



AGENDA

FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON

27 JULY 2021 AT 6.30 PM

Meeting will be held by AUDIO VISUAL MEDIA

**Public access to the meeting is available by emailing
development@salisbury.sa.gov.au before 3pm on the day.**

MEMBERS

Mr T Mosel (Presiding Member)
Mr R Bateup
Ms C Gill
Mr B Brug
Mr M Atkinson

REQUIRED STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafiropoulos (Assessment Manager)
Team Leader Planning, Mr A Curtis
Development Officer Planning, Ms Karyn Brown
Development Officer – Planning, Mr Michael Sumito

APOLOGIES

LEAVE OF ABSENCE

ENDORSED MINUTES FROM PREVIOUS MEETING

Presentation of the Minutes of the Council Assessment Panel Meeting held on 29 June 2021.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

- 8.1.1 Development Application 21007764..... 23**
19-23 Park Way, Mawson Lakes SA 5095 and 25-31 Park Way, Mawson Lakes SA 5095

Additions to existing research facility including reconfiguration of carpark and fencing, relocation of storage yard, and landscaping
- 8.1.2 Development Application 21004673..... 277**
Unit 4, 51-53 Stanbel Road Salisbury Plain SA 5109

Change of use from warehouse to light industry (Cabinet Making) for Unit 4 only

OTHER BUSINESS

- 8.2.1 Planning & Design Code - Guide to Interpretation 399
- 8.2.2 Status of Current Appeal Matters and Deferred Items
- 8.2.3 Policy Issues Arising from Consideration of Development Applications
- 8.2.4 Future Meetings & Agenda Items

CLOSE

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**MINUTES OF COUNCIL ASSESSMENT PANEL MEETING HELD IN THE LITTLE
PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB, 34 CHURCH
STREET, SALISBURY ON**

29 JUNE 2021

MEMBERS PRESENT

Mr T Mosel (Presiding Member)
Mr R Bateup
Ms C Gill
Mr B Brug
Mr M Atkinson

STAFF

General Manager City Development, Mr T Sutcliffe
Assessment Manager, Mr C Zafiropoulos
Team Leader Planning, Mr A Curtis
Team Leader, Business Services, Ms H Crossley
Planning Consultant, Mr A Humby

The meeting commenced at 6.34pm.

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

APOLOGIES

Nil.

LEAVE OF ABSENCE

Nil

ENDORSED MINUTES FROM PREVIOUS MEETING

The Minutes of the Council Assessment Panel Meeting held on 28 April 2021, be taken as read and confirmed.

DECLARATIONS OF CONFLICTS OF INTEREST

Nil

REPORTS

Development Applications

8.1.1 361/1440/2020/2B

Change of use to industry (Waste Recovery Facility) comprising two (2) industrial buildings, two-storey office, one (1) freestanding canopy, storage and sorting areas, access and egress via Port Wakefield Road, staff access and egress via Deuter Road, manoeuvring areas, car parking areas, weighbridge, water and fuel storage tanks, internal and perimeter fencing (including acoustic barriers), landscaping, building facade signage, two (2) freestanding LED advertising displays (8 metre high), and removal of sixteen (16) Regulated Trees and six (6) Significant Trees - to be undertaken in three (3) stages at 16 & 17 Deuter Road, Burton, SA 5110 for Diamanti Design

REPRESENTORS

Ms J M Day, spoke to her and Mr K A Day representation.

Ms Simone Kiss, spoke to her representation.

Mr James Levinson spoke on behalf of LTD Enterprises, to their representation.

APPLICANT

Mr Grazio Maiorano, Planning consultant, Mr James Hilditch, Lawyer, Mr Phil Weaver, Traffic Engineer, Mr Frank Flehan, Business Owner, and Chris Turnbull, Acoustic Engineer, spoke on behalf of the applicant.

Mr R Bateup moved, Mr M Atkinson seconded, and the Development Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 4th April 2019.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1440/2020/2B for Change of use to industry (Waste Recovery Facility) comprising two (2) industrial buildings, two-storey office, one (1) freestanding canopy, storage and sorting areas, access and egress via Port Wakefield Road, staff access and egress via Deuter Road, manoeuvring areas, car parking areas, weighbridge, water and fuel storage tanks, internal and perimeter fencing (including acoustic barriers), landscaping, building facade signage, two (2) freestanding LED advertising displays (8 metre high), and removal of sixteen (16) Regulated Trees and six (6)

Significant Trees - to be undertaken in three (3) stages in accordance with the plans and details submitted with the application and subject to the following conditions:

Reserved Matters:

The following matter/s shall be submitted for further assessment and approval by the Assessment Manager, as delegate of the Council Assessment Panel, as Reserved Matters under Section 33(3) of the *Development Act 1993*:

1. Amended Civil and stormwater plans (refer Gama Consulting – Stormwater Management Plan, Project No. 200904, Date 9 February 2021 – including accompanying plans and report) prepared by a suitably qualified engineer are required detailing:
 - a. Finished floor levels for all buildings and hardstand surfaces
 - b. Cut/fill details
 - c. Retaining walls, kerbing or ramps, their design and grades
 - d. Pavement design details and gradients
 - e. Car parking dimensions, aisle widths, circulation movements and associated parking markings and signage
 - f. Stormwater management arrangements, including accompanying design calculations, which consider the minor storm (Q10) and major storm (Q100) events. Peak discharge to the external stormwater system is not to exceed pre-development flow rates.
 - g. Water sensitive urban design measures to maximise stormwater detention on-site
 - h. Surface water treatment to ensure water quality objectives are met

Development Plan Consent Conditions

1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Drawing No.	Plan Type	Date	Prepared By
Not stated	Letter to Council	14 th August 2020	Diamanti Design
Not stated	Letter to Council (Response to Further Information)	27 November 2020	Diamanti Design
20-023	Traffic and Parking Assessment	27 November 2020	Phil Weaver & Associates
20-023	Response to Representations	26 February 2021	Phil Weaver & Associates
S6623C4	Environmental Noise Assessment	December 2020	Sonus Pty Ltd
S6623C5	Environmental Noise Assessment – Response to Representations	February 2021	Sonus Pty Ltd

20ADL-0550	Planning Report	6 June 2021	URPS
20ADL-0550	Response to Representations	1 March 2021	URPS
S51042-272596	Environment Management Plan	3 February 2021	FMG Engineering
200904	Proposed Stormwater Management Plan	9 February 2021	Gama Consulting
N/A	Arboricultural Impact Assessment – Revision B	3 June 2021	Tertiary Tree Consulting Pty Ltd
004.20 - Sheet 1	Locality Plan	June 2021	Diamanti Design
004.20 - Sheet 2	Site Levels (Sheet 1)	June 2021	Diamanti Design
004.20 - Sheet 3	Site Levels (Sheet 2)	June 2021	Diamanti Design
004.20 - Sheet 4	Site Levels (Sheet 3)	June 2021	Diamanti Design
004.20 - Sheet 5	Existing Site Plan	June 2021	Diamanti Design
004.20 - Sheet 6	Demolition Plan	June 2021	Diamanti Design
004.20 - Sheet 7	Proposed Site Plan	June 2021	Diamanti Design
004.20 - Sheet 8	Circulation Plan	June 2021	Diamanti Design
004.20 - Sheet 9	Floor Plan – Sorting Shed	June 2021	Diamanti Design
004.20 - Sheet 10	Elevations – Sorting Shed	June 2021	Diamanti Design
004.20 - Sheet 11	Lower Floor Plan - Office	June 2021	Diamanti Design
004.20 - Sheet 12	Upper Floor Plan - Office	June 2021	Diamanti Design
004.20 - Sheet 13	Elevations - Office	June 2021	Diamanti Design
004.20 - Sheet 14	Floor Plan – Workshop and Service	June 2021	Diamanti Design
004.20 - Sheet 15	Floor Plan – Workshop and Service	June 2021	Diamanti Design
004.20 - Sheet 16	Car and Trailer Dumping Area	June 2021	Diamanti Design
004.20 - Sheet 17	Weighbridge Office & Signage	June 2021	Diamanti Design

* The approved documents referred to above are subject to change permitted by minor variations through the Building Rules Consent process as per Regulation 47A of the *Development Regulations 2008*.

* Except where otherwise stated, the development shall be completed prior to occupation/commencement of use.

* All documents referred to under Reserved Matters constitute approved documents and form part of this consent.

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

2. Site work, demolition work and building work shall be carried out only between the hours of 7.00am to 7.00pm Monday to Saturday.

Reason: To limit the effect of construction on the amenity of the locality.

3. The advertisements and advertising structures shall be maintained in good repair at all times

Reason: To maintain the visual amenity of the locality.

4. Except where otherwise approved, the external finishes of the building work shall:

- (a) Be of new non-reflective materials; and
- (b) Be finished in materials and colours/tones as shown on the Approved Plans; and
- (c) Be maintained in good condition at all times.

Reason: To ensure the building achieves a high standard of external appearance.

5. Any roof mounted plant or equipment shall be sited to avoid being visible to street view or otherwise be screened in a manner that forms an integral part of the building design.

Reason: To ensure roof mounted plant and equipment is appropriately designed.

6. Except where otherwise approved, 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 and manoeuvring areas are always available for the purpose they are designed. Further, that the site be maintained in a clean and tidy state.

7. All trade waste and other rubbish shall be contained and stored pending removal in covered containers which shall be screened from public view as per the approved plans.

Reason: To maintain the amenity of the locality.

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

Reason: To ensure that vehicles associated with the land use do not cause disruption or danger to vehicles on adjoining public roads.

9. All goods and materials placed in the areas designated for outdoor storage purposes on the approved plans shall be kept in a tidy manner at all times.

Reason: To improve the site appearance and amenity of the locality.

10. All landscaping identified on the Approved Site Plan, prepared by Diamanti Design, Sheet Number 7 dated June 2021 shall be completed, prior to commencement of use (as hereby approved) and shall be maintained at all times thereafter (including the replacement of diseased or dying plants and the removal of weeds and pest plants).

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

11. Noise measured at the nearest residential property boundary shall remain within the requirements of the Environment Protection Authority (EPA) guidelines for development adjacent to a residential area.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.

12. All driveways, manoeuvring areas and hardstand areas shall be constructed in accordance with the Approved Site Plan, prepared by Diamanti Design, Sheet Number 7 dated June 2021. The surface shall consist of concrete, bitumen or compacted rubble to a standard appropriate for the intended traffic volumes and vehicle types. Individual car parking bays shall be clearly line-marked. Driveways and car parking areas shall be established prior to the commencement of use (as hereby approved) and shall be maintained at all times to the satisfaction of Council.

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

13. The Deuter Road driveway crossover (extending from the property boundary to the edge of the existing road seal) and internal driveway leading from Deuter Road to the staff car parking area, shall be sealed with bitumen or concrete to a standard appropriate for the intended traffic volumes and vehicle types. The crossover and internal driveway shall be established with Stage 1 and prior to the commencement of use.

Reason: To ensure appropriate access to/from Deuter Road and to maintain and enhance the amenity of the locality.

14. Outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads.

Reason: To ensure that floodlighting does not cause nuisance or danger to adjoining occupiers or road users thereby reducing the amenity of the locality and/or making road use unsafe.

15. All of the recommendations contained in the Arboricultural Impact Assessment (Revision B) report, prepared by Tertiary Tree Consulting Pty Ltd consultants, dated 3 June 2021, shall be implemented in full, prior to commencement of use.

Reason: To ensure the management of existing trees in accordance with the consultant's recommendations.

16. Stormwater systems shall be designed and constructed to cater for minor storm flows (Industrial / Commercial ARI = 10yrs). 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 conditions and no runoff into neighbouring property for the major storm event ARI = 100 years.

Reason: To ensure flood protection and management of stormwater.

17. The Finished Floor Level of the building is to be a minimum of 300mm above the top of adjacent drainage channel embankment.

Reason: To ensure flood protection.

18. The site stormwater drainage system shall be designed to control the quantity and quality of stormwater discharged from the site to minimise flooding, to prevent adverse impacts on downstream drainage systems and to protect the water quality of receiving waters. In particular the following Water Sensitive Design principles and components are to be included in the stormwater drainage design.

- a. Storm runoff from building roof areas is to be separated from the runoff from ground or paved surfaces and may be discharged directly to Council's downstream underground drainage system without treatment to improve water quality.
- b. Grassed or vegetated swale drains and sedimentation / detention basins are to be used to convey storm runoff from paved surfaces including car parking areas to Council's downstream drainage system to reduce the extensive use of hard concrete kerb edges and underground piped drainage systems. The use of permeable paving for light vehicle car

parking areas is suggested as a means of increasing the site stormwater detention / retention and infiltration rates and reducing the peak discharge rates and volume of runoff that discharge to Council's downstream drainage system.

- c. The minor stormwater drainage system of grassed swale drains, culverts, pits and pipes is to be designed with capacity to convey the runoff resulting from a 1 in 10 year ARI storm event.
- d. Grassed swale systems and basins are to be designed to provide primary treatment of stormwater runoff by filtering and removal of silt, sediments, oil and grease before discharge to downstream drainage systems and may also incorporate bio-retention treatment systems.
- e. Gross pollutant traps including trash racks and trash nets are to be included in the stormwater drainage system to capture stormwater pollutants such as rubbish and floatable litter.
- f. Gross pollutant traps, water quality treatment devices and drainage systems are to include high flow bypass and overflow provisions to accommodate extreme storm events resulting from the 1 in 100 year ARI major storm event.
- g. The following water quality targets apply:
 - i. 80% retention of the typical urban annual load for Total Suspended Solids
 - ii. 60% retention of the typical urban annual load for Total Phosphorus
 - iii. 45% retention of the typical urban annual load for Total Nitrogen
 - iv. 100% retention of the typical urban annual load for Gross Pollutants (litter)
 - v. No visible oil flows up to the 3month ARI peak flow

Reason: To ensure flood protection and management of water quality and quantity.

- 19. The carparking layout including car park spaces and aisle widths are to be designed and constructed to comply with AS 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 car parking complies with relevant Australian Standards.

- 20. Construction of the acoustic wall and associated Tree Pruning (Trees 15, 16, 18 and 19) shall be undertaken as part of Stage 1 works, prior to commencement of the use at the subject site.

Reason: To ensure noise mitigation measures are established prior to commencement of use.

Environment Protection Authority

21. Heavy vehicle movements must only access the site via the Port Wakefield Road entry/exit point. The Deuter Road entry/exit must only be used for access and egress by staff vehicles.
22. Acoustic treatments as specified in the acoustic report by SONUS (ref: S6623C5, February 2021) must be installed prior to commencing operations.
23. Any inadvertently accepted unclassified soil awaiting testing must be stored on sealed surface and undercover at all times.
24. Prior to use, skip bins receiving asbestos waste must be fitted with lids and these must remain in place at all times thereafter.

Commissioner of Highways

25. Any infrastructure within the road reserve that is demolished, altered, removed or damaged during the construction of the access shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.
26. All vehicles shall enter and exit the site in a forward direction.
27. Any gates shall be setback a sufficient distance so that a vehicle can store completely on private property prior to the gate being opened/closed. The gates shall also remain open during normal business operations.
28. The largest vehicle permitted to access the site will be a 19.0 metre Articulated Vehicle (as per AS 2890.1:2018).
29. The LED displays shall be permitted to display one self-contained message each with a minimum dwell time of 45 seconds. The time taken for consecutive displays to change shall be no more than 0.1 second.
30. The LED displays shall not flash, scroll or move, and shall not be permitted to display or imitate a traffic control device. Animated effects such as 'fade', 'zoom' or 'fly in/out' or signs that show images across multiple displays shall not be used.
31. Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illuminated signs visible from Port Wakefield Road shall be limited to a low level of illumination (i.e. $< 150\text{Cd/m}^2$), except in the case of electronic signage (LED), which shall be limited to the following stepped luminance levels:

Ambient Conditions	Sign Illuminance Vertical Component	Sign Luminance (Cd/m ²) Max
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	(Lux)	
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	300
Dusk	40	200
Night	<4	150

Advice Notes

1. The Commissioner of Highways advises that all road works for the Port Wakefield Road access, median treatments and alterations to the Deuter Road left turn lane deemed required to facilitate safe access to the development shall be designed and constructed to DIT's satisfaction, with all costs (including design, construction, project management and any changes to pavement, road drainage, road lighting, wire rope safety barrier, CCTV infrastructure, lighting etc.) being borne by the applicant.

Prior to undertaking detailed design, the applicant shall contact Mr Narendra Patel, Senior Network Integrity Engineer, Network Management Services on telephone (08) 8226 8244, mobile 0400 436 745 or via email: narendra.patel@sa.gov.au to progress this.

The Commissioner of Highways advises that the applicant will be required to enter into a Developer Agreement with DIT to undertake and complete this work and the work shall be completed prior to the business becoming operational.

2. The applicant is reminded of its general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm, including, but not limited to, taking all reasonable and practical operational steps to reduce off site noise. As a minimum, this should comprise fitting all trucks and forklifts with broadband reverse beepers.
3. The applicant is reminded that noise from construction, demolition and site preparation is required to meet the mandatory provision of part 6 Division 1 of the Environment Protection (Noise) Policy 2007.
4. The applicant is reminded that stormwater drains and basins should be inspected regularly, and any built-up of litter from surface water drains should be removed.
5. An environmental authorisation in the form of a licence is required for the operation of this development. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements. Information on applying for a licence (including licence application forms) can be accessed here: http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence

6. A licence may be refused where the applicant has failed to comply with any conditions of development approval imposed at the direction of the Environment Protection Authority.
 7. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>
 8. During construction, should temporary traffic control be required approval should be obtained from DIT's Traffic Management Centre (TMC). The company engaged for traffic control will need to provide the TMC with a copy of the traffic management plan and seek approval of any temporary traffic control/signage. The TMC can be contacted via email at dit.tmc@sa.gov.au or via telephone at 1800 018 313.
 9. The applicant should contact DIT, Transport Assessment (via dit.landusecoordination@sa.gov.au) to apply for an access permit (under the Highways Act 1926) and to ensure departmental records can be updated.
 10. In order to formalise access to/from CT 6016/61 and associated uses (e.g. parking, fencing LED displays, etc.) a licence will need to be negotiated with terms and conditions agreeable to the Minister for Infrastructure and Transport/Commissioner of Highways e.g. Maintenance, public liability insurance cover, rental payable for the licence agreement and the licensee would be responsible for all legal fees associated with preparing the documentation etc. Further information is available by contacting DIT, Across Government Services - Property Directorate, Mr Travis Marwe on telephone (08) 8343 2242 or via email travis.marwe@sa.gov.au
 11. The site is not connected to SA Water sewerage system and therefore any wastewater connections on the site will require an application to be lodged for an onsite wastewater treatment system - to be installed in compliance with the Public Health Waste Control Regulations. As part of this separate application process, a wastewater engineers report and soil report will be required for assessment and review.
- The site is located in the vicinity of the EPIC Energy Gas Pipeline, licensed to EPIC Energy under the *Petroleum and Geothermal Energy Act 2000 (PGE Act)*.

The PGE Act requires all transition pipelines to be designed, constructed, operated and maintained in accordance with Australian Standard 2885 *Pipelines – Gas and Liquid Petroleum*. This standard exists to ensure protection of the pipeline, which in turn ensures the safety of the community, protection of the environment and security of gas supply to users.

AS 2885 requires that the pipeline be designed to ensure it will be compatible with the surrounding land use. Where there is a change in land use, it must be demonstrated that risks have been reduced to as Low as Reasonably Practicable (ALARP).

Prior to the development being undertaken in the proposed location, the pipeline operator will need to be provided with further information to determine whether there are any threats associated with the construction work (including installation of new services in the vicinity of the pipeline) and long term maintenance of the development that could impact the integrity of the pipeline.

The Department for Energy and Mining recommends that the proponent contact EPIC Energy prior to undertaking works to allow EPIC Energy to approve design of any crossings and determine conditions of work over the pipeline.

8.1.2 361/249/2021/2B

Integrated Service Station Complex Comprising Fuel Pumping Bays, Two Fuel Canopies, Three Underground Fuel Tanks, Associated 240 Square Metre Shop / Control Building, Internally Illuminated Façade And Canopy Signage, Together With an 8 Metre High Internally Illuminated Freestanding Sign, Associated Service Yard, Carparking, Fencing, Landscaping And The Removal Of Two (2) Regulated Trees On Road Reserve at 483 Waterloo Corner Road, Burton SA 5110 for Development Holdings Pty Ltd

REPRESENTORS

Ms R Reid-Nguyen, spoke her and N Nguyen representation.

APPLICANT

Mr Rob Gagetti, Planning Consultant, spoke on behalf of the applicant.

Ms C Gill moved, and the Development Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 4 April 2019.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/249/2021/2B for Integrated Service Station Complex Comprising Fuel Pumping Bays, Two Fuel Canopies, Three Underground Fuel Tanks, Associated 240 Square Metre Shop / Control Building, Internally Illuminated Façade And Canopy Signage, Together With an 8 Metre High Internally Illuminated Freestanding Sign, Associated Service Yard, Carparking, Fencing, Landscaping And The Removal Of Two (2) Regulated Trees On Road Reserve in accordance with the plans and details submitted with the application and subject to the following conditions.

