal/6, Sal/15, Sal/16, Sal/21, Sal/22, Sal/23, Sal/30, Sal/31, Sal/46, Sal/52, Sal/54
Parafield Gardens Policy Area 10	Sal/31, Sal/32, Sal/39
Pooraka Policy Area 11	Sal/53
Pooraka Market Eastern Policy Area 12	Sal/53
Pooraka Market Warehousing Policy Area 13	Sal/53
Landscape Buffer Policy Area 14	Sal/16, Sal/17, Sal/31, Sal/32, Sal/39, Sal/46, Sal/47, Sal/48, Sal/53, Sal/54
Recreation Policy Area 15	Sal/23, Sal/24, Sal/25, Sal/26, Sal/27, Sal/28, Sal/31, Sal/32, Sal/35, Sal/36, Sal/38, Sal/39, Sal/42, Sal/43, Sal/50, Sal/53, Sal/54, Sal/55, Sal/57
Aircraft Noise Policy Area 16	Sal/9, Sal/17
Horticulture Policy Area 17	Sal/6, Sal/7, Sal/8, Sal/15, Sal/16
Salisbury Residential Policy Area 18	Sal/25
Bolivar Policy Area 19	Sal/31, Sal/38

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### Salisbury Council Mapping Section Map Reference Tables

Policy Area Name	Map Numbers
Direk Policy Area 20	Sal/9, Sal/10, Sal/17, Sal/18
Castieau Estate Policy Area 21	Sal/27, Sal/28

### **Precinct Maps**

Precinct Name	Map Numbers
Precinct 1 Salisbury Plains Commercial	Sal/35
Precinct 2 Deferred Urban	Sal/38, Sal/39, Sal/44, Sal/45, Sal/46, Sal/51, Sal/52
Precinct 3 Deferred Industry	Sal/15, Sal/16, Sal/22, Sal/23
Precinct 4 Community and Business	Sal/55
Precinct 5 Education	Sal/55
Precinct 6 Medium Density Residential	Sal/55
Precinct 7 Recreation	Sal/55
Precinct 8 Retail Core	Sal/55
Precinct 9 Civic	Sal/25, Sal/57
Precinct 10 Commercial	Sal/25, Sal/26, Sal/34, Sal/57
Precinct 11 Community and Tertiary	Sal/25, Sal/26
Precinct 12 Interchange	Sal/25, Sal/57
Precinct 13 Retail Core	Sal/25, Sal/26, Sal/57
Precinct 14 Bulky Goods	Sal/24, Sal/33
Precinct 15 Community	Sal/33
Precinct 16 Mixed Use	Sal/24, Sal/25, Sal/33
Precinct 17 Retail Core	Sal/24, Sal/33
Precinct 18 Saints Road Neighbourhood Centre	Sal/26, Sal/27, Sal/35
Precinct 19 Limited Residential	Sal/9, Sal/17

### **Overlay Maps**

Issue	Map Numbers
Location	Sal/1, Sal/2, Sal/3, Sal/4, Sal/5, Sal/6, Sal/7, Sal/8, Sal/9, Sal/10, Sal/11, Sal/12, Sal/13, Sal/14, Sal/15, Sal/16, Sal/17, Sal/18, Sal/19, Sal/20, Sal/21, Sal/22, Sal/23, Sal/24, Sal/25, Sal/26, Sal/27, Sal/28, Sal/29, Sal/30, Sal/31, Sal/32, Sal/33, Sal/34, Sal/35, Sal/36, Sal/37, Sal/38, Sal/39, Sal/40, Sal/41, Sal/42, Sal/43, Sal/44, Sal/45, Sal/46, Sal/47, Sal/48, Sal/49, Sal/50, Sal/51, Sal/52, Sal/53, Sal/54, Sal/55, Sal/56
Transport	Sal/1, Sal/2, Sal/4, Sal/7, Sal/8, Sal/9, Sal/12, Sal/16, Sal/17, Sal/18, Sal/19, Sal/23, Sal/24, Sal/25, Sal/26, Sal/27, Sal/31, Sal/32, Sal/33, Sal/34, Sal/35, Sal/36, Sal/39, Sal/40, Sal/41, Sal/42, Sal/43, Sal/46, Sal/47, Sal/48, Sal/49, Sal/50, Sal/51, Sal/52, Sal/53, Sal/54, Sal/55, Sal/56