Development Plan Consent Conditions

1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Drawing No.	Plan Type	Date Received	Prepared By
3387 DA01 Revision 7	Cover Sheet + Context	16 June 2021	Brown Falconer
3387 DA02 Revision 7	Site Plan	16 June 2021	Brown Falconer
3387 DA03 Revision 7	Site Elevations + Signage	16 June 2021	Brown Falconer
3387 DA04 Revision 5	Shop Floor Plan + Elevations	16 June 2021	Brown Falconer

3387 DA05 Revision 6	Fuel Canopy Elevations	16 June 2021	Brown Falconer
3387 DA06 Revision 7	Landscaping Plan	16 June 2021	Brown Falconer
3387 DA07 Revision 8	3D Images	16 June 2021	Brown Falconer
S6760C4	Environmental Noise Assessment – Burton Service Station – December 2020	4 February 2021	Sonus
S28279	Pre-development Arboricultural Impact Assessment – 8 January 2021	4 February 2021	Project Green
20354 Version V1.1	Traffic and Parking Report – 28 January 2021	4 February 2021	CIRQA
SA200052 C01 Revision E	Stormwater Plan Notes, Legend and Schedule	4 February 2021	Sagero
SA200052 C02 Revision E	Grading Plan and Details	4 February 2021	Sagero
SA200052 C03 Revision E	Concrete Joints Plan and Details	4 February 2021	Sagero
SA200052	Civil Stormwater Calculations	4 February 2021	Sagero
01027-001	Planning Statement	4 February 2021	Ekistics
-	EPA – Schedule 8 – Referral Response – Direction – Activities of Major Environmental Significance	12 April 2021	EPA
-	DIT – Schedule 8 – Referral Response	22 April 2021	DIT
01027-002	Response To Council Request For Further Information & Response To Representation – Development Application 361/249/2021/2B	25 May 2021	Ekistics

* *The approved documents referred to above are subject to change permitted by minor variations through the Building Rules Consent process as per Regulation 47A of the Development Regulations 2008.*

* *Except where otherwise stated, the development shall be completed prior to occupation/commencement of use.*

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

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2. Except where otherwise approved, the external finishes of the building work shall:

- (a) Be finished in new non-reflective materials; and
- (b) Be finished in natural tones, in accordance with the approved plans; and
- (c) Be maintained in good condition at all times.

Reason: To achieve the building achieves a high standard of appearance.

3. Except where otherwise approved, 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 and manoeuvring areas are always available for the purpose they are designed. Further, that the site be maintained in a clean and tidy state.

4. All advertising signs and advertising structures shall be maintained in good repair at all times with graffiti removed within 24 hours.

Reason: To maintain the visual amenity of the locality.

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

Reason: To ensure that vehicles associated with the land use does not cause disruption or danger to vehicles on adjoining public roads.

6. All landscaping identified on the Approved Landscaping Plan, prepared by Brown Falconer, received by Council 16 June 2021, shall be completed, prior to commencement of use (as hereby approved) and shall be maintained at all times thereafter (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council.

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

7. All driveways, manoeuvring areas and hardstand areas shall be constructed in accordance with the Approved Site Plan, prepared by Brown Falconer received by Council 16 June 2021. The surface shall consist of brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual car parking bays shall be clearly line-marked. Driveways and car parking areas shall be established prior to the commencement of use (as hereby approved) and shall be maintained at all times to the reasonable satisfaction of Council.

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

8. The car parking layout and associated aisle widths and car park manoeuvring area shall be designed and constructed to comply with AS 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 Best Engineering Practice.

9. Noise measured at the nearest residential property boundary shall remain within the requirements of the Environment Protection Authority (EPA) guidelines for development adjacent to a residential area.

Reason: To ensure that noise does not cause nuisance to adjoining residential occupiers or owners.

10. Outside lighting shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads.

Reason: To ensure that floodlighting does not cause nuisance or danger to adjoining occupiers or road users thereby reducing the amenity of the locality and/or making road use unsafe.

11. All existing crossovers made redundant by this development shall be reinstated to kerb, prior to commencement of use, in accordance with Council’s kerb design standard, to the reasonable satisfaction of Council.

Reason: To ensure orderly development and improve the amenity of the development.

Department for Infrastructure and Transport

12. The following conditions are met:

- a. The Waterloo Corner Road access point shall be suitably signed and line-marked to reinforce the desired traffic flow. Chevron line-marking shall also be incorporated in the design to reduce the width of the access for passenger vehicles while still permitting access for delivery vehicles.
- b. A section of solid median (refer Site Plan, Drawing No. 3387 DA02, Revision 5 dated 28 January 2021) shall be installed along Waterloo Corner Road to physically restrict access to left turn in movements only. The work shall be designed and constructed to DIT’s satisfaction, with all costs (including design, construction, project management and any changes to road drainage, lighting etc. required) being borne by the applicant. Prior to undertaking detailed design, the applicant shall contact Mr Narendra Patel, Senior Network Integrity Engineer, Network Management Services on telephone (08) 8226 8244, mobile 0400 436 745 or via email: narendra.patel@sa.gov.au to progress this. The applicant shall enter into a Developer Agreement with DIT to undertake and complete this work prior to operation of the business.
- c. All vehicles shall enter and exit the site in a forward direction.

- d. All off-street parking shall be designed in accordance with *AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. Clear sightlines*, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in *AS/NZS 2890.1:2004*, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
- e. The internal manoeuvring areas for commercial vehicles shall be designed in accordance with *AS2890.2:2018*.
- f. Any infrastructure within the road reserve that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.
- g. The final design of the illuminated pylon sign shall be located so as to ensure driver sightlines to/from the subject site and adjacent local roads are maximised and that the minimum clear zone requirements identified in *Austroads Guide to Road Design Part 6: Roadside Design, Safety and Barriers* are achieved
- h. The pylon sign LED fuel pricing shall incorporate white LED on a black background only. The time taken for consecutive displays to change shall be no more than 0.1 second. The sign/s shall not flash, scroll or move.
- i. The pylon sign LED fuel price sign shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Subsequently, the LED component of the sign shall be limited to the following stepped luminance levels:

Ambient Conditions	Sign Illuminance Vertical Component (Lux)	Sign Luminance (Cd/m ²) Max*	Sign Luminance (Cd/m ²) Max Average**
Sunny Day	40,000	6,300	6,300
Cloudy Day	4,000	1,100	1,100
Twilight	400	300	300
Dusk	40	200	200
Night	<4	150	60

- j. The operational system for the LED sign shall incorporate an automatic error detection system that will turn the display off or to a blank, black screen should the screen or system malfunction.

Environment Protection Authority

13. The following conditions are met:

- a. Prior to operation, all fuel storage tanks (apart from diesel and LPG) must be fitted with a Stage 1 vapour recovery system (which includes underground storage tank vent pipes being fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling.

- b. Prior to operation, all underground fuel storage tanks must be double-walled and fitted with a leak detection system designed and installed in accordance with clause 4.5 of *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems*.
- c. Prior to operation, all fuel lines between the underground storage tanks and fuel dispensers must be double contained and fitted with a leak detection system, designed and installed in accordance with clause 4.5 of *Australian Standard 4897-2008 The design, installation and operation of underground petroleum storage systems*.
- d. Stormwater runoff from all hardstand areas of the retail petrol station (including the refuelling and fuel delivery areas) must be managed in accordance with the *Stormwater Plan Notes, Legend and Schedule and Grading Plan and Details, prepared by Sagero* (Project Number SA 200052, Drawing Numbers C01 & C02, Issue E) and the Site Plan prepared by Brown Falconer, dated 29/10/2020 (Drawing Number 3387 DA02 Revision 4) and must be directed via kerb and gutter, surface grade change and grates/piped drainage system to a forecourt full retention oil/water separator (no bypass function) that:
 - i. Has a minimum spill capture capacity of 10,000 litres
 - ii. Has an audible/visible alarm
 - iii. Reduces oil content in the outlet to less than 5 ng/L (as confirmed by independent third party scientific testing)
 - iv. Operates effectively in the event of a power failure
 - v. Is maintained in accordance with the manufacturer operational and maintenance requirements to ensure design capacity and treatment standards are available at all times.
- e. Any sludge or oily residue collected within the forecourt full retention oil/water separator must be removed by an EPA licensed waste transporter to a licensed waste depot.

Council Advice Notes

- Council's Parks and Open Space Team have consented to removal of street trees to facilitate the access points. A letter of cost will be sent for the removals, separate to the Development Approval process, should the application be granted consent.
- A final survey of the site boundaries is recommended to ensure the approved building works are accommodated within the designated footprint and achieve the designated boundary setbacks.
- With regards to all proposed boundary retaining walls and fencing, the applicant is reminded to appropriately consult with adjoining property owners and follow due process pursuant to the *Fences Act 1975*. Please note combined retaining walls and fencing in excess of 2.1m are subject to Development Authorisation. For further information, please visit the Legal Services Commission of SA website: <https://lsc.sa.gov.au/resources/FencesandtheLawBooklet.pdf>

- The applicant is reminded that demolition and construction is required to be carried out so that it complies with the mandatory construction noise provisions of Part 6, Division 1 of the *Environment Protection (Noise) Policy 2007* and the provisions of the *Local Nuisance and Litter Control Act 2016*. Under the *Local Nuisance and Litter Control Act 2016*, construction noise is declared to constitute a local nuisance as follows:

The noise has travelled from the location of the construction activity to neighbouring premises –

- *On any Sunday or public holiday; or*
- *After 7pm or before 7am on any other day.*
- A Food Business Notification form as prescribed under the Food Act must be completed prior to commencement or any food sale or production activities.
- The structure and design of any designated food preparation and kitchen must be constructed in compliance with *Food Act 2001 and Food Safety Standard 3.2.3*.

Department for Infrastructure and Transport Advice Note

- All vegetation within the road reserve shall be removed in accordance with Council/Native vegetation requirements and at the cost of the applicant.

Environment Protection Authority Advice Notes

- The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environmental Protection Act*, to take all reasonable and practicable measures to ensure that the activities of the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- An environmental authorisation in the form of a licence is required for the operation of this development. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements. Information on applying for a licence (including licence application forms) can be accessed at: http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence
- A licence may be refused where the applicant has failed to comply with any conditions of development approval imposed at the direction of the Environment Protection Authority.
- To manage human health and environmental risks during construction, the EPA recommends that a construction environmental management plan (CEMP) should be prepared by a qualified site contamination consultant in accordance with EPA guidelines and provided to the planning authority prior to the commencement of works. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following web site: <http://www.epa.sa.gov.au>

OTHER BUSINESS

8.2.1 Status of Current Appeal Matters and Deferred Items

Nil

8.2.2 Policy Issues Arising from Consideration of Development Applications

Nil

8.2.3 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 27 July 2021.

ADOPTION OF MINUTES

Mr Brug moved, and the Council Assessment Panel resolved that the Minutes of the Council Assessment Panel Meeting be taken and read as confirmed.

The meeting closed at 8.44 pm.

PRESIDING MEMBER: Mr T Mosel

DATE: 29 June 2021
(refer to email approving minutes registered in Dataworks
Document Number 6771741)

ITEM	8.1.1
	COUNCIL ASSESSMENT PANEL
DATE	27 July 2021
APPLICATION NO.	Development Application 21007764
APPLICANT	Sagle Constructions Pty Ltd
PROPOSAL	Additions to existing research facility including reconfiguration of carpark and fencing, relocation of storage yard, and landscaping
LOCATION	19-23 Park Way, Mawson Lakes SA 5095 and 25-31 Park Way, Mawson Lakes SA 5095
CERTIFICATE OF TITLE	CT-6057/56 and CT-6123/94
AUTHOR	Karyn Brown, Development Officer Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Subzone	Urban Neighbourhood Zone
Application Type	Performance Assessed
Public Notification	Representations received: Three Representations to be heard: Two
Referrals - Statutory	Heritage South Australia
Referrals – Internal	Development Engineering Parks and Open Space Assets (Landscape)
Planning and Design Code Version (at lodgement)	11 May 2021
Assessing Officer	Karyn Brown
Recommendation	Grant Planning Consent subject to Conditions
Meeting Date	27 July 2021

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans and Supporting Documentation
Attachment 2:	Copy of Sign Displayed on the Land and Representations
Attachment 3:	Applicant's Response to Representations
Attachment 4:	Heritage SA Referral Response
Attachment 5:	Extract of Planning and Design Code

3. EXECUTIVE SUMMARY

The applicant seeks Planning Consent for additions to existing research facility including reconfiguration of carpark and fencing, relocation of storage yard, and landscaping at 19-23 and 25-31 Park Way, Mawson Lakes, pursuant to the *Planning, Development and Infrastructure Act 2016*.

This is the first meeting subject to applications for consideration by the Panel in relation to the *Planning, Development and Infrastructure Act 2016*. To assist the Panel in its consideration of this item and in its interpretation of the Planning and Design Code, a separate information report is contained in agenda item 8.2.1.

The proposed development is subject to “performance assessed” and as a publicly notified form of development. Three representations were received during the notification period, two in support (one conditional support) and one in opposition. Two of the representors have requested to be heard.

This report provides a detailed assessment of the application against the relevant provisions of the Planning and Design Code. The assessment has found that the proposed development:

- (a) Is consistent with the Desired Outcome for the Urban Neighbourhood Zone and key Zone Performance Outcomes in that the proposal involves alterations and additions to “*light industrial and commercial uses (including high technology and research based activity) where compatible with adjoining uses*”;
- (b) Has been designed to minimise the degree of visual and overshadowing impact upon the adjacent residential properties to an acceptable level, having regard to the proposed setback of 1.5m to the western boundary, the stepping down of the wall height adjacent to the north-western boundary and provision of dense landscaping between the building extension and the north-western boundary;
- (c) Is considered to be a contemporary and attractive architecturally designed building that is visually appealing and compatible with the existing development on the site and in the locality;
- (d) Heritage South Australia (SA) have no objection to the proposed building additions that relate to the State Heritage listed Place known as the Former Levels Homestead Stables. Heritage SA have advised that the “*Additions continue in the form and finishes of the existing workshop building that is separated from the historic stables building*”;
- (e) Provides for adequate on-site car parking. A development approval has been granted for a temporary car park of 23 spaces at the eastern end of the site and this car parking has been constructed. While the proposed development will result in a loss of 10 car parking spaces in order to accommodate the extended research building and modified storage yard and will generate demand for 10 additional car parks, there has no net reduction in provision of car parks at the site, having regard to the parking requirements under the Planning and Design Code;
- (f) Vehicle access arrangements to Park Way are unchanged.

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

4. SUBJECT SITE

The subject site is described as 19-23 Park Way and 25-31 Park Way, Mawson Lakes and is comprised of three (3) allotments, formally described as:

- Allotment 541, contained in Deposited Plan 82811, Certificate of Title Volume 6057 Folio 56 (eastern most allotment);
- Allotment 33, contained in Deposited Plan 78736, Certificate of Title Volume 6123 Folio 94 (western most allotment);
- Allotment 128, contained in Deposited Plan 17917, Certificate of Title Volume 6123 Folio 93 (middle allotment).

The combined site (hereafter referred to as the 'site') is of irregular shape and is bounded by Park Way to the south and the Dry Creek linear park along the north. The site has a frontage to Park Way along its southern and eastern boundaries for approximately 252 metres and frontage to the Dry Creek linear park along the northern boundary for approximately 305m. The overall site area is approximately 1.28 hectares.

The proposed development is proposed entirely on Allotment 33 which is the most western allotment. However, the site operates as one, noting that the buildings straddle lot 33 and 128 (the middle lot) and the car parking also extends onto the eastern lot (lot 541). The north-western and south-western boundaries of Allotment 33 border residential uses located in the adjacent Housing Diversity Zone.

The site contains an existing research facility which is comprised of the former Levels Homestead Stables that fronts Park Way and is located on lot 128 (partly extending onto lot 33), with several later detached buildings constructed behind and to the western side of the stables. There is an enclosed storage yard located to the western side of the existing buildings on lot 33.

The site is occupied by Daronmont Technology which is a company specialising in design, engineering, integration and support to complex high technology systems. Their operations are principally in the nature of office floor space but there are some research and development activities that occur within the buildings on the site.

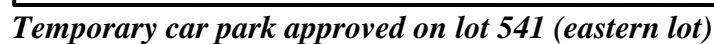
There are two existing car park areas constructed on the site, one in the form of a sealed bitumen car park at the western end of the site (on lot 33) accessed to Park Way, having capacity of 25 spaces. The second car park is located on the eastern side of the buildings and is also accessed to Park Way comprising 36 spaces (13 bitumen sealed and 23 unsealed).

The site at 19-23 Park Way (lot 541) was recently purchased by Daronmont and since purchase they have constructed a temporary car park comprising 23 spaces (refer to Development Approval 361/1643/2020). The remainder of this allotment is undeveloped, however, Daronmont has obtained Development Plan Consent to construct a three storey office building and provision of 127 additional car parks (refer Development Plan Consent 361/453/2021).

A plan showing the image of the approved temporary car park is contained on the following page.

Item 8.1.1

Allotment 33 is subject to a drainage easement to the Council as registered on the Certificate of Title. However, the building works are not proposed to affect the easement. There are no Encumbrances or Land Management Agreements registered on the Certificates of Title for any of the allotments.



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Photo 1.
Looking north from Park Way into the site toward the western car park and storage area. The building extension is proposed to the left of the existing building in the location of the existing storage area.



Photo 2.
Looking north from opposite side of Park Way towards the site. The western access is in the foreground.



Photo 3.
Looking south-west from Dry Creek Linear Park toward the site. The proposed building extension is to the right side of the existing building.



Photo 4.
Looking north from the existing car park toward the storage yard and neighbouring site at 19-21 The Mews. Note the row of existing Pencil Pines are in view adjacent the boundary fence



Photo 5.
Looking south from Dry Creek Linear Park toward the northern yard of 19-21 The Mews. The building extension is proposed behind the existing Pencil Pines (to the side of the existing building)



Photo 6.
Looking north within existing storage yard toward the Linear Reserve. Note the existing door to the existing building is in view to the right



5. LOCALITY




The locality is determined principally by visual reference of the proposed building and the physical relationship of properties to the site. The locality encompasses residential land that borders the site to the west, south-west and south that consists mostly of two storey detached dwellings. The locality also encompasses detached dwellings on residential land on the opposite side of Park Way (south of lot 33). South-east of these dwellings, a non-residential use (16-28 Park Way) comprising an industrial use, Sardstedt, an established medical equipment manufacturer.

This Dry Creek Linear Park borders the northern and eastern sides of the site and is a dominant feature of this locality and consists of a large open spaced area, waterbody, pedestrian and cycling paths and extensive landscaping. The linear park extends south of Park Way and passes alongside the eastern and southern sides of the Sardstedt site. Portion of this reserve fronting Park Way is occupied by the Mawson Lakes Dog Park. On the northern and eastern sides of the Dry Creek linear park, two storey detached and row dwellings overlook the reserve.

A locality plan and contextual plan are provided below.

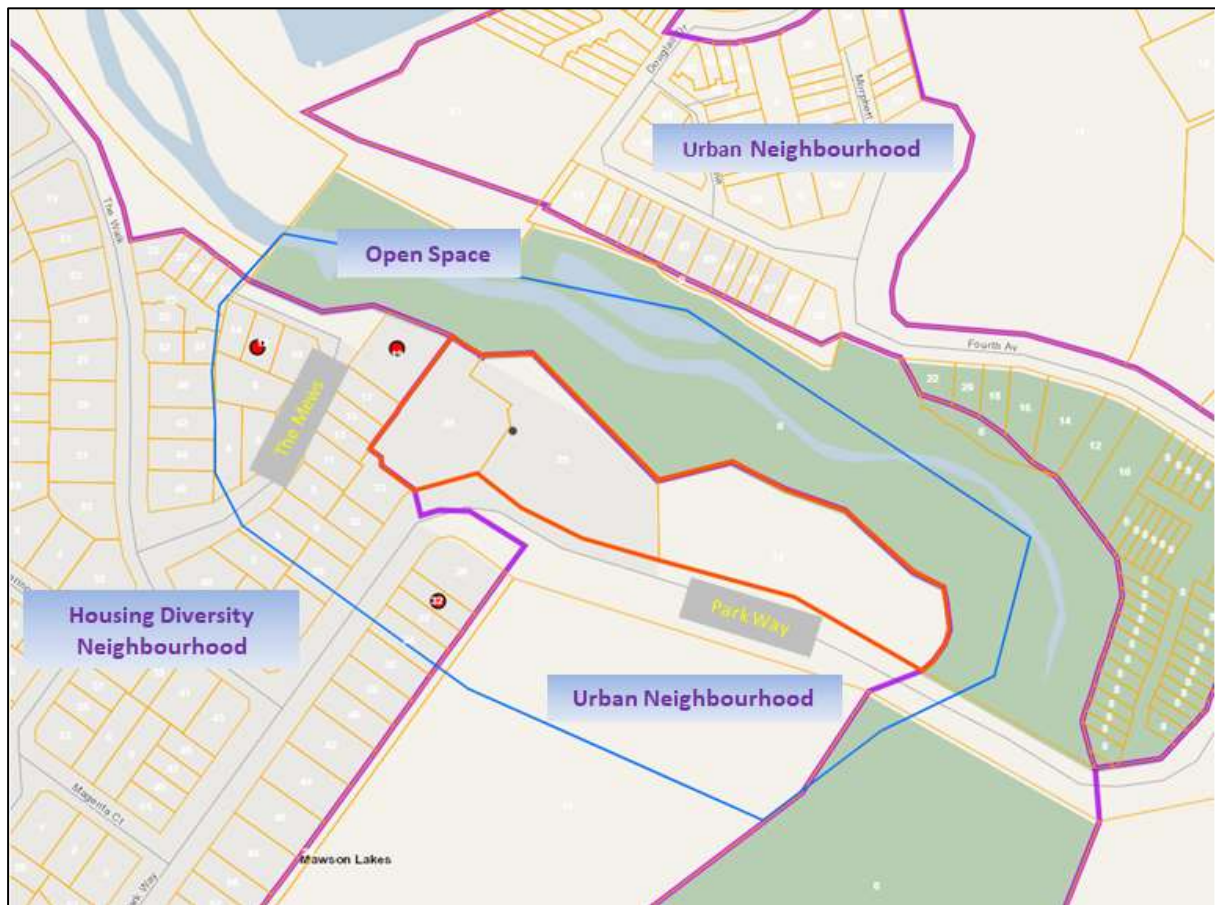
Locality Plan – Aerial



Legend (Source: Nearmap)	
	Site boundary
	Locality boundary
	Representor

[illegible]


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Contextual Plan**Legend (Source: Nearmap)**

	Site boundary
	Locality boundary
	Representor

Panoramic View



Legend (Source: Nearmap)	
	Site boundary

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant seeks Planning Consent for additions to existing research facility including reconfiguration of carpark and fencing, relocation of storage yard, and landscaping at 19-23 and 25-31 Park Way, Mawson Lakes, pursuant to the *Planning, Development and Infrastructure Act 2016*.