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### Salisbury Council Mapping Section *Map Reference Tables*

Issue	Map Numbers
Heritage	Sal/1, Sal/10, Sal/11, Sal/12, Sal/18, Sal/23, Sal/24, Sal/25, Sal/26, Sal/27, Sal/28, Sal/32, Sal/47, Sal/52, Sal/54
Development Constraints	Sal/1, Sal/2, Sal/5, Sal/6, Sal/8, Sal/9, Sal/13, Sal/14, Sal/15, Sal/16, Sal/17, Sal/18, Sal/19, Sal/20, Sal/21, Sal/22, Sal/23, Sal/24, Sal/25, Sal/26, Sal/27, Sal/28, Sal/29, Sal/30, Sal/31, Sal/32, Sal/33, Sal/34, Sal/35, Sal/36, Sal/37, Sal/38, Sal/39, Sal/40, Sal/41, Sal/42, Sal/43, Sal/44, Sal/45, Sal/46, Sal/47, Sal/48, Sal/49, Sal/50, Sal/51, Sal/52, Sal/53, Sal/54, Sal/55, Sal/56
Natural Resources	Sal/1, Sal/5, Sal/6, Sal/13, Sal/14, Sal/20, Sal/21, Sal/29, Sal/30, Sal/31, Sal/37, Sal/38, Sal/39, Sal/44, Sal/45, Sal/46, Sal/51
Strategic Transport Routes	Sal/2, Sal/8, Sal/9, Sal/10, Sal/11, Sal/16, Sal/18

### **Bushfire Protection Overlay Maps**

Bushfire Map Type	BPA Map Numbers	
Bushfire Protection - Bushfire Risk	Sal/1, Sal/2, Sal/3	

### **Concept Plan Maps**

Concept Plan Title	Map Numbers	
Edinburgh Defence Airfield (Area Control) Regulations	Concept Plan Map Sal/1	
Edinburgh Defence Airfield Aircraft Noise Exposure	Concept Plan Map Sal/2	
Edinburgh Defence Airfield Lighting Constraints	Concept Plan Map Sal/3	
Globe Derby Park	Concept Plan Map Sal/4	
Salisbury Downs District Centre	Concept Plan Map Sal/5	
Urban Employment Zone	Concept Plan Map Sal/6	
Greater Edinburgh Parks	Concept Plan Map Sal/7	
Mawson Lakes	Concept Plan Map Sal/8	
Pooraka Light Industry	Concept Plan Map Sal/9	
North East Salisbury	Concept Plan Map Sal/10	
Waterloo Corner Road Neighbourhood Centre	Concept Plan Map Sal/11	
Bolivar Road Neighbourhood Centre	Concept Plan Map Sal/12	
Whites Road Neighbourhood Centre	Concept Plan Map Sal/13	
Shepherdson Road Neighbourhood Centre	Concept Plan Map Sal/14	
Kings Road Neighbourhood Centre	Concept Plan Map Sal/15	
Saints Rd Salisbury Plain Neighbourhood Centre	Concept Plan Map Sal/16	
The Paddocks Open Space Zone	Concept Plan Map Sal/17	
Parafield Gardens Residential Area 1	Concept Plan Map Sal/18	
Pooraka Open Space Recreation	Concept Plan Map Sal/19	

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Concept Plan Title	Map Numbers	
Old Spot Hotel	Concept Plan Map Sal/20	
Paralowie Residential Area 3	Concept Plan Map Sal/21	
Burton Residential Area 1	Concept Plan Map Sal/22	
Direk Residential Area	Concept Plan Map Sal/23	
Frost Road/Brown Terrace Salisbury	Concept Plan Map Sal/24	
Paralowie Residential Area 1	Concept Plan Map Sal/25	
Paralowie Residential Area 2	Concept Plan Map Sal/26	
Salisbury Downs Residential Area 1	Concept Plan Map Sal/27	
Salisbury District Centre Car Park Fund Area	Concept Plan Map Sal/28	
Ingle Farm District Centre Car Park Fund Area	Concept Plan Map Sal/29	
Airport Building Heights and Lighting Plan	Concept Plan Map Sal/30	
Salisbury Heights	Concept Plan Map Sal/31	