The key elements of the proposal include:

- Extension of the existing building on lot 33 to the north-west of the existing building that will extend the existing workshop/storage and integrate the shelter fitout facilities. The new building will comprise:
 - Total floor area of 320 square metres;
 - Maximum 7.6 metre high wall height;
 - Wall height dropped at the western end to 3.5m, tapering up at 45 degrees to a total height of 7.6m (max height is approx. 5m in from fenceline);
 - Colours, materials and finishes to match existing building and will comprise precast walls in painted finish and selected stonework to the reserve elevation;
 - Floor layout will comprise storage, racking and workshop area;
 - Re-use of existing roller door (from existing workshop area) that will face south-west.
- Relocation of existing external storage yard, resulting in loss of 10 car parking spaces.

- Relocation of existing 2.4 metre high security fencing in order to secure the relocated external storage area;
- Stone retaining wall using Kanmantoo stone that will retain the levelled platform for the new building and will be visible to the Dry Creek linear reserve;
- Dense planting of Pencil Pines within the 1.5m space between the building and the north-western boundary;
- Repurposing of 4 existing car parks that are no longer linked to the western car park as motorbike parking bays (maximum capacity of 23 motor-bikes).

The addition is to be sited approximately 24.0 metres from the Park Way frontage, 1.5 metres from the western boundary and at least 1.0 metre in from the reserve boundary. The main façade of the building addition has a wall height of 7.6 metres, but the building has been designed to taper down the building height at 45 degrees to 3.5m (plus 1m high stone retaining wall beneath = 4.5m), adjacent to the north-western property boundary. At the point that the building tapers to its highest point, the building is setback approximately 5m from the north-western boundary.

Landscaping is proposed along the north-western side of the building and this landscaping will extend along the full length of the storage yard (to the extent of the secure 2.4m high fence). Pencil Pines will be planted with a spacing of 1.5m separation in order to provide a near continuous screen of the building addition and the storage area. The proposed plantings will complement the planting of existing Pencil Pines on the neighbouring site to the west.

Access to the site via Park Way is unchanged by the proposed development.

A copy of the proposal plans and supporting documentation are contained in Attachment 1.

7. CLASSIFICATION

The site is located within the Urban Neighbourhood Zone as depicted in the SA Property and Planning Atlas.

The proposed development is described as the construction of '*Additions to an existing research facility including the reconfiguration of carpark and fencing, relocation of storage yard, and landscaping*'.

The authorised and existing use is considered to be that of an office and light industrial use (high technology research facility). The proposed development is considered to retain the character of the existing use and falls within the definition of 'Office' and 'Light industry' as defined in Part 7 – Land Use Definitions of the Planning and Design Code as follows:

<u>Land Use Term</u>	<u>Definition</u>
<u>Light industry</u>	<p><i>Means an industry where the process carried on, the materials and machinery used, the transport of materials, goods or commodities to and from the land on or in which (wholly or in part) the industry is conducted and the scale of the industry does not:</i></p> <p><i>(a) Detrimentally affect the amenity of the locality or the amenity within the vicinity of the locality by reason of the establishment or the bulk of any building or structure, the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste</i></p>

	<i>products, grit, oil, spilled light or otherwise howsoever; or (b) Directly or indirectly cause dangerous or congested traffic conditions in any nearby road.</i>
<u>Office</u>	<i>Means any building used for administration or the practice of a professional but does not include a consulting room or premises where materials are stored for sale or manufacture.</i>

The proposed development is not listed as an Accepted or Deemed to Satisfy form of development in Tables 1 or 2 respectively of the Urban Neighbourhood Zone, nor is the development listed as a Restricted form of development in Table 4 of the Zone. On this basis, the application shall be assessed as “Performance Assessed” development.

8. PUBLIC NOTIFICATION

Table 5 of the Urban Neighbourhood Zone identifies land use classes of performance assessed development that are excluded from notification. Except where development is assigned to a class in Table 5, public notification is applicable. An ‘Office’ is listed in clause 4 of Table 5, however, ‘Light Industry’ is not listed in any clauses.

In addition, the proposed development is contrary to clause 2 of Table 5 which states:

<u>Class of Development</u>	<u>Exceptions</u>
<i>Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood type zone.</i>	<p><i>Except any of the following:</i></p> <ol style="list-style-type: none"> <i>1. The demolition of a State or Local Heritage Place;</i> <i>2. The demolition of a building (except an ancillary building) in a Historic Area Overlay.</i>

The site is adjacent land in the Housing Diversity Neighbourhood Zone and the adjacent land is used for residential purposes. On this basis, public notification must be applicable.

Public notification commenced on 15 June 2021 and closed on 6 July 2021. Three representations were received during the notification period, two in support (one conditional support) and one in opposition. Two of the representors have requested to be heard. The representors are listed below.

Representations received			
Representations received		Support or Oppose	Wish to be Heard
1	G King 21 The Mews MAWSON LAKES SA 5095	Oppose	✓
2	A Nicol 12 The Mews MAWSON LAKES SA 5095	Support	
3	M Kodagoda and S Udakumbuera 32A Park Way MAWSON LAKES SA 5095	Support (with conditions)	✓

A copy of the sign displayed on the land and the representations received are contained in Attachment 2. A copy of the applicant’s response to the representations is contained in

Attachment 3. The content of the representations and the applicant's response are summarised in the table below.

Summary of Representations	
Representation	Applicant's Response
<i>Building height, bulk and scale, overshadow</i>	
<ul style="list-style-type: none"> <i>The building is effectively a two storey factory.</i> <i>The building will abut my rear fence and create a sense of enclosure of my backyard, due to my site being 1.5m lower.</i> <i>The building will significantly overshadow my backyard.</i> 	<ul style="list-style-type: none"> <i>The proposal was amended prior to public notification, to lower the building height adjacent the western boundary to 3.5m and tapering of the roof up at 45 degrees. This change has substantially reduced the wall height adjacent to the western boundary. The proposed building height is compatible with DTS/DPF 3.1 of the Urban Neighbourhood Zone and means the height of the building adjacent to the boundary is reduced to that of a single storey building.</i> <i>The proposed building height of 7.6m is substantially less than the prescribed Maximum Building Heights (metres) Technical Numeric Variation (TNV) of 16.5m for this area. The anticipated 1m of fill is to ensure consistency of the new building with the finished floor level of the existing building and to mitigate against known flood risk. The total building height of 8.6 metres above natural ground level is well within the maximum building height prescribed by the Zone.</i> <i>The building is proposed to be setback 1.5 metres from the north-western boundary and the space between the building and fenceline will be planted out with landscaping (comprising semi-mature Cupressus sempervirens 'Glaucia' Pencil Pines) to assist in screening the built form.</i> <i>The proposed materials and colours will ensure that the proposed building addition will not create any excessive glare by way of non-reflective materials.</i>
<i>Loss of property values</i>	
<ul style="list-style-type: none"> <i>The proposed development will severely impact the value of my house and property and render it less saleable.</i> 	<ul style="list-style-type: none"> <i>Loss of property value due to a proposed development is a matter previously considered by the Environment, Resources and Development Court. The Court acknowledges there have been assertions that both policy changes (via former Development Plan Amendments) and development proposals can either increase or reduce the value of existing properties.</i> <i>The Court has advised that former Development Plans do not refer to the consideration of land values and as such proposals must be considered on their merits against the relevant provisions of the Development Plan to determine if the proposal warrants consent.</i> <i>It is recognised the application is assessed against the</i>

		<i>relevant provisions of the Planning and Design Code and not the former Development Plan. Nevertheless, the same intent applies to both planning schemes.</i>
<i>Address to the Reserve</i>		
<ul style="list-style-type: none"> <i>The proposed development will stick out into the linear park 3-4m further than the existing building.</i> <i>The park has been constructed and is maintained by Council/ratepayers and is very pleasing.</i> <i>The construction of a factory on the edge of the Linear Park is counter productive to the scenic beauty and environmental amenity.</i> <i>The proposed development will not enhance the view to the Linear Park.</i> 	<ul style="list-style-type: none"> <i>The applicant is open to contributing towards the planting of additional landscaping within the reserve to assist in the screening of the new building. This will be negotiated separately with Council.</i> <i>The existing chain mesh fence (and associated shade cloth) will be removed as part of the proposed development with the new stone rubble retaining wall and building providing the main face to the adjoining reserve. The precast wall contains a range of colours for each panel with feature stone paneling to complement the existing buildings. This will provide for an improved visual appearance when viewed from the Council reserve.</i> <i>The proposed building seeks to provide an enclosed area for activities currently occurring externally, thereby reducing the visual clutter and contributing to an improved amenity.</i> 	
<i>Traffic in Park Way</i>		
<ul style="list-style-type: none"> <i>The development will increase traffic at this bend which is a blind spot.</i> <i>There have been two previous accidents at this bend due to driver carelessness which have resulted in damage to our property.</i> <i>Without appropriate speed reduction barriers and a priority pedestrian crossing, the likelihood of collision will increase.</i> <i>This development will increase the danger by introducing more traffic in this location.</i> <i>The Council should</i> 	<ul style="list-style-type: none"> <i>Access to the new building will be achieved via the existing western crossover to Park Way with anticipated volumes of traffic entering and exiting the site unlikely to impact the adjoining road network.</i> <i>The applicant has recently obtained Planning Consent to construct an office development to the east of the existing operations. A large car parking area will be constructed as part of the proposal and will result in 127 additional on-site car parks. It is anticipated the majority of staff associated with the new building will utilise the larger car parking area.</i> <i>The requested speed control mechanisms and priority pedestrian crossing is outside the site and the applicant is not able to implement these measures. We ask that these concerns are forwarded to Council's road safety officers for their consideration.</i> 	

introduce speed control mechanisms and priority pedestrian crossing.	
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9. REFERRALS – STATUTORY

The Application was subject to referral to Heritage SA, pursuant to Schedule 9(3)(17) of the *Planning, Development and Infrastructure (General) Regulations 2017* as follows:

17 – State heritage places

Development that is –

- (a) *In the State Heritage Place Overlay, State Heritage Area Overlay or the Heritage Adjacency Overlay under the Planning and Design Code; and*
- (b) *Specified by the Planning and Design Code as development of a class to which this item applies. (my underlining)*

Part 3 of the State Heritage Place Overlay states the following classes of development / activities are subject to referral:

<i>Class of Development / Activity</i>	<i>Referral Body</i>	<i>Purpose of Referral</i>	<i>Statutory Reference</i>
<p>...</p> <p>Any of the following classes of development</p> <p>(c) <u>Alterations or additions to buildings that:</u></p> <p>(i) <i>Are visible from a public street, road or thoroughfare that abuts the State Heritage Place; or</i></p> <p>(ii) <u>May materially affect the context of the State Heritage Place;</u> or</p> <p>(iii) <i>Involve substantive physical impact to the fabric of significant buildings.</i></p>	<p>Minister responsible for the administration of the Heritage Places Act 1993</p>	<p>To provide expert assessment and direction to the relevant authority on the potential impacts of development on State Heritage Places</p>	<p>Development of a class to which Schedule 9, Clause 3 item 17 of the <i>Planning, Development and Infrastructure (General) Regulations 2017</i> applies</p>

A copy of the Heritage SA referral response is contained in Attachment 4 and a summary of the content of Heritage SA is contained in the table below.

DEPARTMENT	SUMMARISED COMMENT
<i>Heritage SA</i>	<p><i>Heritage SA have no objection to the application and advise the proposed development is considered to be acceptable in relation to the State Heritage place (the former Homestead Stables at 15 Park Way, Mawson Lakes) for the following reasons:</i></p> <ul style="list-style-type: none"> <i>• The additions continue in form and finishes as an extension to the modern workshop building that is separated from the historic stables buildings.</i> <i>• The proposed development will have no physical impact on the heritage place.</i>

10. REFERRALS – INTERNAL

The application was referred to the Development Engineering and Landscape Teams for comment. The following responses were received:

DEPARTMENT	SUMMARISED COMMENT
<i>Development Engineering</i>	<i>The proposed civil and siteworks plan is acceptable. The proposed building will have an adequate finished floor level to avoid any flood impact.</i>
<i>Landscape</i>	<i>The proposed landscape scheme is acceptable. The proposed species selected will establish well in the space between the building and western boundary. This species in the pot size proposed will be approximately 3m in height at planting and 1.5m in spacing and in time with adequate growth this space will form a continuous screen.</i>

11. ASSESSMENT

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the Planning and Design Code. The following reasons are given in support of this recommendation:

- (a) The proposed development comprises alterations and additions to an existing and authorised use that is envisaged within the Zone. The proposed development is consistent with the Desired Outcome for the Urban Neighbourhood Zone and key Zone Performance Outcomes in that the proposal involves alterations and additions to “light industrial and commercial uses (including high technology and research based activity) where compatible with adjoining uses”.

Assessment

Detailed assessment of the application has taken place against the relevant provisions of the Planning and Design Code and is described below under headings.

Table 3 of the Urban Neighbourhood Zone lists the ‘Applicable Policies for Performance Assessed Development’. Table 3 lists the relevant policies to which an ‘office’ is assessed in the Urban Neighbourhood Zone, however, ‘light industry’ is not listed and therefore does not have assigned policies. Therefore, the following clause in the Code applies:

<i>Class of Development</i>	<i>Applicable Policies</i>			
	<i>Zone</i>	<i>General Development Policies</i>	<i>Subzone</i>	<i>Overlay</i>
<i>All other Code Assessed Development</i>	<i>All</i>	<i>All</i>	<i>All</i>	<i>Any relevant Overlay: All</i>

This means the proposal will be assessed against all relevant parts of the Code.

An extract of the Planning and Design Code is contained in Attachment 5. The extract contains all of the applicable policies from the Code relevant to the site.

The site is also subject to 11 Overlays which are stated within the Extract. The majority of the Overlays are not specifically relevant to this proposal, other than:

- Heritage Adjacency;
- Hazards (Flooding General);
- State Heritage Place.

These matters are further considered under headings below.

Land Use

Desired Outcome 1 of the Urban Neighbourhood Zone seeks:

DO 1:

A mixed use area that:

- (a) provides a flexible policy framework for the redevelopment of urban areas in close proximity to high frequency public transport corridors or adjacent primary road corridors that have the potential to become activity generators*
- (b) provides for the high-quality design and integration of buildings and public realm in mixed use areas with walkable urban form, excellent provision for walking and cycling and active street frontages that encourage social interaction, positively contribute to public safety and vibrancy and promote active movement and public transport use*
- (c) provides a concentration of mixed use activity close to community focal points, such as a high frequency fixed transit stop, activity centre or high quality open space*
- (d) provides adaptable and flexible buildings that can accommodate changes in land use and respond to changing economic and social conditions and advances in technology*
- (e) transitions to a reduced scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.*

The Urban Neighbourhood Zone is a mixed use area that provides a flexible policy framework for the redevelopment of urban areas. The Zone seeks to transition development to a reduced scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

Performance Outcomes 1.1 states:

PO 1.1: *Development of medium and high density accommodation types for living, including dwellings, supported accommodation, student accommodation, short term accommodation, either as part of a mixed use development or wholly residential development.*

The related DTS/DPF 1.1 lists both 'Light industry' and 'Office' as uses which development may comprise of.

Further, Performance Outcome 1.3 states:

PO 1.3	<i>Light industrial and commercial uses (including high technology and research based activity) where compatible with adjoining uses.</i>	DTS/DPF	<i>None are applicable.</i>
		1.3	

The proposed development comprises alterations and additions to an existing and authorised use that is envisaged within the Zone. The proposed development satisfies the Performance Outcome, provided that it can be demonstrated that the development is compatible with adjoining uses.

Design and Appearance

Desired Outcome 1(b) of the Urban Neighbourhood Zone seeks development that “*Provides for the high-quality design and integration of buildings and public realm in mixed use areas with walkable urban form...*”

The following Performance Outcomes and related DTS/DPF are contained within the Urban Neighbourhood Zone and 'Design in Urban Areas', General Section of the Code and are also highly relevant to the proposed development:

Urban Neighbourhood Zone

PO 2.2	<i>Building height is consistent with the form expressed in the Building Height (Maximum Levels) Technical and Numeric Variation and the Building Height (Maximum Metres) Technical and Numeric Variation, and otherwise positively responds to the local context including the site's frontage, depth, and adjacent primary street width.</i>	DTS/DPF	<i>Maximum building height (metres) – 16.5 metres and 4 levels</i>
		2.2	
PO 2.8:	<i>Buildings set back from side boundaries (other than street boundaries) to:</i>	DTS/DPF	<i>Building walls setback from the side boundaries the average of the setback of the existing building on</i>
		2.8	

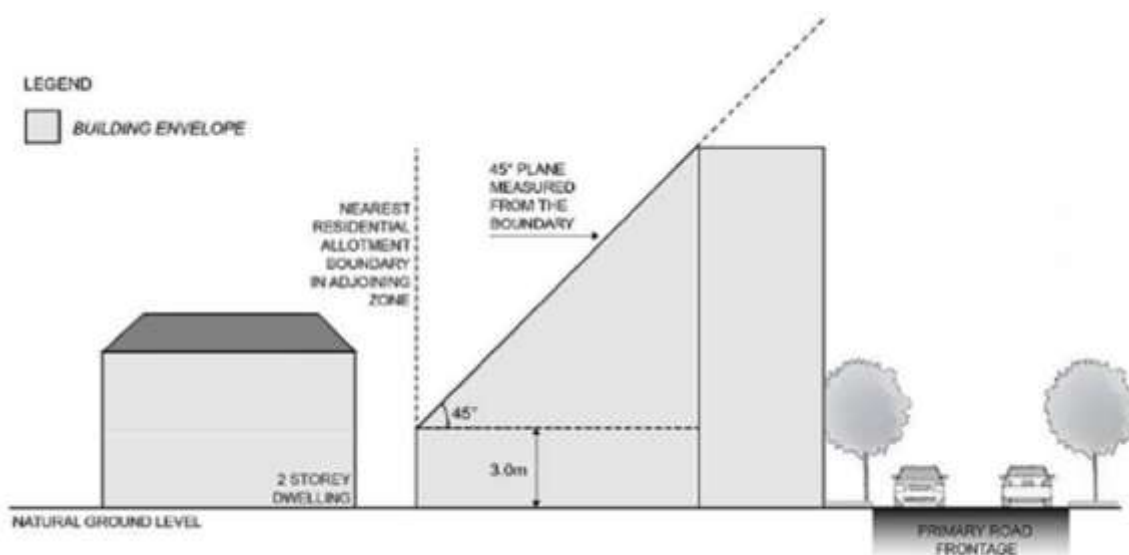
- (a) reduce impacts of building bulk on adjoining properties
- (b) provide adequate direct sun and ventilation to the building and open spaces
- (c) minimise the extent of overlooking and resultant loss of privacy on adjoining properties
- (d) minimise the extent of overshadowing on adjoining properties.

each adjoining site fronting the same street.

PO 3.1 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.

DTS/DPF 3.1 Buildings constructed within a building envelope provided by a:

- (a) 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary):



Design in Urban Areas

PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.

DTS/DPF 12.1 None are applicable.

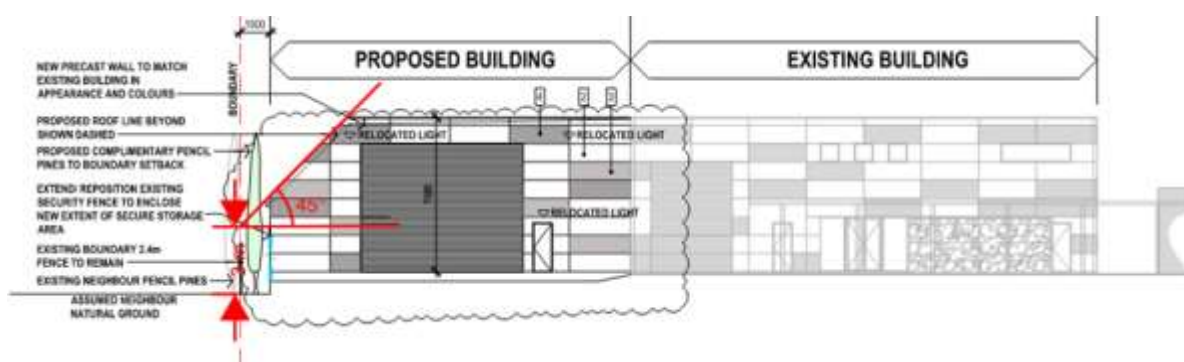
PO 12.3	<i>Buildings are designed to reduce visual mass by breaking up building elevations into distinct elevations.</i>	DTS/DPF 12.3	<i>None are applicable.</i>
PO 12.5	<i>External materials and finishes are durable and age well to minimise ongoing maintenance requirements.</i>	DTS/DPF 12.5	<i>Buildings utilise a combination of the following external materials and finishes:</i> <ul style="list-style-type: none"> (a) <i>Masonry;</i> (b) <i>Natural stone;</i> (c) <i>Pre-finished materials that minimise staining, discolouring or deterioration.</i>

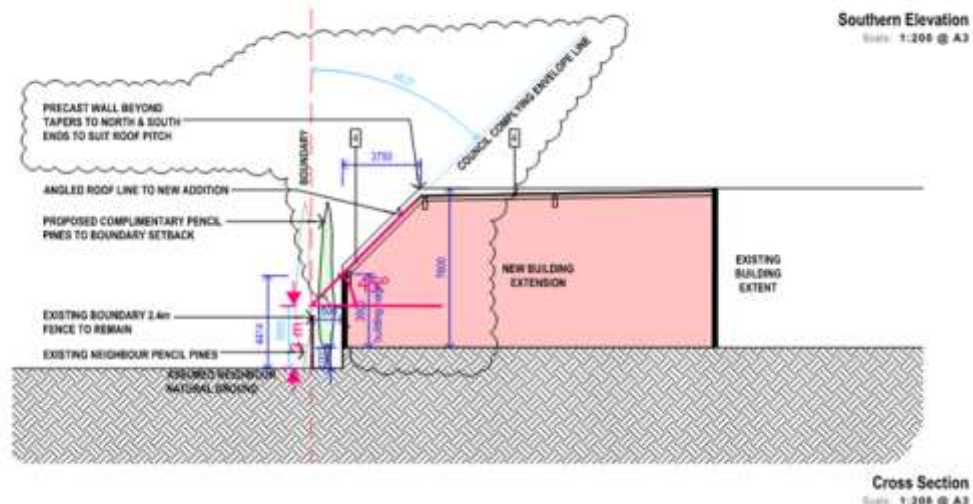
The above provisions essentially seek that development is of a high quality design, is integrated with existing buildings, is setback from side boundaries to reduce impacts of building bulk and overshadowing, and that high quality materials are utilised.