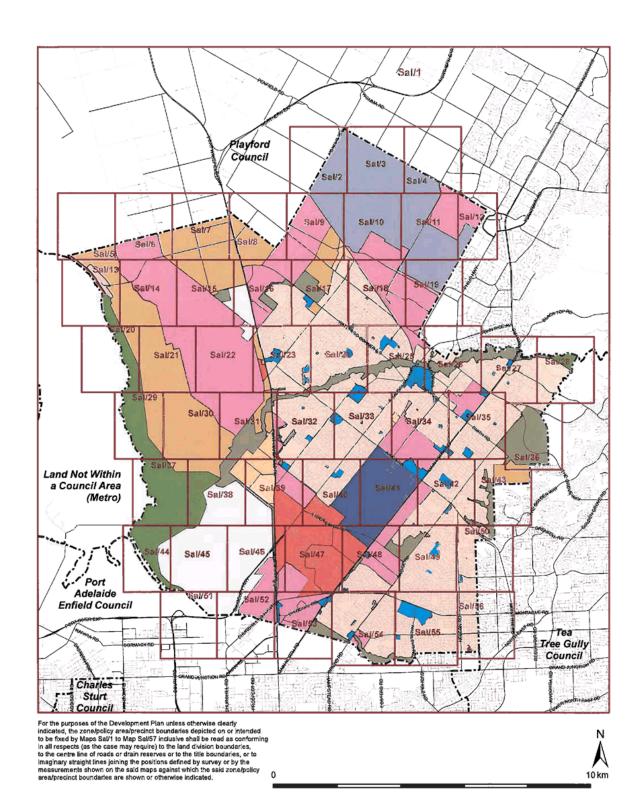
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Salisbury Council Mapping Section Spatial Extent Maps