The proposed building height of 7.6 metres is less than the prescribed Maximum Building Heights TNV of 16.5 metres prescribed by the Zone. The proposed 1.0 metre of fill ensures consistency with the finished floor level of the existing building and to minimise flood risk. The total building height of 8.6m above the existing natural ground level is well within the maximum height prescribed by DTS/DPF 2.2 of the Zone.

In addition to the maximum building height envisaged in the Zone, Performance Outcome 3.1 seeks to mitigate visual impacts of the building massing on residential development. The associated DTS/DPF 3.1 prescribes a Building Envelope and the related diagram shows a 45 degree notional plane that extends from the Zone boundary at 3m height.

The below diagram depicts the proposed envelope of the building in relation to the north-western boundary and has been superimposed against the DTS/DPF 3.1 diagram.





While the building will be 3.5m in height and sit upon 1m of raised floor level beneath, the 1.5m setback to the western boundary means that the building will be wholly contained within the designated building envelope depicted in DTS/DPF 3.1. This is due to the building having the 45 degree pitch that extends 3.75 metres into the site and this equates to a 5.25m setback from the property boundary, at which point the height of the building reaches its maximum of 7.6m. The proposed building height satisfies Performance Outcome 3.1.

The resultant outcome is that the extent of built form adjacent to the residential property immediately north-west is more akin to a single storey building height.

In respect to overshadow impact, Performance Outcomes 3.1 and 3.2 and the related DTS/DPF 3.1 and 3.2 of the 'Interface between land uses', General Section state that:

<p>PO 3.1: <i>Overshadowing of habitable room windows of adjacent residential land uses in:</i></p> <ul style="list-style-type: none"> (a) <i>A neighbourhood type zone are minimised to maintain access to direct winter sunlight;</i> (b) <i>Other zones are managed to enable access to direct winter sunlight.</i> 	<p>DTS/DPF 3.1 <i>North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9:00am and 3:00pm on 21 June.</i></p>
<p>PO 3.2: <i>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</i></p> <ul style="list-style-type: none"> (c) <i>A neighbourhood type zone are minimised to maintain access to direct winter sunlight;</i> (d) <i>Other zones are managed to enable access to direct winter sunlight.</i> 	<p>DTS/DPF 3.2 <i>Development maintains 2 hours of direct sunlight between 9:00am and 3:00pm on 21 June to adjacent residential land uses in a neighbourhood type zone in accordance with the following:</i></p> <ul style="list-style-type: none"> (a) <i>For ground level private open space, the smaller of the following:</i> <ul style="list-style-type: none"> (i) <i>Half the existing ground level open</i>

(ii) *space or 35m² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m);*

(b) *For ground level communal open space, at least half of the existing ground level open space.*

The site is positioned south-west of the site at 19-21 The Mews, Mawson Lakes and therefore the majority of the shadow cast by the new building will be internalised within the site. During the early morning period, there is expected to be a limited degree of shadow cast by the building but after mid to late morning, the building should not result in any degree of overshadow of the neighbouring site, due to the position of the building in reference to the neighbouring site. The extent of overshadowing will not exceed the thresholds stated under DTS/DPF 3.1 and 3.2. Further, the existing plantings on the neighbour's site together with the proposed plantings means that the extent of overshadow cast by the new building is expected to be limited – existing and proposed planting create a level of shade along this boundary.

The addition will be constructed with similar materials and finishes to that of the existing built form, consistent with the part of the Desired Outcome that seeks integration of buildings. The selected stonework responds to the existing finishes of buildings on the site and that of the style of materials adopted to the Linear Reserve. This outcome is consistent with Performance Outcome 12.1. While the materials will be in part painted to the precast wall surface, which is somewhat at odds with the DTS/DPF 12.5, the proposed materials are considered to be appropriate for the site and its context and the variation in colours provides for visual interest. As the wall is not fenced from the reserve area, there is a heightened risk of graffiti vandalism to the wall. To ensure ongoing maintenance, a condition is recommended that the finishes be maintained in good condition at all times, and any graffiti promptly removed by the owner/occupier.

To further mitigate the effect of the proposed addition and security fence upon the adjacent residential properties, within the 1.5 metre setback from the north-western boundary, landscaping is proposed to be planted that will achieve a mature height suitable to largely screen the built form. Pencil Pines have been chosen to complement the existing mature Pencil Pines located on the adjoining residential allotment. The trees will be semi-mature when planted (240 litre pots) and spaced 1.5 metres apart to provide for a semi-dense screen.

In respect to the outlook to the reserve, the building is acknowledged to project approximately 5m further toward the Linear Reserve than the existing building. Notwithstanding, the building will result in removal of an existing mesh fence that is faced with shade cloth and the replacement building will be of similar materials and colours to that of the existing building. The stepping of the building will provide some further visual interest to the reserve elevation. It is also noted that due to the position of the State Heritage Place, the siting of the building further to the rear is preferred over siting nearer to Park Way. Noting that there are already several trees located on the reserve adjacent to this boundary, the building will be in part screened to the reserve, however, the applicant has also offered to provide further plantings on the Council land to further reinforce the existing tree plantings.

In summary, it is considered the proposed building height and angled roof adjoining the north-western boundaries satisfies the interface provisions prescribed by the Urban Neighbourhood Zone. The design is also considered to satisfy the intent of the Desired Outcome which seeks to *‘transition to a reduce scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones’*. While landscaping will be part of the method to ameliorate the visual impact of the building, the proposed species selected will enable the plantings to succeed, such that the expected screening effect will be achieved.

Interface Between Land Uses

Desired Outcome 1 of the ‘Interface between Land Uses’, General Section of the Code seeks *“Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses”*

Performance Outcome 1.2 further seeks that *“Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zoned primarily intended to accommodate sensitive receivers is designed to mitigate adverse impacts”*.

The key interface issues arising from this proposal relate to noise and lighting. These matters are further considered below.

Noise

Performance Outcome 4.1 and the related DTS/DPF 4.1 of the ‘Interface between Land Uses’, General Section of the Code states:

PO 4.1:	<i>Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</i>	DTS/DPF 4.1	<i>Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.</i>
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Activities associated with the proposed building addition will be fully contained within the building and the only door openings to this building will face south-west. While the door does face toward the existing dwelling on the site immediately south-west (at 33 Park Way, Mawson Lakes), there will be approximately 35m of separation between this door and that boundary. Further, it is noted that the door presently faces north-west into the neighbouring site at 19-21 The Mews. The proposed addition will remove this situation by reorienting the door toward the south-west. The applicant has further noted that the roller door will be closed during internal operations and that activities conducted within the internal space are not intensive. This is reflected in that Council has not previously received any documented noise complaints in respect to activities in this building and it is noted that none of the representatives have raised concern in relation to this issue. While the applicant has not provided an acoustic report to demonstrate compliance with the *Environment Protection (Noise) Policy*, it is considered that the Performance Outcome has been met.

This is further reinforced by the land use being a light industry which, by definition, is “*an industry where the process carried on, the materials and machinery used, the transport of materials, goods or commodities to and from the land on or in which (wholly or in part) the industry is conducted and the scale of the industry does not....detrimentally affect the amenity of the locality or the amenity within the vicinity of the locality by reason of the easement or the bulk of any building or structure, the emission of noise, vibration, smell....*”. Should the nature of the use be proposed to change in future the impacts of the use will need to be assessed at that time.

The applicant has advised the site operates during standard business hours being 9am to 5pm. Having regard to the hours of operation and the nature of existing activities occurring on the site (predominantly internal and low impact), the proposal is considered to satisfy the part of the Desired Outcome for the Zone which seeks “*Reduced scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones*”.

Lighting

Performance Outcome 6.1 of the ‘Interface between Land Uses’, General Section of the Code seeks:

PO 6.1: <i>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers)</i>	DTS/DPF 6.1 <i>None are applicable.</i>
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The applicant has advised that lighting will be minimised and where proposed, will involve relocation of lighting from the existing workshop to the south facing wall. Lighting will be orientated facing downwards to ensure that light spill does not occur into the adjoining residential allotments. The applicant has advised proposed lighting will be designed in accordance with Australian Standard 4282 – 1997 ‘*Control of the obtrusive effects of outdoor lighting*’. Given the above, it is concluded that proposed lighting will satisfy Performance Outcome 6.1. Notwithstanding, it is recommended that this matter be subject of condition.

State Heritage

Desired Outcome 1 of the State Heritage Place Overlay seeks “*Development maintains the heritage and cultural values of State Heritage Places through conservation, ongoing use and adaptive reuse consistent with Statements of Significance and other relevant documents prepared and published by the administration unit of the Public Service that is responsible for assisting a Minister in the administration of the Heritage Places Act 1993*”.

The following Performance Outcomes are relevant to the proposed development:

- | | | | |
|----------------|---|------------------------------|-----------------------------|
| PO 1.1: | <i>The form of new buildings and structures maintains the heritage values of the State Heritage Place.</i> | DTS/DPF
1.1 | <i>None are applicable.</i> |
| PO 1.6: | <i>New buildings and structures are not placed or erected between the primary and secondary street boundaries and the façade of a State Heritage Place.</i> | DTS/DPF
1.6 | <i>None are applicable.</i> |
| PO 2.1: | <i>Alterations and additions complement the State Heritage Place and are sited to be unobtrusive, not conceal or obstruct heritage features and detailing, or dominate the State Heritage Place or its setting.</i> | DTS/DPF
2.1 | <i>None are applicable.</i> |

The proposed building addition is located behind the existing State Heritage Place. While comprising an addition, the building is attached to an existing non-heritage listed building on the site. The siting of the building addition means the form of the new building maintains the heritage values of the State Heritage Place, consistent with Performance Outcome 1.1. Further, the approach to site the building in the north-western rear corner means the building is not nearer to Park Way than the existing buildings on the site, consistent with Performance Outcome 1.6.

Heritage SA have not raised an objection to the application and have advised the proposed development will maintain the physical separation between the contemporary building additions and the original fabric of the State Heritage listed stables. Further, the building works will have no physical impact on the State Heritage place. It is therefore concluded that the Desired Outcome is satisfied.

Car Parking and Access

Performance Outcome 5.1 and the related DTS/DPF 5.1 of the ‘Transport, Access and Parking’, General Section of the Code states:

- | | | | |
|----------------|---|------------------------------|--|
| PO 5.1: | <i>Sufficient on-site vehicle parking and specifically marked accessible car parking spaces are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</i> | DTS/DPF
5.1 | <i>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</i> |
|----------------|---|------------------------------|--|

- (a) Availability of on-street car parking;
 - (b) Shared use of other parking areas;
 - (c) In relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared;
 - (d) The adaptive reuse of a State or Local Heritage Place.
- (a) Transport, Access and Parking Table 1 – General Off-Street Car Parking Requirements;
 - (b) Transport, Access and Parking Table 2 – Off-Street Vehicle Parking Requirements in Designated Areas;
 - (c) If located in an area where a lawfully established car parking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.

The Urban Neighbourhood Zone is prescribed as a relevant Zone for the purposes of Table 2 – Off-Street Car Parking Requirements as follows:

<i>Class of Development</i>	<i>Car Parking Rate</i>		<i>Designated Areas</i>
	<i>Minimum number of spaces</i>	<i>Maximum number of spaces</i>	
<i>Non-residential development excluding tourist accommodation</i>	<i>3 spaces per 100m² of gross leaseable area</i>	<i>5 spaces per 100m² of gross leaseable area</i>	<i>Urban Neighbourhood Zone</i>

Based on a proposed floor area of 320m², the proposed development would generate a theoretical demand for 10 additional on-site parking spaces.

As noted earlier, the existing secure storage yard will be relocated to the south in order to accommodate the new building addition. This will result in the removal of 10 existing on-site car parking spaces. The relocated storage area is of approximately the same dimensions as the existing storage area. Therefore, the proposal would generate additional demand of 10 spaces while at the same time resulting in loss of 10 spaces, meaning 20 additional spaces are required to service the development, according to Table 2.

Development Approval has been granted for a temporary car park of 23 spaces at the eastern end of the site and this car parking has been constructed. The temporary car park was annexed onto and integrated with the existing eastern car park, with the unsealed portion of the car park (compacted rubble) constructed on lot 541. The integration of the temporary car park with the bitumen sealed portion of this car park resulted in reduction in the size of that car park from 16 to 13 sealed car parks. Notwithstanding, there has been a net increase in car parks in the order of 20 as a result of the temporary car park of 23 spaces.

Given the above, it is clear that the previous development approval has designated adequate car parking to enable the proposed development to proceed, consistent with DTS/DPF 5.1 and Table 2. Further, in addition to the car parking spaces, four existing car parking spaces located in front of the historic stables building will be repurposed from car parking spaces to on-site motorcycle parking spaces, noting that the storage yard will preclude access to these

spaces. These spaces will be adequate to accommodate up to 23 motorcycles within the site. The applicant advises they have a portion of their workforce that commute to work by this mode.

Having regard to all of the above, the proposed development is considered to provide adequate on-site car parking.

It is further noted that with the expansion of the secure floor area, the use of portion of the western car park for storage (in the form of containers and the like) will cease according to the applicant and this will further increase the availability of car parks at the site.

In respect of access, vehicular movement to and from Park Way will be unchanged as a result of the proposed development.

Landscaping

Performance Outcome 3.1 and the related DTS/DPF 5.1 of the 'Design', General Section of the Code states:

PO 3.2: *Soft landscaping and tree planting maximizes the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plants and weed species.* **DTS/DPF 3.2** *None are applicable.*

PO 3.1: *Soft landscaping and tree planting is incorporated to:* **DTS/DPF 3.1** *None are applicable.*

- (a) *Minimise heat absorption and reflection;*
- (b) *Maximise shade and shelter;*
- (c) *Maximise stormwater infiltration;*
- (d) *Enhance the appearance of land and streetscape;*
- (e) *Contribute to biodiversity.*

PO 3.2: *Soft landscaping and tree planting maximizes the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plants and weed species.* **DTS/DPF 3.2** *None are applicable.*

As noted earlier, semi-mature *Cupressus sempervirens* 'Glaucua' Pencil Pines are proposed within the 1.5m space between the new building and the north-western boundary. The applicant has advised the Pencil Pines will be planted at 1.5m spaces and will utilise 240 litre pots. An irrigation system will be installed to encourage increased growth. This type of Pencil Pine has been selected by the applicant to complement the existing mature Pencil Pines located on the adjoining residential allotment to the north-west.

Council's Landscape section have advised they have no concerns with the proposed species and the location in which they will be planted. The *Cupressus sempervirens* 'Glaucua' are ideally grown as a screen plant and are well suited to being planted in narrow areas as they have a very tight habitat. They are hardy and are tolerant of dry conditions. Pencil pines provide a structural form of planting and have been identified as reaching 6.0 metres in height and 0.6 metres wide in 10 years.

The proposed species will establish well in the location adjacent the north western boundary. A plant of this species in the pot size proposed is expected to be approximately 3.0 metres in height at time of planting and the Landscape Team have advised the 1.5m spacings are appropriate and will fill in relatively quickly.

In addition to the tree planting, the proposal includes the construction of a new stone rubble retaining wall along the northern boundary, immediately adjoining the proposed built form. The stone retaining wall will be entirely contained within the site and will be constructed of similar materials (Kanmantoo stone) to the existing walls of the buildings and established retaining walls located further east on the reserve.

In summary, it is considered that the proposal will satisfy Performance Outcomes 3.1 and 3.2 in respect to landscaping.

Flood Impact

The site is subject to the Hazards (Flooding – General) Overlay.

Desired Outcome 1 of the Overlay seeks “*Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development*”.

Performance Outcome 2.1 and the related DTS/DPF 2.1 states:

PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of floodwaters is likely to result in undue damage to or compromise ongoing activities within buildings.

DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than:

In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.

The proposed building finished floor level will match that of the existing building on the site. Council's Development Engineering section have reviewed the proposed finished floor level and have advised that the level will be at least 300mm above the height of the 1% AEP flood event for the site, consistent with DTS/DPF 2.1.

12. CONCLUSION

The applicant seeks Planning Consent for additions to an existing research facility including the reconfiguration of carpark and fencing, relocation of storage yard, and landscaping at 19-23 and 25-31 Park Way, Mawson Lakes.

The proposed development was assessed as “performance assessed” development and as a publicly notified form of development. Three representations were received during the notification period, two in support (one conditional support) and one in opposition. Two of the representors have requested to be heard.

This report provided a detailed assessment of the application against the relevant provisions of the Planning and Design Code. The assessment has found that the proposed development:

- (a) Is consistent with the Desired Outcome for the Urban Neighbourhood Zone and key Zone Performance Outcomes in that the proposal involves alterations and additions to *“light industrial and commercial uses (including high technology and research based activity) where compatible with adjoining uses”*;
- (b) Has been designed to minimise the degree of visual and overshadow impact upon the adjacent residential properties to an acceptable level, having regard to the proposed setback of 1.5m to the western boundary, the stepping down of the wall height adjacent to the western boundary and provision of dense landscaping between the building extension and the western boundary;
- (c) Is considered to be a contemporary and attractive architecturally designed building that is visually appealing and compatible with the existing development on the site and in the locality;
- (d) Heritage South Australia (SA) have no objection to the proposed building additions that relate to the State Heritage listed Place known as the Former Levels Homestead Stables. Heritage SA have advised that the *“Additions continue in the form and finishes of the existing workshop building that is separated from the historic stables building”*;
- (e) Provides for adequate on-site car parking. A development approval has been granted for a temporary car park of 23 spaces at the eastern end of the site and this car parking has been constructed. While the proposed development will result in a loss of 10 car parking spaces in order to accommodate the extended research building and modified storage yard and will generate demand for 10 additional car parks, there has no net reduction in provision of car parks at the site, having regard to the parking requirements under the Planning and Design Code;
- (f) Vehicle access arrangements to Park Way are unchanged.

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

13. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be Seriously at Variance with the Planning and Design Code; and
- B. Pursuant to Section 102 of the *Planning, Development And Infrastructure Act 2016*, Planning Consent is **GRANTED** to Development Application 21007764 for Additions to existing research facility including reconfiguration of carpark and fencing, relocation of storage yard, and landscaping in accordance with the plans and details submitted with the application and subject to the following conditions.

Planning Consent Conditions

1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Drawing No.	Plan Type	Date	Prepared By
DA01 Revision 1	Site Plan	28 April 2021	On Architecture Pty Ltd
DA03 Revision 2	Proposed Floor Plan	24 May 2021	On Architecture Pty Ltd
DA04 Revision 2	Northern Elevation, Western Elevation and Materials Selection	24 May 2021	On Architecture Pty Ltd
DA05 Revision 2	Southern Elevation and Cross Section	24 May 2021	On Architecture Pty Ltd
DA01 Revision 1	Existing Floor Plan	28 April 2021	On Architecture Pty Ltd
646321-C1 Issue 0	Siteworks and Drainage	24 May 2021	Sagle Construction Pty Ltd
646321	Site Stormwater Calculations	May 2021	Nigel Hallett and Associates
-	Planning Report	26 May 2021	Humby Consulting
-	Response to Representations	9 July 2021	Humby Consulting

* *Except where otherwise stated, the development shall be completed prior to commencement of use (of the addition as hereby approved)*

2. Except where otherwise approved, the external finishes of the building work shall:
- (a) Be finished in new non-reflective materials; and
 - (b) Be finished in natural tones, in accordance with the approved plans; and
 - (c) Be maintained in good condition at all times.

3. The building addition shall be maintained clear of graffiti at all times.
4. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or driveways at any time.
5. Except where otherwise approved, all outdoor storage shall be contained within the Approved external storage yard as shown on the Approved Site Plan, prepared by On Architecture Pty Ltd, dated 28 April 2021.
6. All landscaping shown on the Approved Proposed Floor Plan, prepared by On Architecture Pty Ltd, dated 24 May 2021, shall be completed, prior to commencement of use (of the addition as hereby approved) and shall be maintained at all times thereafter (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council.
7. The noise levels from the site measured at residences (the noise affected premises) shall comply with the *Environment Protection (Noise) Policy 2007* at all times.
8. Except where otherwise approved, outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads. External lighting shall be compliant with Australia Standard 4282 – 1997 ‘Control of the obtrusive effects of outdoor lighting’ at all times.

Council Advice Notes

- Building Consent and Development Approval must be obtained within 24 months from the date of this Notification, unless this period has been extended by the Council. Work cannot commence until a Development Approval is obtained.
- This Development Approval does not constitute land owners approval. The following applies to any works on Council land:
 - (a) Any person making alteration to council land including erecting or installing a structure (pipes, wires, cables, fixtures, fittings), storing building materials, erecting temporary fencing, altering the kerb, gutter, footpath or crossover etc. in, on, under or over Council land, is subject to a permit from Council pursuant to Section 221 of the *Local Government Act 1999*.
 - (b) Service infrastructure should be located as far as practicable away from street trees, in order to protect the root zone and to prevent future damage to the infrastructure from root expansion.
 - (c) Residents and businesses are encouraged to develop and maintain the verge area between their property boundary and the kerb. However, some types of development such as irrigation, tree planting and landscaping may be restricted in some areas and therefore permission should be first sought from Council before commencing any works.
 - (d) It is the developers/owners responsibility to ensure that damage does not occur to verge infrastructure during construction. Council regularly inspects the condition of verge infrastructure during construction and where damage is observed, Council may recover the costs from the owner for reinstatement of any damage to the

footpath, kerb or gutter and may also impose a substantial penalty for any willful damage.