# **Spatial Extent Maps**

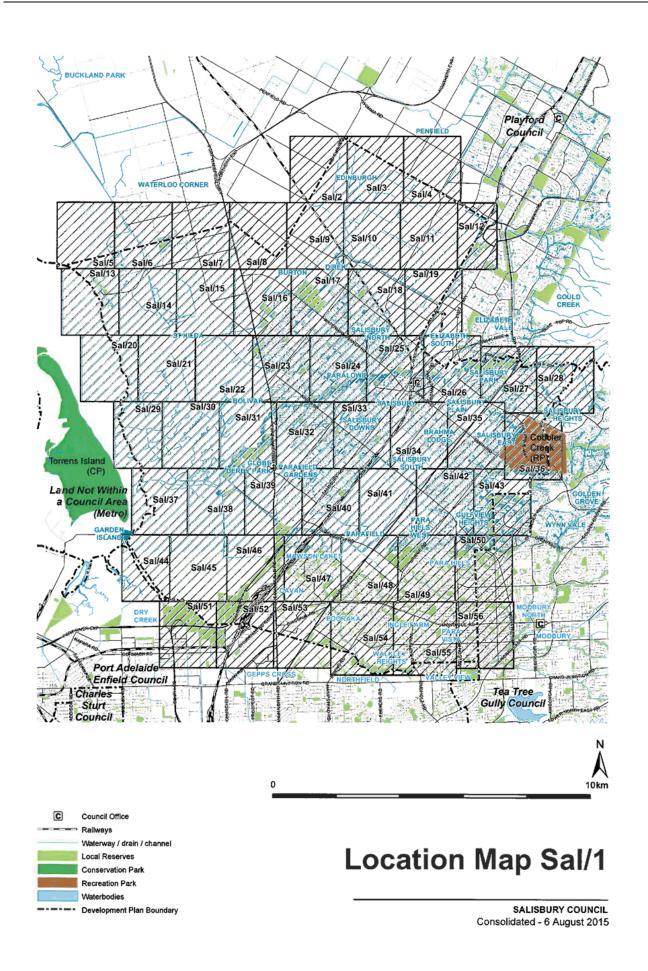
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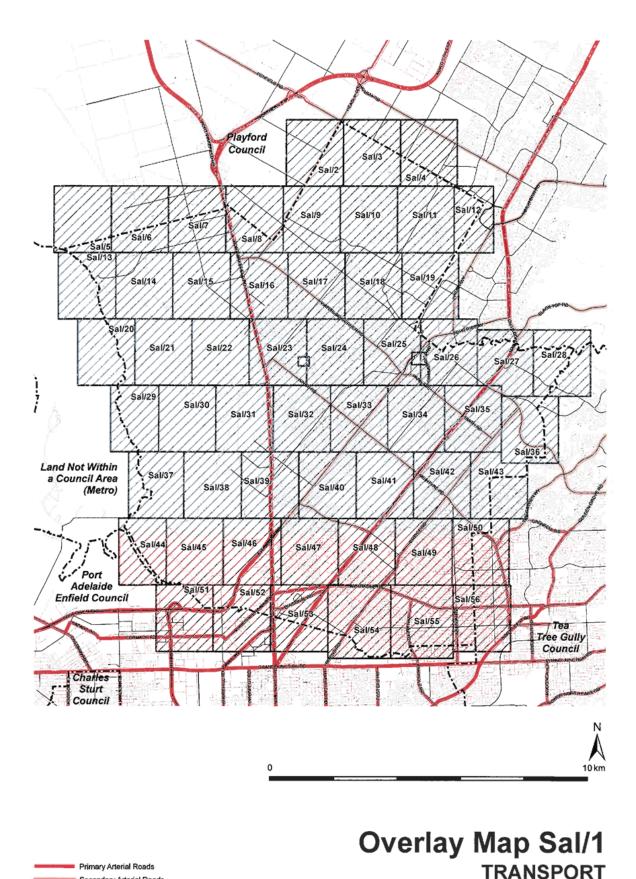
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# **Council Index Map**

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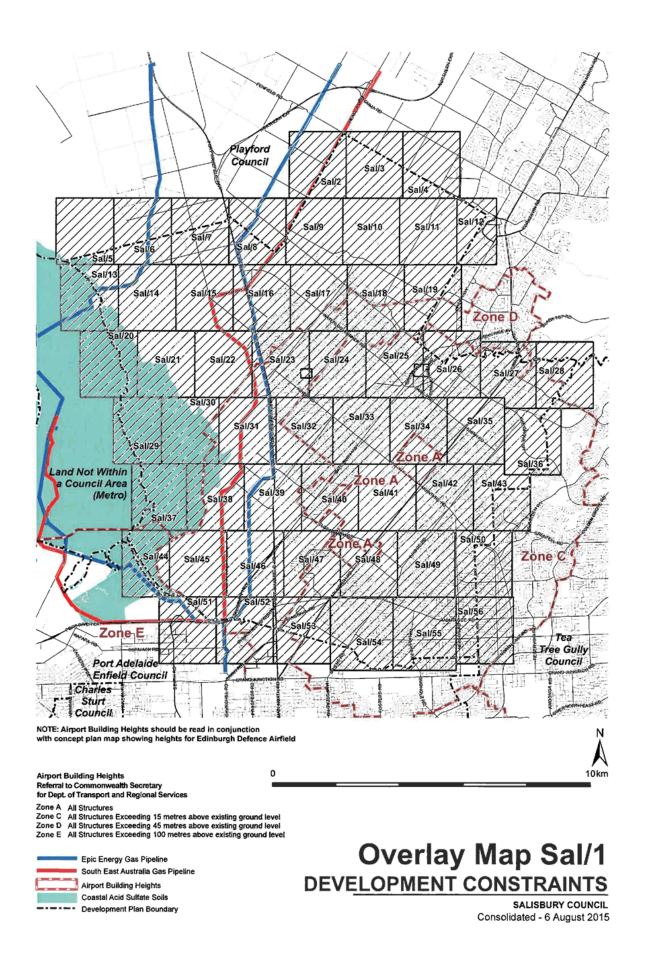
Item 5.1.1 - Attachment 5 - Relevant Development Plan Extracts, Consolidated 6 August 2015