- Except where otherwise varied by this Consent, the conditions imposed are in addition to conditions that apply to the site from previous approvals that remain active.
- It is your responsibility to ensure that building work is correctly sited with respect to the property boundaries of the site and it is strongly recommended that a boundary survey be undertaken before any work commences to ensure the building work is accommodated within the designated footprint and achieves the designated boundary setbacks.
- The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

EPA information sheets, guidelines documents, codes of practice, technical bullets etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>.

- The applicant is reminded that demolition and construction is required to be carried out so that it complies with the mandatory construction noise provisions of Part 6, Division 1 of the *Environment Protection (Noise) Policy 2007* and the provisions of the *Local Nuisance and Litter Control Act 2016*. Under the *Local Nuisance and Litter Control Act 2016*, construction noise is declared to constitute a local nuisance as follows:

The noise has travelled from the location of the construction activity to neighbouring premises –

- *On any Sunday or public holiday; or*
- *After 7pm or before 7am on any other day.*

Heritage SA General Notes

- Any changes to the proposal for which Planning Consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department for Environment and Water, or an additional referral to the Minister for Environment and Water. Such changes could include for example (a) an application to vary the Planning Consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the development application.
- To ensure a satisfactory heritage outcome, the relevant planning authority is requested to consult the Department for Environment and Water when finalising other Conditions.
- In accordance with Regulation 57 of the *Planning, Development and Infrastructure (General) (Development Assessment) Variation Regulations 2019*, please send the Department for Environment and Water a copy of the Notice of Decision.

- The relevant planning authority is requested to inform the applicant of the following requirements of the *Heritage Places Act 1993*.
 - (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
 - (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.
- The relevant planning authority is requested to inform the applicant of the following requirements of the *Aboriginal Heritage Act 1988*.
 - (a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

CO-ORDINATION

Officer:	GMCiD	A/MDS
Date:	13.07.21	12.07.21

ATTACHMENTS

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

1. Proposal Plans and Supporting Documentation
2. Copy of Sign Displayed on the Land and Representations
3. Applicant's Response to Representations
4. Heritage SA Referral Response
5. Extract of Planning and Design Code

Attachment 1

Proposal Plans and Supporting Documentation



Product Register Search Plus
(CT 6123/94)
Date/Time 30/04/2021 11:07AM
Customer Reference Humby Consulting
Order ID 20210430003310



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 6123 Folio 94

Parent Title(s) CT 6029/418
Creating Dealing(s) DDA 12026702
Title Issued 04/11/2013 Edition 2 Edition Issued 26/09/2016

Estate Type

FEE SIMPLE

Registered Proprietor

HANNA PROPERTY PTY. LTD. (ACN: 081 631 718)
OF 5/19 HUNTINGDALE ROAD BURWOOD VIC 3125

Description of Land

ALLOTMENT 33 DEPOSITED PLAN 78736
IN THE AREA NAMED MAWSON LAKES
HUNDRED OF YATALA

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED F FOR DRAINAGE PURPOSES TO THE COUNCIL FOR THE AREA (RTD 11025188)

Schedule of Dealings

Dealing Number	Description
12577240	LEASE TO DARONMONT TECHNOLOGIES PTY. LTD. (ACN: 007 030 855) COMMENCING ON 01/07/2016 AND EXPIRING ON 30/06/2026

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL

Administrative Interests

CONFIRMED IN SA HERITAGE REGISTER 01/09/19831



Product Historical Search
 Date/Time 30/04/2021 11:07AM
 Customer Reference Humby Consulting
 Order ID 20210430003310

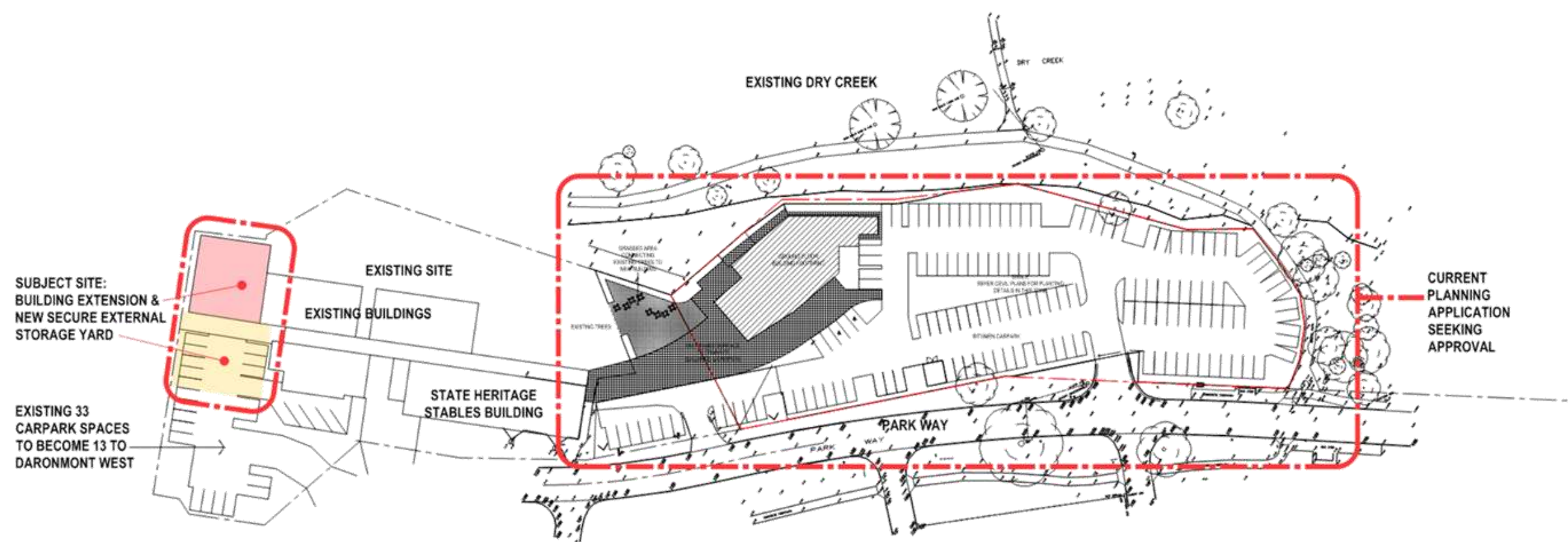
Certificate of Title

Title Reference: CT 6123/94
 Status: CURRENT
 Parent Title(s): CT 6029/418
 Dealing(s) Creating Title: DDA 12026702
 Title Issued: 04/11/2013
 Edition: 2

Dealings

Lodgement Date	Completion Date	Dealing Number	Dealing Type	Dealing Status	Details
02/09/2016	26/09/2016	12593830	DISCHARGE OF ENCUMBRANCE	REGISTERED	9392659
03/08/2016	26/08/2016	12577240	LEASE	REGISTERED	DAROMONT TECHNOLOGIES PTY. LTD. (ACN: 007 030 855)
26/07/2002	21/08/2002	9392659	ENCUMBRANCE	REGISTERED	URBAN RENEWAL AUTHORITY

SITE DATA		
<u>EXISTING SITE DATA:</u>		<u>LODGED PROJECT SEEKING APPROVAL & HOLISTIC SITE DATA ACROSS BOTH SITES ASSUMING APPROVAL GRANTED:</u>
Site Area	6780sqm	Site Area (Both Sites) 12820sqm
Existing Carparking	38 carparking spaces	Proposed Carparking (Both Sites) 127 carparking spaces
		DARONMONT WEST - THIS PLANNING APPLICATION
		<u>HOLISTIC SITE DATA ACROSS BOTH SITES:</u>
		Site Area 12820sqm
		Proposed Carparking 107 carparking spaces across both sites
		New Building Addition 320sqm
		New Carparks Required (3/100sqm) 10 new carparks required
		Removed Carparks for holding storage yard & building addition 20 total being removed
		Across both Daronmont sites the minimum carparking provisions are achieved for the site/s



Site Plan
Scale: 1:1000 @ A3



ON Architecture Pty Ltd abn 75 627 522 043
3 St. Thomas Street Hawthorn, SA 5001

Tray Name	Mark Model
• 0432 221 499	• 0432 221 499
• sales@onarchitecture.com.au	• www.onarchitecture.com.au



Rev	Amendment	Date
1	DA ISSUE	28/04/2021

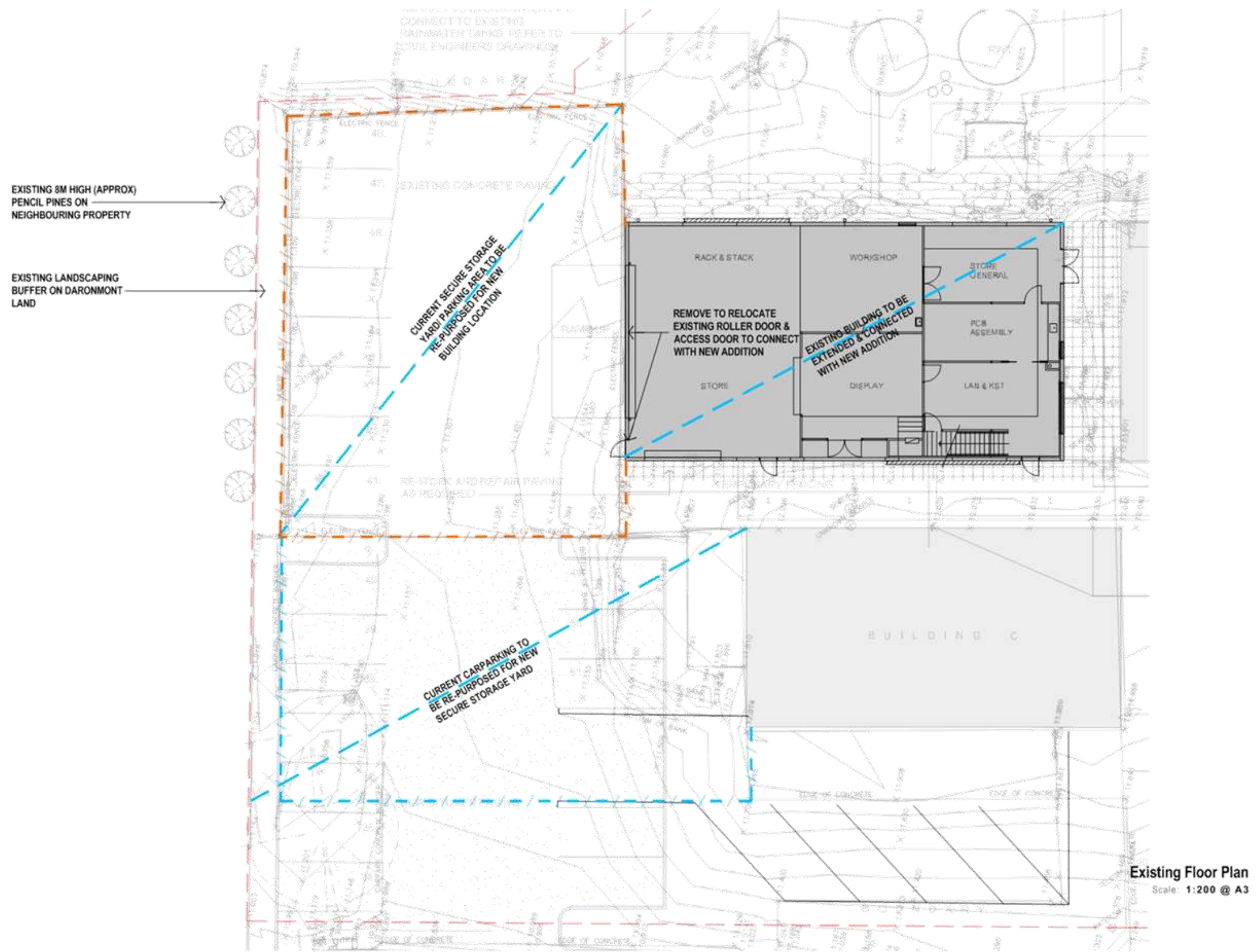


DARONMONT TECHNOLOGIES
19-23 Park Way, Mawson Lakes SA 5095

Job No: **2021035**
Dwg No: **DA01**
Date: **April 2021**



DARONMONT WEST



ON Architecture Pty Ltd abn 71 627 522 043
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Fax: 08 822 22 439
Email: info@onarchitecture.com.au



Rev Amendment Date
1 DA ISSUE 28/04/2021



DARONMONT TECHNOLOGIES
19-23 Park Way, Mawson Lakes SA 5095

Job No: 2021035
Dwg No: DA01
Date: April 2021



DARONMONT WEST

NEW STONE RUBBLE
RETAINING WALL TO MATCH
ADJACENT EXISTING
RUBBLE RETAINING WALL

NEW PRECAST WALL TO
MATCH EXISTING BUILDING
IN APPEARANCE AND
COLOURS. INCLUDES NEW
FEATURE STONE PANEL
SIMILAR TO EXISTING

EXISTING 8M HIGH (APPROX)
PENCIL PINES ON
NEIGHBOURING PROPERTY

PROPOSED NEW PENCIL
PINES (Cupressus
Sempervirens 'Glaucia')
ALONG 1.5M SETBACK,
POSITIONED 1.5M APART, 240L
POTS, TO COMPLEMENT
NEIGHBOURS EXISTING
LANDSCAPING

NEW ROLLER & ACCESS
DOOR

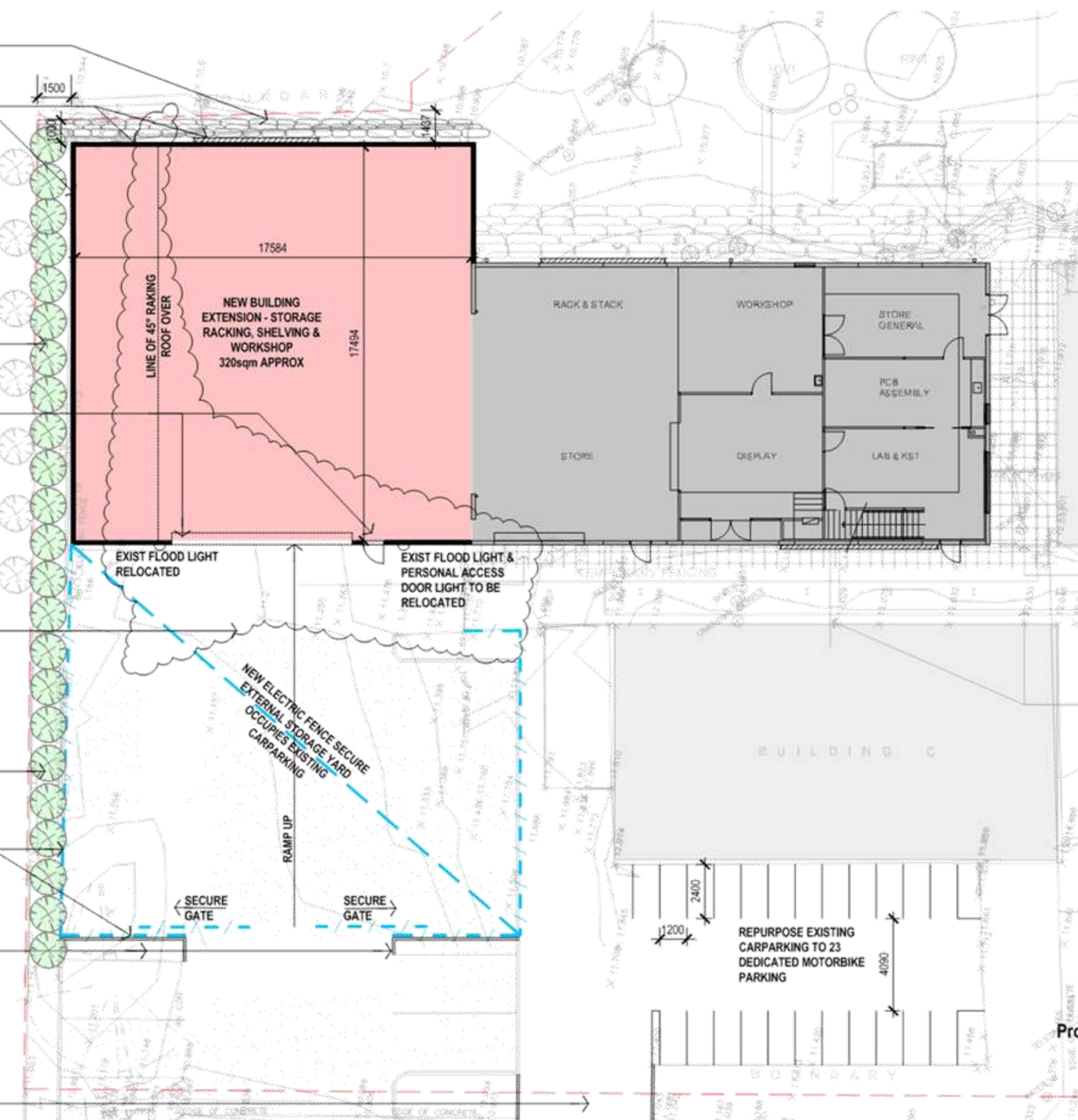
NEW CONCRETE RAMPED
SURFACE UP TO BUILDING
FLOOR LEVEL TO TRAVERSE
LEVEL DIFFERENCE
BETWEEN TO EXISTING
CARPARK

PROPOSED NEW PENCIL
PINES ALONG 1.5M SETBACK
TO EXTENT OF SECURE
FENCE

RELOCATE EXISTING 2.4m HIGH ELECTRIC
SECURE FENCE & GATES TO NEW EXTENT.
NEW FENCE POSITIONED ON TOP OF NEW
CONCRETE RAMPING RETAINING WALL
RAMPING UP TO NEW BUILDING FLOOR
LEVEL

MODIFY KERBING TO
DELINEATE EXTENT OF
CARPARKING & FENCING
POSITION

MODIFY EXISTING GARDEN
BED TO ALLOW
MOTORCYCLE PARKING
ACCESS TO & FROM
DRIVEWAY



Proposed Floor Plan
Scale: 1:200 @ A3



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Rev	Amendment	Date
1	DA ISSUE	28/04/2021
2	DA ISSUE	24/05/2021

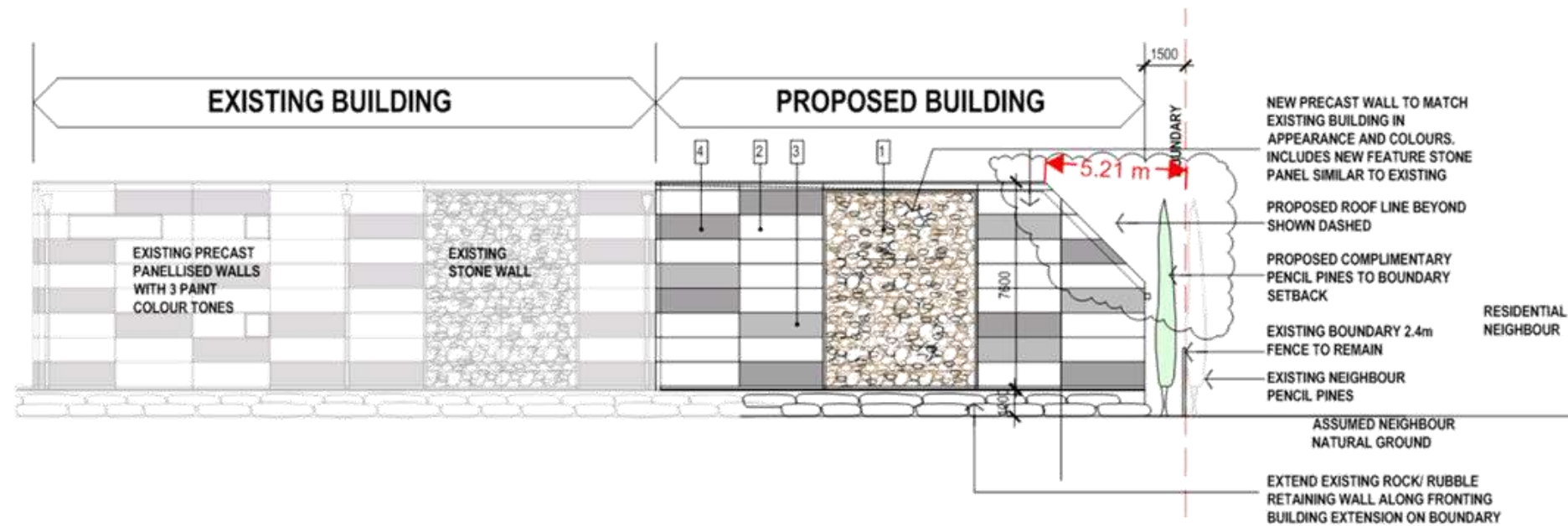


DARONMONT TECHNOLOGIES
19-23 Park Way, Mawson Lakes SA 5095

Job No: 2021035
Dwg No: DA03
Date: April 2021

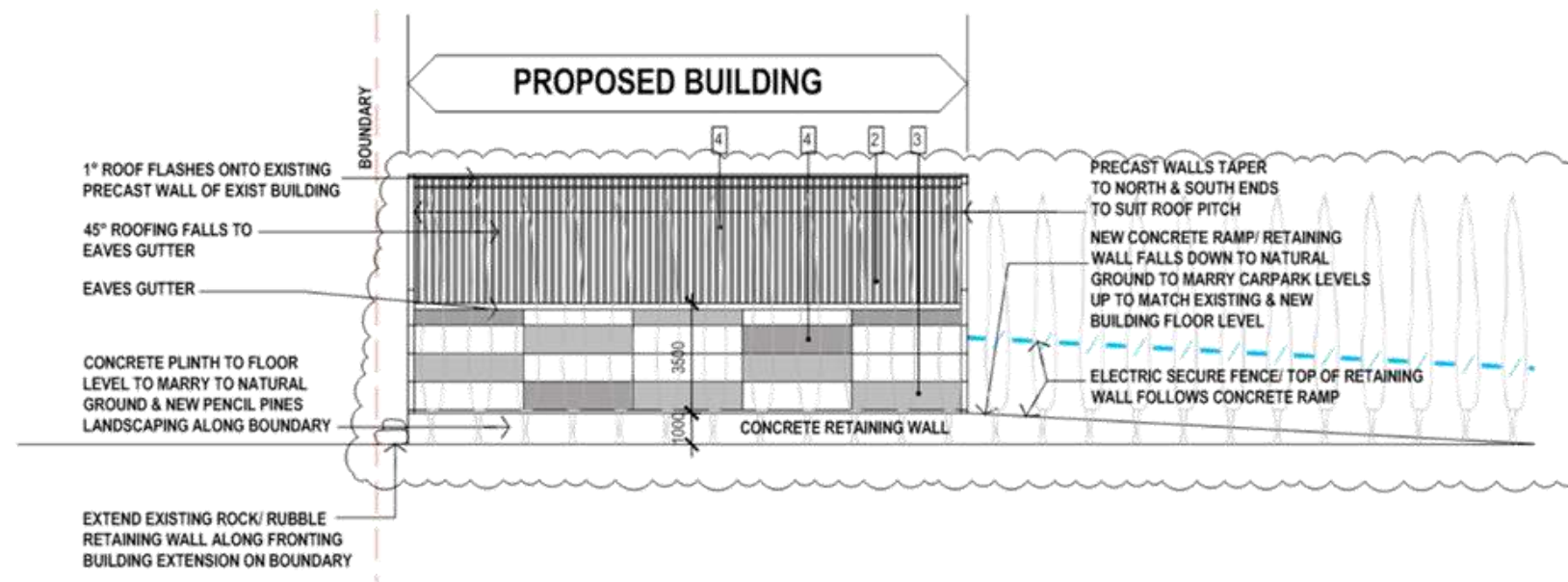


DARONMONT WEST



Northern Elevation

Scale: 1:200 @ A3

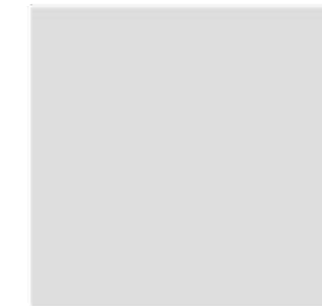


Western Elevation

Scale: 1:200 @ A3



1 STONWORK FACING - TO MATCH EXISTING BUILDING



2 PAINTED PRECAST WALLS - TO MATCH EXISTING BUILDING



4 PAINTED FEATURE COLOUR PANELS OF PRECAST WALLS - TO MATCH EXISTING BUILDING
ALSO
COLORBOND WOODLAND GREY ROOF COLOUR TO PREVENT SUN REFLECTION