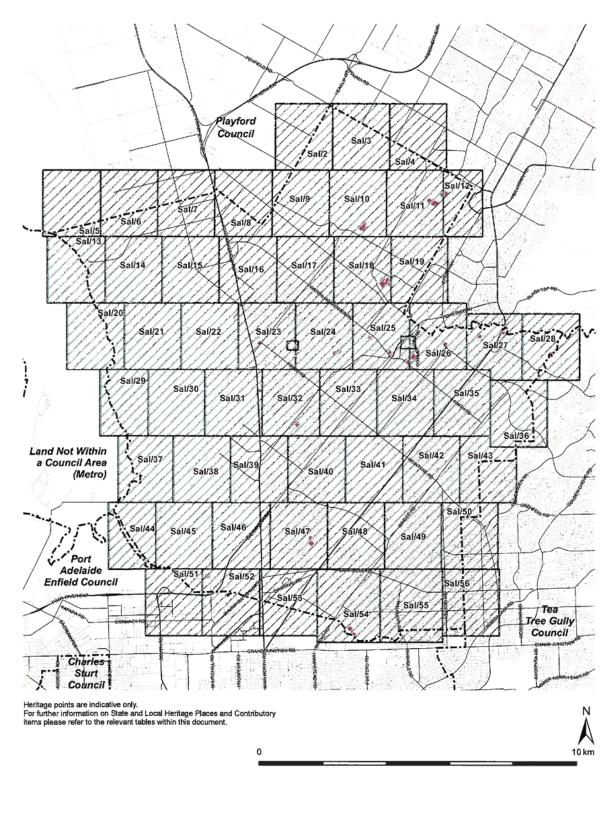
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Secondary Arterial Roads