3 PAINTED FEATURE COLOUR PANELS OF PRECAST WALLS - TO MATCH EXISTING BUILDING

Materials Selections



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INDUSTRIAL - COMMERCIAL - RESIDENTIAL

Rev	Amendment	Date
1	DA ISSUE	28/04/2021
2	DA ISSUE	24/05/2021

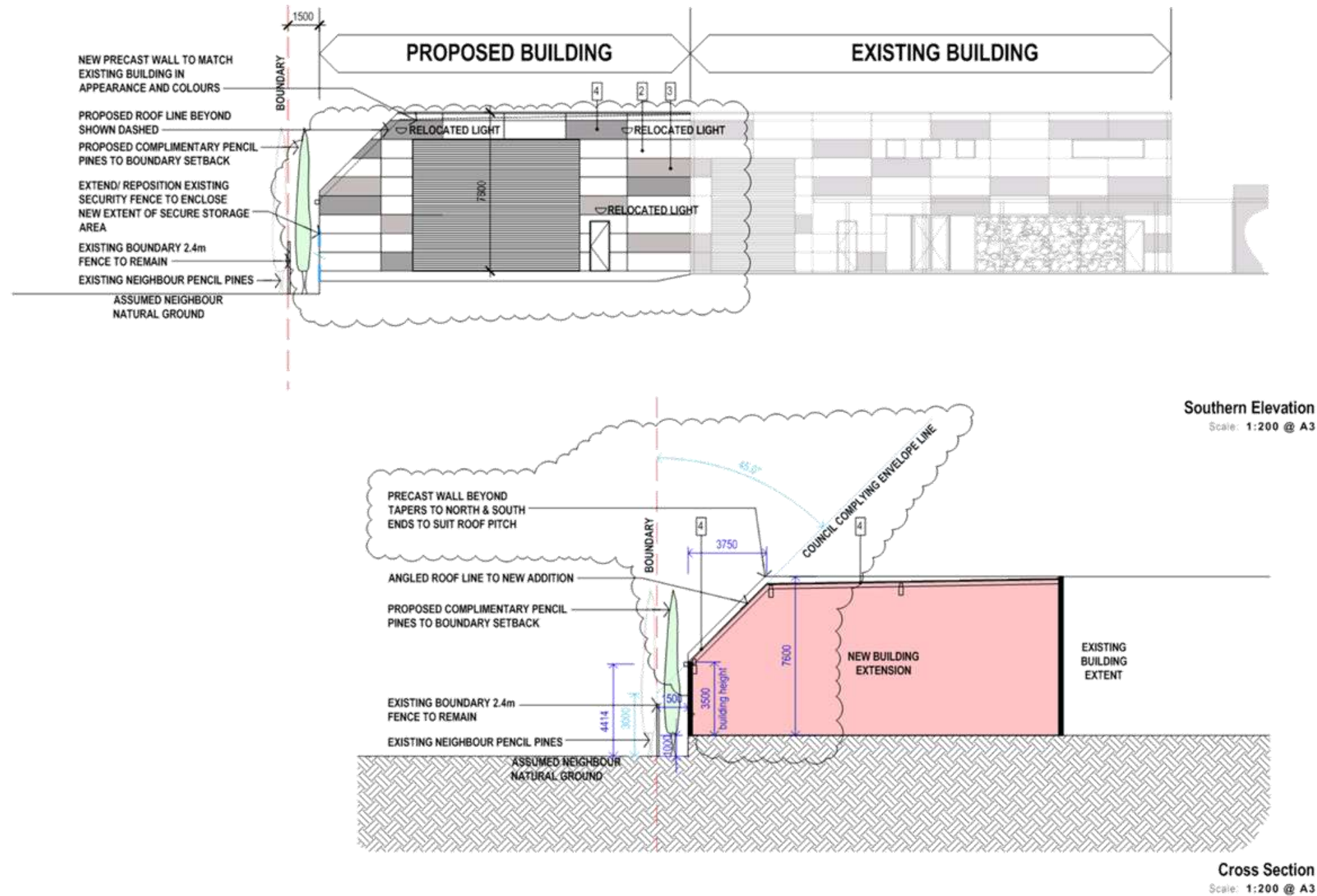


DARONMONT TECHNOLOGIES
19-23 Park Way, Mawson Lakes SA 5095

Job No: 2021035
Dwg No: DA04
Date: April 2021



DARONMONT WEST



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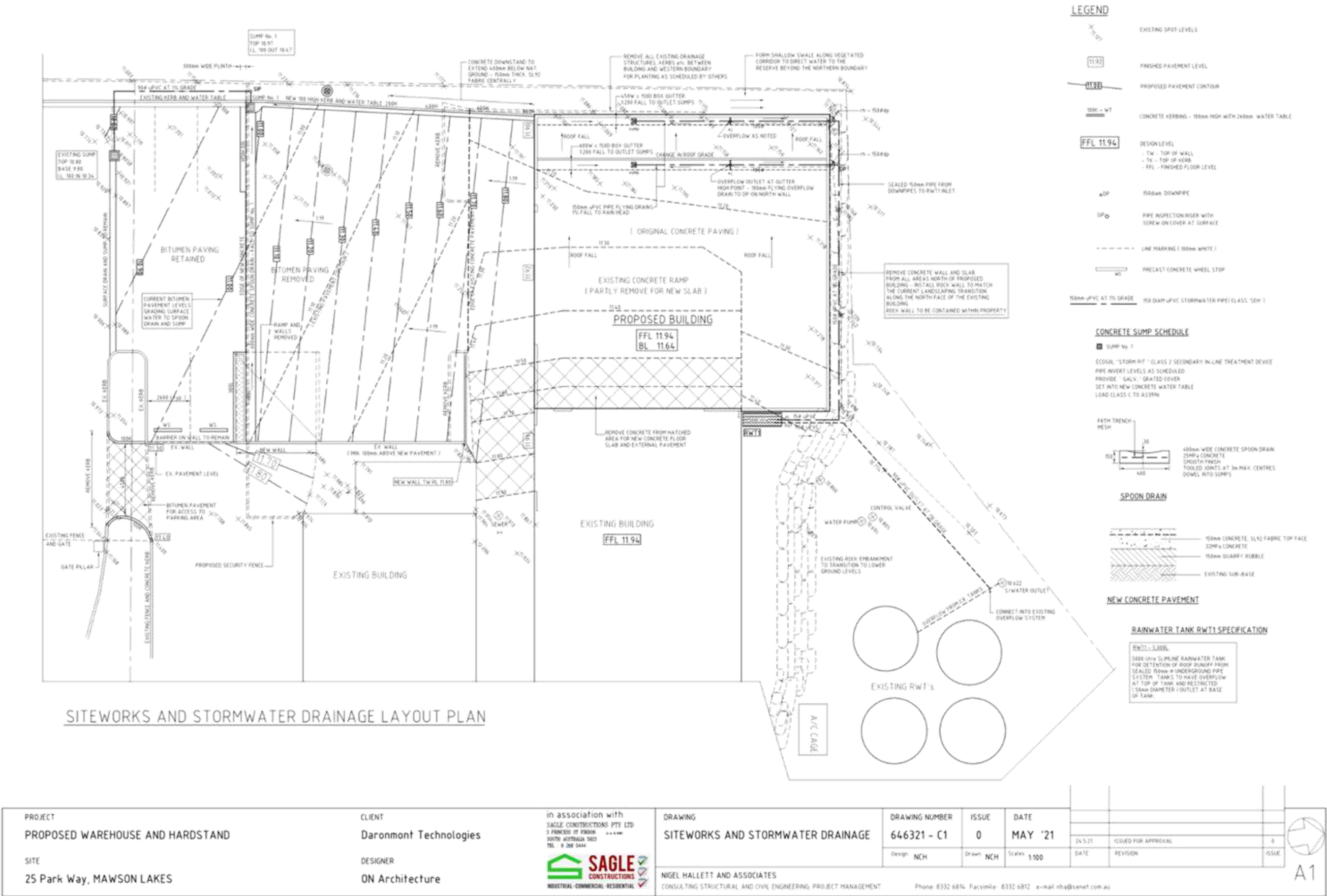
Rev	Amendment	Date
1	DA ISSUE	28/04/2021
2	DA ISSUE	24/05/2021



DARONMONT TECHNOLOGIES
19-23 Park Way, Mawson Lakes SA 5095

Job No: 2021035
Dwg No: DA05
Date: April 2021





*Structural and Civil Engineering
Residential and Commercial
Consulting Engineering*

NIGEL HALLETT AND ASSOCIATES

ABN 97 112 126 184

Tel: (08) 8552 4582
Email: nha@senet.com.au

SITE STORMWATER CALCULATIONS

for the proposed

WAREHOUSE EXTENSION

at

25 Park Way, MAWSON LAKES

*Job Number 646321
May 2021*

Prepared for:

Sagle Constructions Pty. Ltd.
3 Princess Street
FINDON S.A. 5023

*Cabriani Pty Ltd ACN 101 840 457
ATF Hallett Family Trust trading as Nigel Hallett & Associates
Reg. Office: 18 Kurralta Drive, Burnside, S.A. 5066
Postal: Suite 1, 6 George Main Road, VICTOR HARBOR, S.A. 5211*

NIGEL HALLETT AND ASSOCIATES

DESIGN SHEET

Project 25 Pail Way, MAWSON LAKES Job No. 64724

Section PROJECT SHEET Page 15

Client SC Design QA Check QA Date Date MAY 2016

PROJECT

To design and document the stormwater management system for the proposed warehouse extension and hardstand development.

Codes and Standards

AS3500.3.2 National Plumbing and Drainage – Stormwater Drainage
Acceptable solutions

Australian Rainfall and Runoff – AUS – IFD Version 2.0 – Rainfall Intensity

NIGEL HALLETT AND ASSOCIATES				DESIGN SHEET	
Project	25 Park Way, HANSON 1A1165			Job No.	61571
Section	STORMWATER			Page	61
Client	SC	Design	2	QA Check	
				QA Date	
				Date	11/11/21

STORMWATER MANAGEMENT

New building over existing concrete pavement.

Roof water collected to tank for detention prior to discharge to existing overflow system from existing RWT's.

Roof area - 308m²

Ex. pavement collected in pump system

- Cr = 0.9

Roof Cr = 1.0

- refer spreadsheet

'pre development' flow from

conc. pavement impinge - 5m

- 7.5 l/s

Provide 5000 litre tank w/ 50mm restriction at outflow.

Discharge limited to $0.602 \times 10 \times 0.01^2 \sqrt{2 \times 9.81 \times 10}$

= 5.2 l/s

- refer spreadsheet p 13 - max vol. 3900 litres

= accept 5000 litre tank

SITE ADDRESS 25 Park Way, MAWSON LAKES

C2

CALCULATION OF STORAGE VOLUMES

1. AREAS

		Cr	EFFECTIVE AREA
Site	308 m ²	0.9	277 m ²
Building	308 m ²	1	308 m ²
Pavement	0 m ²	0.9	0 m ²
Landscape	0 m ²	0.3	0 m ²
TOTAL	NET AREA	TOTAL SITE =	308 M ²

2. PRE-DEVELOPMENT FLOW

1 in 10 YEAR, 5 minute event I=

98 mm/hr

7.5 litres per second

23

4. STORAGE VOLUME - 1 IN 100 YEAR

DISCHARGE RATE = 5.2 litres per second

T mins.	I	Q	net Q	VOLUME litres	M3
5	186	15.9	10.7	3214	3.2
10	136	11.6	6.4	3861	3.9
20	94	8.0	2.8	3411	3.4
25	82	7.0	1.8	2723	2.7
30	73	6.2	1.0	1882	1.9
40	61	5.2	0.0	45	0.0
45	57.0	4.9	-0.3	-873	-0.9
50	53.0	4.5	-0.7	-1997	-2.0
60	46.6	4.0	-1.2	-4367	-4.4
75	40.2	3.4	-1.8	-7923	-7.9
90	35.5	3.0	-2.2	-11679	-11.7

MAX STORAGE = 3.9 m3

26 May 2021

City of Salisbury
34 Church Street
SALISBURY SA 5108

Att: Ms Karyn Brown



PO Box 7434
Hutt Street SA 5000
0402 832 226
andrew@humbyconsulting.com.au
humbyconsulting.com.au

ADDITIONS TO EXISTING RESEARCH FACILITY INCLUDING RECONFIGURATION OF CARPARK AND FENCING, RELOCATION OF STORAGE YARD AND LANDSCAPING

**19 – 23 PARK WAY, MAWSON LAKES
25 - 31 PARK WAY, MAWSON LAKES**

INTRODUCTION

Humby Consulting has been requested by the applicant, Sagle Constructions Pty Ltd to assist in the preparation, assessment and lodgement of a development application for the construction of the above mentioned development at 19 - 23 and 25 - 31 Park Way, Mawson Lakes.

In undertaking an assessment of the proposal, I have both reviewed and assisted in the preparation of the proposed plans whilst reviewing the most pertinent provisions of the Planning and Design Code. I have also inspected the subject land and its locality and discussed the proposal with Council administration. I provide my views and opinions on this matter below.

This report provides updated information from an initial report dated 30 April 2021 following a request for further information from Council administration.

BACKGROUND

Daronmont Technologies is an Australian owned business that specialises in the design, engineering, integration and support of complex high technology systems. Established in 1998, Daronmont Technologies headquarters is located at 25 - 31 Park Way, Mawson Lakes and currently employs in excess of 50 staff. Staffing numbers are influenced by the number on active contracts and can fluctuate depending on each contract requirements.

Due to the success of sourcing a number of long-term contracts and the need for increasing numbers of staff on-site, Daronmont Technologies have purchased the adjoining land at 19 -23 Park Way, Mawson Lakes for the intent of developing a purpose built office building and associated car parking areas.

In late 2020, Daronmont Technologies received Development Approval to construct a temporary car park (for a period of 12 months) in order to accommodate adequate on-site car parking area for staff while the proposed office proposal was being designed and the necessary approvals sought. The temporary car park and perimeter security fencing has been constructed and currently in use.

In February 2020, Daronmont Technologies submitted an application for a three storey office building, carparking and landscaping at 19-23 Park Way, Mawson Lakes to expand its operations. This application was granted Planning Consent on 17 May 2021.



SUBJECT LAND AND LOCALITY

The subject land comprises Allotment 33, Deposited Plan 78736 of Certificate of Title Book Volume 6123 Folio 94 – commonly known as 25-31 Park Way, Mawson Lakes.

The irregular rectangular shaped allotment is located on the northern side of Park Way and contains a site area of 2493 square metres. The subject land contains a frontage to Park Way of 29.83 metres and adjoins the Dry Creek Linear Park along its northern boundary.

The subject land contains the existing built form associated with the Daronmont Technologies, including an existing workshop, portion of the State Heritage Place ('former Levels Homestead Stables'), external storage yard and extensive areas of on-site carparking. A 1.8m high security fence is located along the Park Way frontage.

There are a number of easements registered to the subject land, designated for drainage purposes. These are located in the southern section of the allotment and are not to be affected by the proposed development. No Land Management Agreements or other encumbrances apply over the subject land.

Subject Land



Source: SAPPA

The Daronmont Technologies site and built form contained within the three allotments are a notable feature within the immediate locality. The Dry Creek Linear Park, walking trail and extensive landscaping adjoin the subject land to the north and further east. Two-storey medium density residential development is located to the north that frames the watercourse and reserve.

To the immediate west and south of the subject land are residential allotments that front onto Park Way or The Mews and reflects the boundary between the Urban Neighbourhood Zone and Housing Diversity Neighbourhood Zone. Further to the south-east of the subject land is a large allotment containing Sarstedt Australia, a large medical equipment manufacturer.



Locality Plan



Source: SAPPA

PROPOSAL

The proposed development comprises the following elements:

- Construction of an extension to the existing workshop
 - Total floor area of 320m²
 - Consists of internal storage, racking and workshop area
 - Maximum 7.6 metre high wall height
 - Colours, materials and finishes to match existing building
 - Re-use of existing roller door (from existing workshop)
 - Re-use of existing external lights (from existing workshop)
- Relocation of existing external storage yard
- Relocation of existing 2.4 metre high security fencing to secure the external storage area
- Stone retaining wall adjoining northern boundary to match existing Kanmantoo stone retaining wall
- Landscaping along eastern boundary
- Removal of on-site car parking
- Installation of 23 motorbike parking bays

Daronmont Technologies are seeking to maximise their existing and proposed buildings to improve efficiencies within their operations. As you are aware, Daronmont Technologies has obtained Planning Consent for the construction of a large office development to the east of the existing operations to provide a coordinated office area for its staff.

It is proposed that the new workshop and storage area will be used to expand the existing classified shelter fitout area. The increasing cyber security requirements for Defence related projects has increased Daronmont Technologies requirements to ensure that all activities are undertaken within an enclosed and secure area.



Due to the recent growth, the internal areas are now being consumed by larger amounts of storage, compromising the space available for the manual work required to fitout new and advanced technologies on a range of client's infrastructure.

Due the sensitivities of many of the current projects (ie military contracts), machinery and infrastructure are delivered to the site in containers (or similar types of structures) and moved directly into the existing workshop/storage areas. They go through a fit-out process all within the confines of this area with the main roller door being fully closed to maintain high security levels.

It is proposed that a new building is constructed to the west of the existing built form to extend the existing workshop/storage/integration and shelter fitout facilities. The existing secure compound area will be relocated to the south of the proposed building and result in the removal of a number of existing on-site car parks.

Due to the oversupply of on-site car parks provided as part of the current Planning Approval (Office), it is considered that the need for additional on-site car parks is not required to cater for the proposal. A section of the existing car parking area is however being repurposed to accommodate 23 on-site motorcycle parking spaces.

The proposed building extension will be constructed on similar materials and finishes to that of the existing built form, with a consistent building height of 7.6 metres. A new stone rubble retaining wall will be constructed along the northern boundary, immediately adjoining the proposed built form. The stone retaining wall will be entirely contained within the subject land and will be constructed of similar materials (Kamantoo stone) to the existing retaining walls located further east (and on the subject land).

To minimise the potential impacts upon the adjoining dwellings (and in particular 21 The Mews), the building is proposed to be setback 1.5 metres from the western boundary. Pencil pines will be planted (semi-mature at the time of planting) to ensure that landscaping of a suitable height will assist to screen the proposed built form. Pencil Pines (*Cupressus Sempervirens 'Glauca'*) have been chosen to complement the existing matured Pencil Pines located on the adjoining residential allotment and will be semi-mature when planted (240L pots) and spaced 1.5 metres apart. An irrigation system will also be installed to encourage increased growth.

The maximum wall height closest to the western boundary will be set at 4.5 metres, with the roof provided with a 45 degree pitch. This will assist to reduce the extent of built form within close proximity to the adjoining dwelling and provide a design that is more akin to a single storey height.

The proposed orientation of the workshop extension will result in the main workshop entrance facing south away from the adjoining residential allotments. The existing operations contains this opening facing directly west. It is considered that this assist to reduce noise impacts, for the limited times that the doors are open.

The proposed development will require an additional 5 full-time staff. Given the low volume, yet high value projects occurring within the workshop areas, only 5 fitouts will be undertaken at any one time. In most cases, each fitout can take several months to complete, resulting in minimal movements to and from the subject land.

It is anticipated that 1 additional delivery per month will be undertaken, resulting in minimal traffic changes to the current operations. Access will be obtained from the existing crossover onto Park Way.

Three existing external downlights are being relocated from the west facing wall of the existing workshop and are to be placed on the south facing wall adjoining the proposed roller door and personnel access door. The proposed lighting will be orientated facing downwards to ensure that light spill does not occur into the adjoining residential allotments.



No heavy machinery will be required to accommodate the proposed activities. Existing operations are currently undertaken primarily by 'hand' and not requiring any tools. Low level cordless electric drills, other low noise generating tools and the use of small forklifts may be used at intermittent times, however will not create any adverse impacts upon adjoining landowners. The low impact nature of the proposal is evident in that existing activities occurring on the subject land have been undertaken for many years without having any detrimental impacts upon the adjoining residential areas.

Operating hours will be consistent with current activities – business hours between 9am and 5pm.

No additional signage is proposed as part of this application.

PLANNING ASSESSMENT

The subject land is located within the Urban Neighbourhood Zone of the Planning and Design Code as depicted on the following map.



The subject land adjoins the Housing Diversity Neighbourhood Zone to the west and south, and the Open Space Zone to the north.

The subject land has a number of Overlays and Technical and Numerical Variations (TNV) that are applicable to any assessment, including the following:

- Airport Building Heights (Regulated) – All structures over 15 metres Overlay
- Hazards (Flooding – General) Overlay
- State Heritage Place Overlay
- Maximum Building Heights (Metres) TNV – 16.5m
- Maximum Building Heights (Levels) TNV – 4 levels
- Building Envelope TNV



KIND AND NATURE OF DEVELOPMENT

The proposed expansion to an existing workshop, while not defined in Part 7 – Land Use Definitions of the Planning and Design Code, it is most aligned with the 'Light Industry' definition as the activities are not likely to give rise to any detrimental impacts upon the locality or amenity.

The proposed expansion to an existing workshop (light industry) is neither listed as a Deemed to Satisfy or Restricted development in the Urban Neighbourhood Zone and as such, the development is to be considered as a Performance Assessed application.

Table 5 of the Urban Neighbourhood Zone identifies land use classes of performance assessed development that are excluded from notification. However, as the proposed light industry is not listed in Table 5, the proposal will require public notification. It is also acknowledged that the subject land is adjoining an allotment used for residential purposes and would require public notification.

INTENT OF ZONE AND LAND USE

The Urban Neighbourhood Zone seeks to accommodate medium to high density residential development with a mix of light industrial and commercial land uses, including high technology and research based activities. A flexible policy framework is provided throughout the zone with an expectation that development transitions to a reduced scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

Desired Outcome 1 and Performance Outcomes 1.1 and 3.1 speaks to manner in which development are contemplated in the Urban Neighbourhood Zone.

Desired Outcome	
DO 1	<p>A mixed use area that:</p> <ul style="list-style-type: none"> (a) provides a flexible policy framework for the redevelopment of urban areas in close proximity to high frequency public transport corridors or adjacent primary road corridors that have the potential to become activity generators (b) provides for the high-quality design and integration of buildings and public realm in mixed use areas with walkable urban form, excellent provision for walking and cycling and active street frontages that encourage social interaction, positively contribute to public safety and vibrancy and promote active movement and public transport use (c) provides a concentration of mixed use activity close to community focal points, such as a high frequency fixed transit stop, activity centre or high quality open space (d) provides adaptable and flexible buildings that can accommodate changes in land use and respond to changing economic and social conditions and advances in technology (e) transitions to a reduced scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PQ 1.1</p> <p>Development of medium and high density accommodation types for living, including dwellings, supported accommodation, student accommodation, short term accommodation, either as part of a mixed use development or wholly residential development.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> (f) Advertisement (g) Carport (h) Consulting Room (i) Dwelling (j) Educational Establishment (k) Hotel (l) Licensed Premises (m) <u>Light Industry</u>



	(n) Office (o) Outbuilding (p) Pre-school (q) Residential Flat Building (r) Retirement Facility (s) Shop (t) Student Accommodation (u) Supported Accommodation (v) Tourist Accommodation
--	--

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.3 Light industrial and commercial uses (including high technology and research based activity) where compatible with adjoining uses.	DTS/DPF 1.3 None are applicable.

The Desired Outcome support a mixed use area that accommodates changes in land uses and responds to changing economic conditions and advances in technology.

In respect to the Performance Outcomes, PO1.1 includes an outcome in the form of DPF 1.1. A DPF provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome. As the proposed development is primarily in the form of a light industry, it is clear that the proposal is an appropriate form of development within the Urban Neighbourhood Zone.

PO 1.3 encourages light industrial and commercial activities where compatible with adjoining uses. The proposed expansion to the existing workshop will not seek to introduce a new land use that could give rise to increased external impacts on adjoining residential allotments but rather seeks to extend an existing lawfully approved activity. The workshop will be fully contained within the proposed built form with the main workshop entrance facing south away from the closest adjoining residential allotments with the roller door to be closed during any internal operations. It is considered that this assist to reduce noise impacts, for the limited times that the doors are open.

The proposed workshop will operate during standard business hours (9am to 5pm). The very nature of the predominantly internal activities satisfy the requirement for low-impact land uses within the Zone to minimise external impacts upon adjoining residential areas. Minimal lighting is proposed and is to be relocated from the existing workshop to the south facing wall. The lighting will be orientated facing downwards to ensure that light spill does not occur into the adjoining residential allotments. We confirm that the proposed lighting will be designed in accordance with *Australian Standard 4282 – 1997 'Control of the obtrusive effects of outdoor lighting'*, to ensure lux levels and light glare does not unreasonably impact on the amenity of the locality.

The proposed building extension has been designed to minimise its impacts upon the adjoining residential allotments. It will be constructed on similar materials and finishes to that of the existing built form, with a consistent building height of 7.6 metres. The proposed building is to be setback 1.5 metres from the western boundary with landscaping of a suitable height to assist in screening the built form. Pencil Pines with appropriate spacings been chosen to complement the existing matured Pencil Pines located on the adjoining residential allotment.

The maximum wall height closest to the western boundary will be set at 4.5 metres, with the roof provided with a 45 degree pitch. This will assist to reduce the extent of built form within close proximity to the adjoining dwelling and provide a design that is more akin to a single storey height.





It is considered that the proposal incorporates a range of materials, colours and detailing to add visual interest to the building and assist to reduce its overall scale and mass that ensures that the built form is consistent with the transitional nature of the area, while minimising impacts upon adjoining residential areas.

BUILDING HEIGHT AND SETBACKS

The Urban Neighbourhood Zone contains a number of Performance Outcomes to ensure that built form is well designed, enhances streetscapes and transitions to appropriate heights and scale where adjoining residential development.

To ensure consistency with DTS/DPF 2.2 of the Urban Neighbourhood Zone, a maximum building height of 7.6 metres ensures that the proposal is less than the prescribed Maximum Building Heights (Metres) TNV of 16.5 metres. The anticipated 1.0 metre of fill to ensure consistency with the finished floor levels of the existing workshop and to minimise flood risk, increases the overall building height to 8.6 metres from the existing natural ground level. This is still less than the maximum heights prescribed within the Zone.

DTS/DPF 3.1 of the Urban Neighbourhood Zone prescribes a Building Envelope Plan and is applicable to the proposed development as the subject land abuts residential development located in the Housing Diversity Neighbourhood Zone to the immediate west and south:

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 3.1</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 3.1</p> <p>Interface Height</p> <p>Buildings constructed within a building envelope provided by a:</p> <p>(a) 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary):</p>  <p>(a) in relation to a southern boundary, 30 degree plane grading north, measured from a height of 3m above natural ground at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram:</p> 

To minimise the potential impacts upon the adjoining dwellings, the building is proposed to be setback 1.5 metres from the western boundary with landscaping of a suitable height to assist in screening the built form. Pencil Pines have been chosen to complement the existing matured Pencil Pines located on the adjoining residential allotment and will be semi-mature when planted and spaced 1.5 metres apart to provide for a denser screen (note – the adjoining landscaping has a spacing of approximately 3.0 metres between each tree).



The maximum wall height closest to the western boundary will be set at 4.5 metres, with the roof provided with a 45 degree pitch. This will assist to reduce the extent of built form within close proximity to the adjoining dwelling and provide a design that is more akin to a single storey height.

The proposed wall height and angled roof adjoining the western boundary satisfies the Building Envelope requirement prescribed by DTS/DPF 3.1 of the Urban Neighbourhood Zone. It is also considered to satisfy the intent of the Performance Outcome as it seeks to 'mitigate visual impacts of building massing'. As the Building Envelope Plan does identify the ability to build on a boundary (subject to the 3.0 metres wall height and 45 degree plane), it is considered that the 1.5 metre setback, 45 degree roof pitch and landscaping is a desirable outcome that will increase the separation and minimise the impacts of the proposed built form.

The use of the proposed colours and materials ensure that it will not create any excessive glare, by way of non-reflective materials, and not cause any unreasonable impacts upon the locality.

It is considered that the proposal, a land use encouraged within the Urban Neighbourhood Zone, will present an attractive contemporary style that incorporates building heights and setbacks that are supportive of the intent of the zone while seeking to minimise impacts upon the adjoining residential allotments.

STATE HERITAGE PLACE

The subject land contains the western most portion of a State Heritage Place ('former Levels Homestead Stables' as depicted in the Planning and Design Code:



To ensure that the siting of the proposed development conserves the setting of the State Heritage Place and reinforce its cultural significance, the extension of the existing workshop is to be setback approximately 7.2 metres from the main wall of the existing Stable and continue further west.

The proposed building has been architecturally designed to complement the heights, colours, materials and finishes of the existing workshop. The existing buildings have previously received support for its overall design and function and it is anticipated that the proposed design will maintain the heritage values of the State Heritage Place.



It is acknowledged that this application would require a Schedule 9 referral to the Minister administering the *Heritage Places Act 1993* (pursuant to the *Planning, Development and Infrastructure (General) Regulations 2017*). The applicant has indicated that they are willing to consider any reasonable improvements to ensure that the historic merits of the adjoining State Heritage Place is not compromised.

SITE LEVELS AND STORMWATER MANAGEMENT

Preliminary discussions with Council administration has confirmed that the site is subject to inundation associated with the flooding of the adjoining Dry Creek. In order to mitigate the risk of inundation, the subject land has been recommended to be raised in the order of 1.0 metres.

The existing workshop and structures sited on the subject land, along with both the existing and proposed built form within the wider Daronmont landholdings contain a consistent finished floor level to overcome flooding risk. The proposed development also seeks to maintain a consistent finished floor level with the existing workshop. This will result in an increased height, relative to the adjoining residential allotment, of approximately 1.0 metres.

Nigel Hallett and Associates – Consulting Structural and Civil Engineers have provided a Siteworks and Stormwater Management Plan along with Site Stormwater calculations. The stormwater management system will provide for stormwater detention and treatment of the collected runoff with any excess discharged to the existing overflow system. The system will carefully manages disposal in an environmentally responsible manner and cater for 1 in 100 ARI storm events.

It is considered that the proposed design will adequately manage stormwater of the proposed development and satisfies the relevant provisions within the Planning and Design Code.

CARPARKING AND ACCESS

Table 2 – Off-Street Car Parking Requirements in Designated Areas provide the car parking requirements for allotments contained with the Urban Neighbourhood Zone:

Class of Development	Car Parking Rate		Designated Area
	Minimum number of spaces	Maximum number of spaces	
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable area.	5 spaces per 100m ² of gross leasable floor area.	Urban Neighbourhood Zone

The proposed 320m² of workshop will generate a car parking demand of 10 on-site car parks.

As part of the proposal, the existing secure compound area will be relocated to the south of the proposed building and result in the removal of 10 existing on-site car parks.

As previously discussed, Daronmont Technologies has recently obtained Planning Consent for the construction of a large office development to the east of the existing operations to provide a coordinated office area for its staff. A large car parking area will be constructed as part of this proposal and will result in 127 on-site car parks provided for the entire Daronmont activities. Staff associated with the workshop will have access to this larger car parking area.



Due to the oversupply of on-site car parks provided as part of this entire development outcomes, it is considered that the removal of 10 existing car parks and the need for providing additional on-site car parks for the proposed workshop is not required.

To maximise the use of the site, a section of the existing car parking area to the south of the existing State Heritage Item is however being repurposed from 4 on-site car parks to accommodate 23 on-site motorcycle parking spaces. A number of staff travel with motorcycles, rather than cars, and this will assist to provide a dedicated parking area.

Access to the subject land will be obtained via the existing crossover to Park Way with the anticipated volumes of traffic entering and existing the site unlikely to have any impacts upon the adjoining road network. The existing sliding gates are set into the site to ensure that vehicles (both small and large) can store clear of Park Way while accessing the card reader/intercom.

CONCLUSION

It is my opinion that the proposed additions to an existing research facility including reconfiguration of car parking and fencing, relocation of storage yard, retaining wall and landscaping represents an appropriate form of development in the context and intent of both the Urban Neighbourhood Zone and other relevant policies in the Planning and Design Code.

The proposed development is a form of development that is considered to be consistent with the Desired Outcomes and Performance Outcome of the Urban Neighbourhood Zone and is a contemporary, high-quality design that is both functional and visually appealing. Suitable building heights, setbacks and the provision of landscaping will ensure minimal impacts upon adjoining allotments.

As such, it is my opinion that Planning Consent is warranted as a Performance Assessed application.

Should you require any further information or clarification, I can be contacted on 0402 832 226.

Andrew Humby
Director
Humby Consulting
andrew@humbyconsulting.com.au

Attachment 2
Copy of Sign Displayed on the Land
and Representations

Proposed Development

Planning, Development & Infrastructure Act 2016
Notice under section 107(3)(a)(ii)

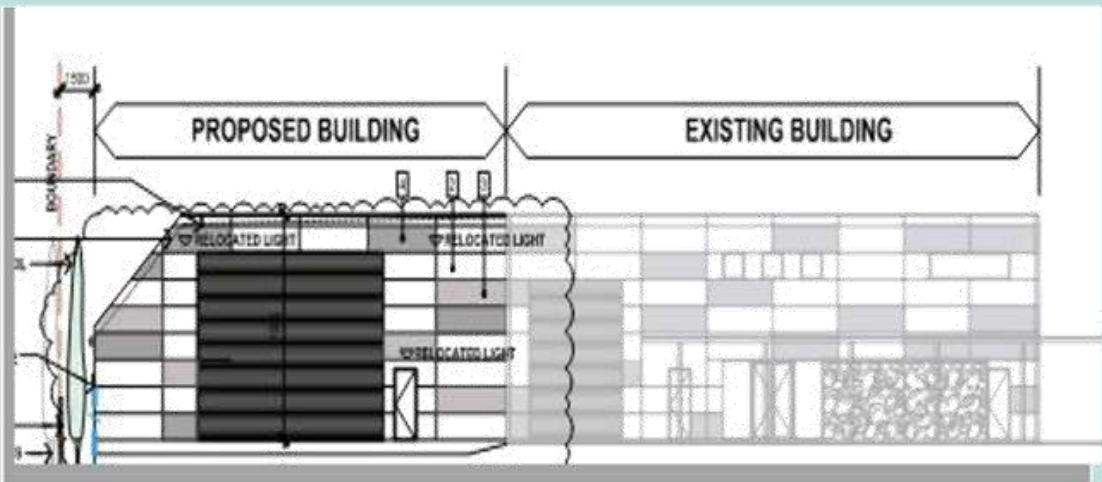
19-31 PARK WAY
MAWSON LAKES SA
5095

Make a representation until
06-07-2021

Applicant
Sagle Constructions Pty
Ltd

Application Number
21007764

Proposal
Additions to Existing
Research Facility
Including
Reconfiguration of
Carpark and Fencing,
Relocation of Storage
Yard, and Landscaping



View the application

Online
https://plan.sa.gov.au/development_application_register#view-21007764-DAP21007764

Scan this code with
your phone camera



Visit the office of
City of Salisbury
34 Church Street Salisbury 5108

It is an offence to damage, destroy, obscure or remove this notice.
Penalties apply.

Have your say

Online
<https://planninganddesigncode.plan.sa.gov.au/HaveYourSay/default.aspx?id=319>

Email
representations@salisbury.sa.gov.au

Post
PO Box 8 Salisbury 5108

**Please note
representations must**

Be in writing

Include the name and address
of the person/s who are
making the representation

Set out the particular reasons
why planning consent should
be granted or refused

Comment only on the listed
elements of the proposal.

Applicant:	Sagle Constructions Pty Ltd
Development Number:	21007764
Nature of Development:	Additions to existing research facility including reconfiguration of carpark and fencing, relocation of storage yard, and landscaping
Zone:	Urban Neighbourhood
Subject Land:	19-31 PARK WAY, MAWSON LAKES SA 5095
Contact Officer:	Karyn Brown
Phone Number:	8406 8222
Close Date:	5pm on 06-Jul-2021

My name*: <u>GEOFF KING</u>	My phone number: [REDACTED]
My postal address*: <u>21 THE MEWS MAWSON</u>	My email: [REDACTED]

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

30 JUN 2021

(attach additional pages as needed)



Government of South Australia
Attorney-General's Department

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal.

I:	<input checked="" type="checkbox"/> wish to be heard in support of my submission*
	<input type="checkbox"/> do not wish to be heard in support of my submission
By:	<input checked="" type="checkbox"/> appearing personally
	<input type="checkbox"/> being represented by the following person:

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: M. L. King Date: 28/6/21

Return Address: PO Box 8, SALISBURY SA 5108 or

Email: representations@salisbury.sa.gov.au or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

Electorate Office:
959 North East Road
Modbury SA 5092
Box 775
Modbury SA 50

539

Ph. + 6
E. tony.zappia@parliament.gov.au
www.tonyzappia.com.au

Ref:JP



Tony Zappia MP
Federal Member For Makin



23 June 2021

Mr John Harry
CEO
City of Salisbury
PO Box 8
SALISBURY SA 5108

Dear Mr Harry

Re: Proposed Development, Application Number: 21007764

I write on behalf of Mr Geoffrey King, of 21 The Mews, Mawson Lakes, who is objecting to this proposed development.

Mr King is concerned that the development will negatively impact the amenity of his property and its value and is therefore lodging a representation to Council.

In particular, the height of the proposed building (on land which is already raised) combined with its proximity to the fence-line will significantly overshadow his backyard.

Mr King also argues that the proposed building is aesthetically unsuitable for the area, especially as it borders Linear park.

Whilst the proposed development may comply with local zoning for the area, ideally there should have been a buffer between industrial and residential development.

I therefore urge Council to consider the legitimate concerns raised by Mr King and give consideration as to how any impact on his adjoining residence can be minimized.

Yours sincerely

Tony Zappia MP
Federal Member for Makin

HOUSE OF REPRESENTATIVES

PARLIAMENT OF AUSTRALIA

Re: Development Number 21007764

Daronmont Technologies/Sage Constructions Pty. Ltd.

19-31 The Park Way, Mawson lakes SA 5095

The proposed development is effectively for the building of a **2 storey factory**, which is to be an extension of an existing building of similar dimensions.

The building will directly abutt (1.5 metre gap) my backyard fence and because of it's height will undoubtedly loom over my property. My ground level is also approx. 1.5 metres lower than the proposed development level.

I am of the believe that it will severely impact the value of my house and property and render it less saleable.

I would expect the devaluation to be in the vicinity of \$100,000—\$200,000.

The proposed development is to be erected directly onto the (side view, parallel) to the Dry Creek Lineal Park and will stick out into the lineal Park 3-4 metres further than the existing building that the new one is being added onto.

The Park has been 'constructed', and is maintained by the Salisbury Council/Ratepayers and is very pleasing.

It seems that building a factory on the edge of the Linear Park is counter productive to the scenic beauty and environmental aspect that has been achieved and is a contradictory planning decision.

It must be pointed out that the existing Daronmont complex is a mixture of wire fencing, shipping containers (?), temporary offices, existing tilt slab building, water tanks, carparks, glass and tin building frontages addition etc. and generally is a mixture of 'add-ons'.

It is hard to envisage how the addition of another 2 storey tilt slab building can enhance the view from the Linear Park.

I respectfully suggest that the planning of this 'development' be reviewed with abovementioned points being taken into account.



Geoff King

19-21 The Mews, Mawson Lakes, S.A. 5095



1

Further Information:

My house at 19-21 The Mews, Mawson Lakes is a single storey dwelling and was constructed in 2004 and built on 2 blocks.

It has uninterrupted frontal views of the Dry Creek Linear Park and the heritage listed original Elder Smith homestead.

I have undertaken extensive landscaping, irrigation and gardening work both at the front of my property and on the Linear Park verge.

All of the landscaping has been at my own expense and I personally maintain the garden and verge.

I have had many positive comments on the beauty of the gardens and the house itself and am led to believe that, located on the edge of the Linear Park, I am fortunate enough to own one of the nicest properties in Mawson Lakes.

I personally believe that the proposed Daronmont development is 'planning folly' for both myself and the scenic effect that it will have on the Linear Park.

Hopefully, planning approval is not given, especially, without the area being physically sighted and the development being given very careful consideration.