- Development Plan Boundary



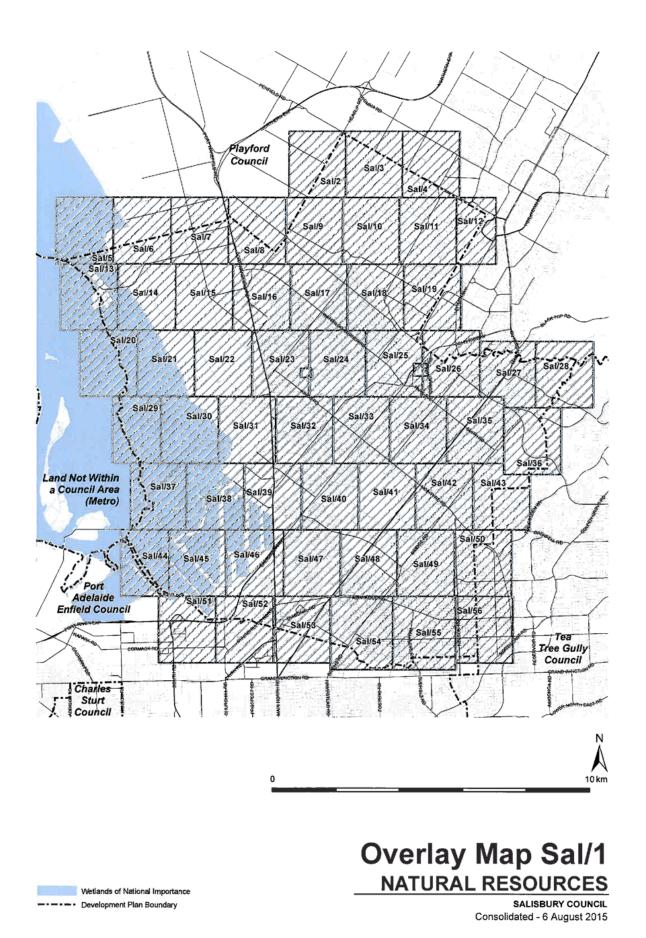


## Overlay Map Sal/1 HERITAGE

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State heritage place

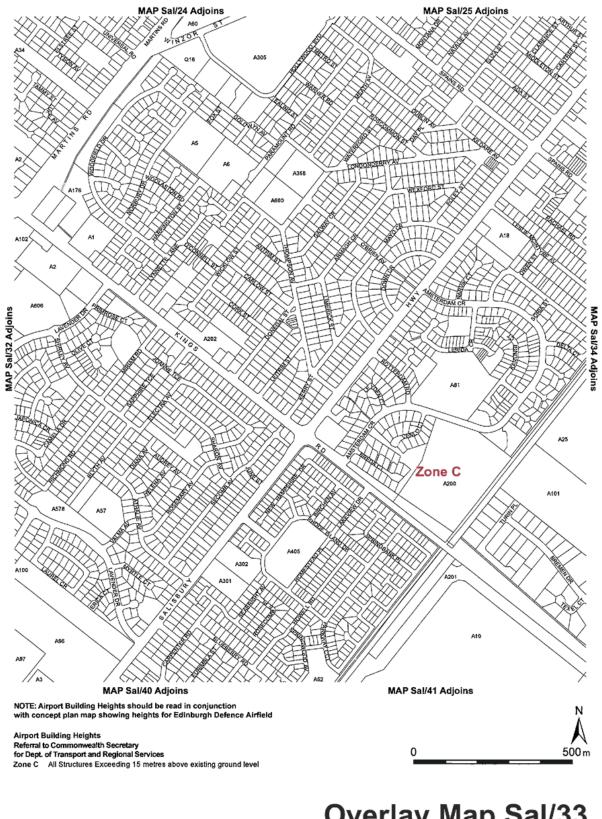
Development Plan Boundary



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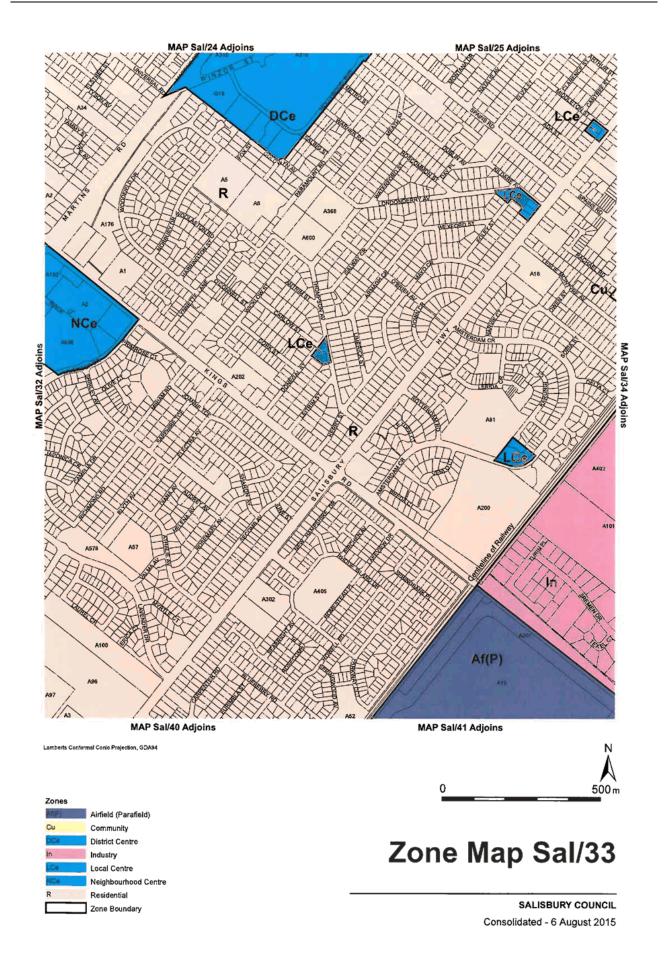


# **Overlay Map Sal/33** DEVELOPMENT CONSTRAINTS



Item 5.1.1 - Attachment 5 - Relevant Development Plan Extracts, Consolidated 6 August 2015

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# Policy Area Map Sal/33

Policy Area Boundary

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