Geoff King



Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations



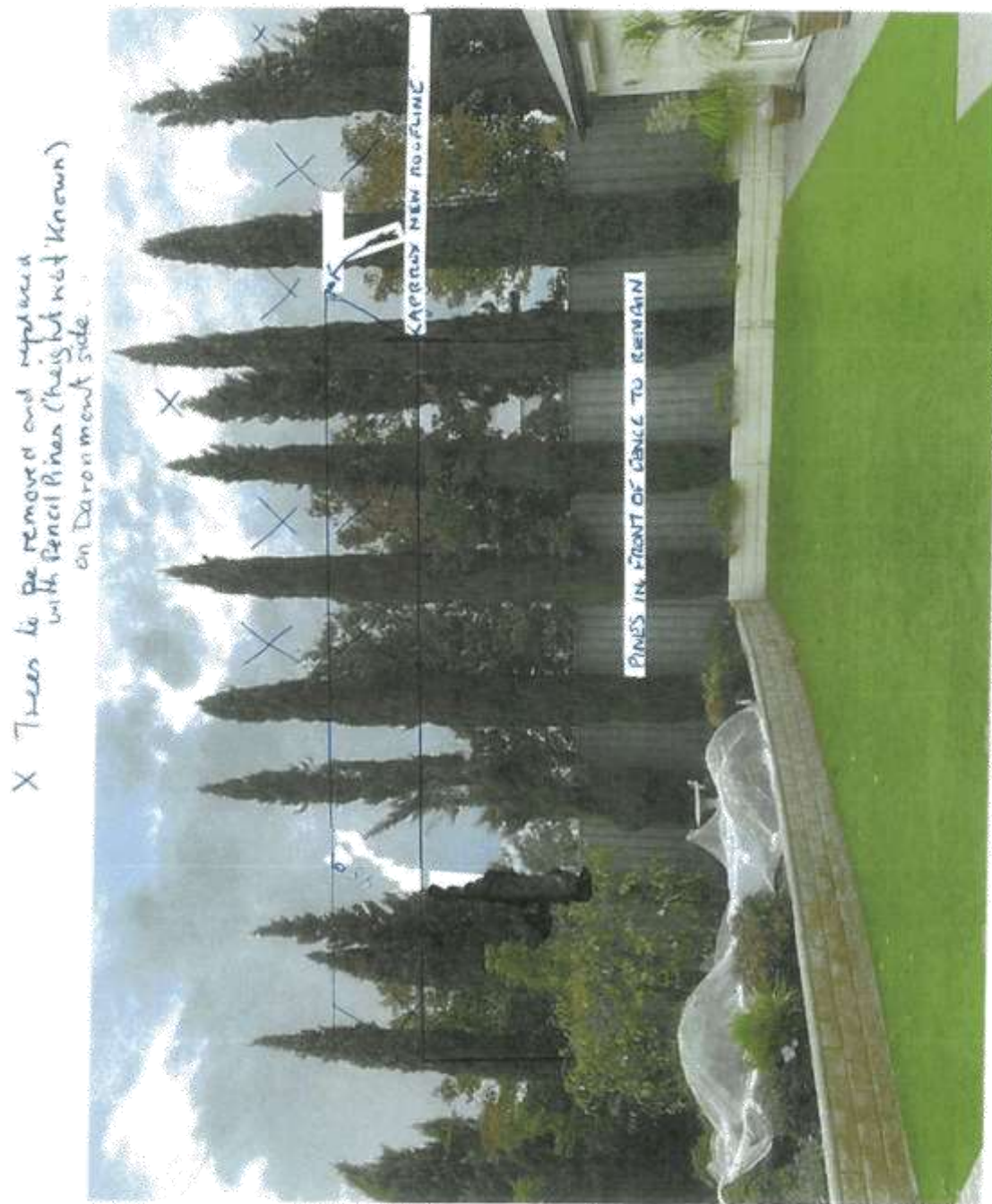
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Item 8.1.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

1



Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations



Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

APPROX. VIEW OF PROPOSED BUILDING.
w/ PART OF CRONTAL ROOFLINE AT 45° ANGLE



1007764 - Additions to existing research facility including ... from Nicol, Alexander

2

South Australia Planning, Development and Infrastructure ACT 2016

Representation on Application

First name:

Alexander

Last name:

Nicol

Daytime Phone:

Would you like to present your submission in person at a hearing?

- ☐ I wish to be heard in support of my representation
- ☒ I do not wish to be heard in support of my representation

My position is:

- ☒ I support the development
- ☐ I support the development with some concerns (detail below)
- ☐ I oppose the development

The specific reasons I believe that planning consent should be granted/refused are:

I support the proposed development and additional building. The location for the new building is currently used for storage of containers so the new construction of a building visually matching the design of the existing building next to it will be an improvement. The finishing of the existing building is pleasing to the eye. Also the addition of landscaping will further improve the visuals. It is good to see a business expanding and hopefully providing further employment to the local area.

Attached Documents

File

No records to display.

Created by South Australia Online Submissions. Page 4 of 4

From: [Mangala Kodagoda](#)
To: [Development](#)
Subject: 19-31 Park Way Mawson Lakes Development Number 21007764
Date: Wednesday, 7 July 2021 8:26:50 AM
Importance: High

Hi there

This email is in response to the Proposed Development notice I received via mail. I understand that the closing date is 5:00pm on 6th July 2021. However, I hope that you would consider this response which was delayed due to personal circumstances.

Our position is: **We support the development with conditions. If the developer and the council unable to provided these conditions mentioned below then, we oppose this.**

Reasons and conditions:

This development means more traffic at this bend which is almost blind spot. In the past, there were two accidents in two different occasions due to the drivers carelessness on the bend which damaged our property. Therefore without proper speed reduction barriers, and priority pedestrians crossing only will increase traffic and potential hazards at this location. We are a family of two young children who play outside and also our living room where we mostly stay is facing the road. Both the previous crashes destroyed our fence which is feet away from the living room. This proposed development only increase the danger by introducing more traffic in this exact location and will put our safety and property in more danger.

Therefore we only support this development only if the council increases the safety of the residents and their properties in this area by introducing speed control mechanisms and priority pedestrian crossing.

Thank you for the opportunity to response to this. We hope you would take this response in to consideration even though it is few hours late than the given deadline and we wish to be heard in support of my submission.

Kind regards
Mangala Kodagoda and Sri Udakumbuera
32A Park Way
Mawson Lakes

Sent from [Mail](#) for Windows 10

Attachment 3

Applicant's Response to Representations

9 July 2021

City of Salisbury
34 Church Street
SALISBURY SA 5108

Att: Ms Karyn Brown



PO Box 7434
Hutt Street SA 5000
0402 832 226
andrew@humbyconsulting.com.au
humbyconsulting.com.au

RESPONSE TO REPRESENTATIONS - DA 21007764

ADDITIONS TO EXISTING RESEARCH FACILITY INCLUDING RECONFIGURATION OF CARPARK AND FENCING, RELOCATION OF STORAGE YARD AND LANDSCAPING

19-23 and 25-31 PARK WAY, MAWSON LAKES

I refer to your correspondence dated 7 July 2021, providing a copy of the three (3) representations received during the public notification period of the abovementioned application. I have been requested by the applicant to review the representations and provide a response to Council as appropriate.

I have considered the three (3) representations received by Council for which each provided comments on the proposal. I note that two (2) of the representors have indicated that they wish to be heard by the Panel.

An overview of the representations are provided below -

1. Mr Geoff King
21 The Mews, Mawson Lakes

Opposes the development

Wishes to be heard

The issues identified with the proposed development:

- Concerns with the height of the proposed building and its setback from the side boundary
- Concerns with his property value being de-valued
- Visual impacts upon both his residential property and the adjoining Linear Park
- Contains a letter from Mr Tony Zappia MP in support of Mr King's concerns

2. Mr Alexander Nicol
12 The Mews, Mawson Lakes

Supports the development

Does not wish to be heard

The issues identified with the proposed development:

- The location of the new building is currently used for storage and will result in an improvement to the current visual appeal
- Additional landscaping will further improve the visual appeal
- Supports businesses expanding and resulting in further employment to the local area



3. Mangala and Sri Kodagoda and Udakumbura
32A Park Way, Mawson Lakes

Supports the development ('with conditions')

Wishes to be heard

The issues identified with the proposed development:

- Additional traffic at the 'bend' of Park Way, Mawson Lakes
- In the past there have been two accidents due to the carelessness of drivers (fence damaged due to accidents)
- Without proper speed reduction barriers and a priority pedestrian crossing, there will be increased traffic and potential hazards at this location
- *Only supports* the proposed development if Council increases the safety of residents and their properties in this area by introducing speed control mechanisms and priority pedestrian crossing.

Location of Representors



Source: SAPPA

A response to the issues raised within the representations are provided below.

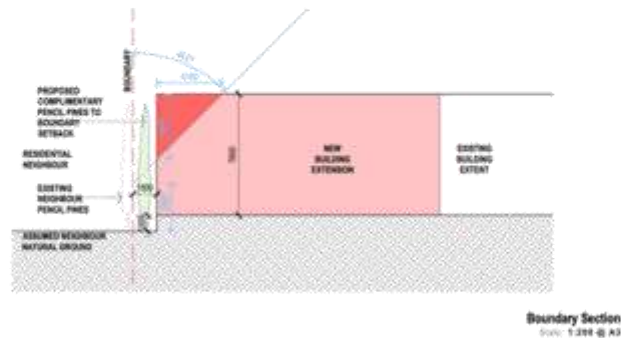
Building Heights and setback from the side boundary

A representor to the west of the subject land has raised concerns with the height of the proposed building and its setback from the subject land's western boundary.

The applicant has spent consideration time working with the City of Salisbury administration prior to lodging this application to determine an appropriate design that finds a suitable balance between providing sensitive growth of the Daronmont Technology operations while minimising impacts upon the adjoining residential allotments.



As part of these discussions, preliminary designs of the proposed building comprised a 7.6 metre high wall setback 1.5 metres from the western boundary without incorporating the current 45 degree roof pitch. See diagram below of preliminary design below:



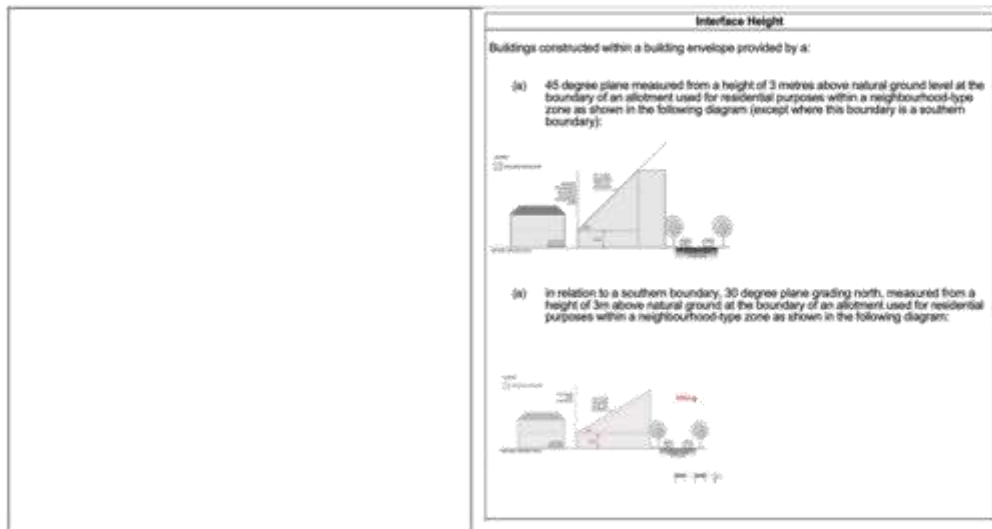
Following feedback from Council administration, the above design was amended to ensure that the bulk and scale of the proposal has been substantially reduced by reducing the wall height immediately adjoining the western boundary.

The subject land is located within the Urban Neighbourhood Zone and the Zone contains a number of Performance Outcomes to ensure that built form is well designed, enhances streetscapes and transitions to appropriate heights and scale where adjoining residential development.

To ensure consistency with DTS/DPF 2.2 of the Urban Neighbourhood Zone, a maximum building height of 7.6 metres ensures that the proposal is substantially less than the prescribed Maximum Building Heights (Metres) TNV of 16.5 metres. The anticipated 1.0 metre of fill to ensure consistency with the finished floor levels of the existing workshop and to minimise known flood risk, increases the overall building height to 8.6 metres from the existing natural ground level. This is still less than the maximum heights prescribed within the Zone.

DTS/DPF 3.1 of the Urban Neighbourhood Zone prescribes a Building Envelope Plan and is applicable to the proposed development as the subject land abuts residential development located in the Housing Diversity Neighbourhood Zone to the immediate west and south:

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 3.1 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 3.1



The maximum wall height closest to the western boundary will be set at 3.5 metres (plus 1.0m of fill), with the roof provided with a 45 degree pitch. This will assist to reduce the extent of built form within close proximity to the adjoining dwelling and provide a design that is more akin to a single storey height.

The proposed wall height and angled roof adjoining the western boundary satisfies the Building Envelope requirement prescribed by DTS/DPF 3.1 of the Urban Neighbourhood Zone. It is also considered to satisfy the intent of the Performance Outcome as it seeks to 'mitigate visual impacts of building massing'. As the Building Envelope Plan identifies the ability to build on a boundary (subject to the 3.0 metres wall height and 45 degree plane), it is considered that the 1.5 metre setback, 45 degree roof pitch and landscaping is a desirable outcome that will increase the separation and minimise the impacts of the proposed built form.

The use of the proposed colours and materials ensure that it will not create any excessive glare, by way of non-reflective materials, and not cause any unreasonable impacts upon the locality.

It is considered that the proposal will present an attractive contemporary style that incorporates building heights and setbacks that are supportive of the intent of the Zone while seeking to minimise impacts upon the adjoining residential allotments.

Loss of property values

The perceived concern of the loss of property value due to a proposed development is a matter previously considered by the Environment, Resources and Development Court. The Court acknowledges that there have been assertions that both policy changes (via former Development Plan Amendments) and development proposals can either increase or reduce the value of existing properties.

However, the Court has inferred that former Development Plans do not specifically refer to the consideration of land values and as such any proposal must be considered on its merits against the relevant provisions of the Development Plan to determine if the proposal warrants support.



It is recognised that this application is considered against the relevant provisions of the Planning and Design Code (since its implementation in March 2021) and not the former Development Plan. Notwithstanding this, the same intent applies to both planning schemes.

Visual impacts of the proposed development

A representor has raised concerns that the proposed development will have an adverse impact upon the existing character and amenity of the locality.

The proposed development has been carefully designed to ensure that both the building and associated landscaping will not have a detrimental impact upon the appearance of the land and buildings in the locality.

To minimise the potential impacts upon the adjoining dwellings, the building is proposed to be setback 1.5 metres from the western boundary with landscaping of a suitable height to assist in screening the built form. Pencil pines will be planted (semi-mature at the time of planting) to ensure that landscaping of a suitable height will assist to screen the proposed built form. Pencil Pines (*Cupressus Sempervirens 'Glauca'*) have been chosen to complement the existing matured Pencil Pines located on the adjoining residential allotment and will be semi-mature when planted and spaced 1.5 metres apart. An irrigation system will also be installed to encourage increased growth.

To further assist in minimising the visual impact of the proposed built form when viewed from the adjoining Council reserve and public walkway, Daronmont Technologies is willing to contribute towards the planting of additional landscaping within the Council reserve to assist in the screening process. The adjoining Council reserve contains minimal landscaping, with the wide open areas able to accommodate larger shrub/tree canopies to improve visual screening.

Amended plans have been prepared that demonstrate the willingness to insert appropriate screening measures. The species and spacing between each tree/shrub will be negotiated separately with Council's Parks and Open Space Assets Team to ensure that they are suitable for the local climatic conditions and meet Council's guidelines.

It has also been recently brought to the landowners attention that a member of the community has expressed concerns about the visual impact of graffiti that has recently been painted onto shade cloth that forms part of the northern fence (adjoining the Council reserve).

As demonstrated in the amended 'Proposed Floor Plan', the existing chain mesh fence (and associated shade cloth) will be removed as part of the proposed development with the new stone rubble retaining wall and building providing the main face to the adjoining reserve. The precast wall contains a range of colours for each panel with a feature stone panelling to complement the existing buildings. This is anticipated to provide for an improved visual appearance than when currently viewed from the Council reserve.

The proposed building seeks to provide an enclosed and private area for the Daronmont Technologies' activities currently occurring externally, thereby reducing the visual clutter and contributing to an improved amenity. It is considered the combination of the colours and materials of the proposed building, rock retaining walls, removal of the unsightly chain mesh fence and associated shade cloth along with the planting of landscaping along the Council reserve will result in an improved visual outlook when viewed from the adjoining Council reserve and public walkway.



Traffic Impacts

The proposed development will require an additional 5 full-time staff. Given the low volume, yet high value projects occurring within the workshop areas, only a small number of projects will be undertaken at any one time. In most cases, each project can take several months to complete, resulting in minimal movements to and from the subject land. It is anticipated that 1 additional delivery per month will be undertaken, resulting in minimal traffic changes to the current operations.

Access to the subject land will be obtained via the existing crossover to Park Way with the anticipated volumes of traffic entering and existing the site unlikely to have any impacts upon the adjoining road network. The existing sliding gates are set into the site to ensure that vehicles (both small and large) can store clear of Park Way while accessing the card reader/intercom without disrupting the flows of traffic. Conversely, vehicles existing the site are provided with clear sightlines along both directions along Park Way prior to entering onto the carriageway.

Although it is acknowledged that a representor has raised concerns with potential increased in traffic to and from the site, it is important to note that Daronmont Technologies has recently obtained Planning Consent for the construction of a large office development to the east of the existing operations to provide a coordinated office area for its staff. A large car parking area will be constructed as part of this proposal and will result in 127 on-site car parks provided for the entire Daronmont activities. It is anticipated that the majority of staff associated with the workshop will utilise this larger car parking area.

It is noted in the representors submission, that they would *'only support this development only if Council increases the safety of the residents and their properties in this area by introducing speed control mechanisms and priority pedestrian crossings'*.

It is recognised that both of these suggestions are to occur outside of the subject land and not able to be implemented by the applicant or landowners. We respectfully ask that these matters be forwarded to Council's road safety officers and/or engineers for their consideration as part of this duties under the *Local Government Act 1999*.

**Conclusion**

The applicant has sought to respond to the key concerns raised by the representors, particularly with regards to the proposals building height, setbacks, visual amenity and traffic impacts.

It is my opinion that the proposed additions to an existing research facility including reconfiguration of car parking and fencing, relocation of storage yard, retaining wall and landscaping represents an appropriate form of development in the context and intent of both the Urban Neighbourhood Zone and other relevant policies in the Planning and Design Code.

The proposed development is a form of development that is considered to be consistent with the Desired Outcomes and Performance Outcome of the Urban Neighbourhood Zone and is a contemporary, high-quality design that is both functional and visually appealing. Suitable building heights, setbacks and the provision of landscaping will ensure minimal impacts upon adjoining allotments.

As such, it is my opinion that Planning Consent is warranted as a Performance Assessed application.

Should you require any further information or clarification, I can be contacted on 0402 832 226.

Andrew Humby
Director
Humby Consulting
andrew@humbyconsulting.com.au

Attachment 4

Heritage SA Referral Response



Government of South Australia
Department for Environment
and Water

Heritage South Australia
Environment, Heritage and
Sustainability Division

81-95 Waymouth Street
Adelaide SA 5000

GPO Box 1047
Adelaide SA 5001
Australia
DX138

Ph: +61 8 8124 4922
Fax: +61 8 8124 4980

www.environment.sa.gov.au

Ref: SH/25051D
Date: 22 June 2021

City of Salisbury
PO BOX 8
SALISBURY SA 5108

Attention: Karyn Brown

Dear Ms Brown

DESCRIPTION: ADDITIONS AND ALTERATIONS TO EXISTING RESEARCH FACILITY INCLUDING EXTENSION OF WORKSHOP, RECONFIGURATION OF CARPARK, RELOCATION OF STORAGE YARD, RELOCATION OF 2.4M HIGH

Application number:	21007764
Referral received:	11/05/2021
State heritage place:	Former Levels Homestead Stables at 15 Park Way, MAWSON LAKES
Documentation:	As referred
<input checked="" type="checkbox"/>	Support the application
<input type="checkbox"/>	Direct to refuse the application
<input type="checkbox"/>	Direct to impose Conditions of Development Authorisation
<input type="checkbox"/>	Request to present at relevant SCAP hearing

The above application has been referred to the Minister for Environment and Water in accordance with Section 122 of the *Planning, Development and Infrastructure Act 2016*, as the prescribed body listed in Schedule 9: 1(1b) and 3(3); of the *Planning, Development and Infrastructure (General) (Development Assessment) Variation Regulations 2019*.

The subject land is affected by the State Heritage Place Overlay of the Planning and Design Code.

The proposed development is considered to be acceptable in relation to the above State Heritage Area and also the affected abutting State heritage place for the following reason/s.

- The additions continue the form and finishes as an extension to the modern workshop building that is separated from the historic stables buildings.
- The proposed development will have no physical impact on the heritage place.

General notes

1. Any changes to the proposal for which Planning Consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department for Environment and Water, or an additional referral to the Minister for Environment and Water. Such changes would include for example (a) an application to vary the Planning Consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the development application.
2. To ensure a satisfactory heritage outcome, the relevant planning authority is requested to consult the Department for Environment and Water when finalising other Conditions.

3. In accordance with Regulation 57 of the *Planning, Development and Infrastructure (General) (Development Assessment) Variation Regulations 2019*, please send the Department for Environment and Water a copy of the Notice of Decision.
4. The relevant planning authority is requested to inform the applicant of the following requirements of the *Heritage Places Act 1993*.
 - (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
 - (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.For further information, contact the Department for Environment and Water.
5. The relevant planning authority is requested to inform the applicant of the following requirements of the *Aboriginal Heritage Act 1988*.
 - (a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

For any enquiries in relation to this application I can be contacted by telephone on 8124 4946 or e-mail DEW.StateHeritageDA@sa.gov.au.

Yours sincerely,



Margaret Heathcote
Senior Conservation Architect
Department for Environment and Water
as delegate of the
MINISTER FOR ENVIRONMENT AND WATER

Attachment 5

Extract of Planning and Design Code

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19-23 PARK WAY MAWSON LAKES SA 5095**Address:**Click to view a detailed interactive [SALIS in SAILIS](#)

To view a detailed interactive property map in SAPPA click on the map below

**Property Zoning Details****Local Variation (TNV)****Maximum Building Height (Metres)** (Maximum building height is 16.5m)**Maximum Building Height (Levels)** (Maximum building height is 4 levels)**Building Envelope** (Development should be constructed within a building envelope provided by a 30 or 45 degree plane, depending on orientation, measured 3m above natural ground at the boundary of an allotment)**Overlay****Aircraft Noise Exposure (ANEF 20)****Airport Building Heights (Regulated)** (All structures over 15 metres)

Affordable Housing

Building Near Airfields

Defence Aviation Area (All structures over 90 metres)

Hazards (Flooding)**Heritage Adjacency****Hazards (Flooding General)**

Prescribed Wells Area

Regulated and Significant Tree

Water Resources

Zone**Urban Neighbourhood****Development Pathways**

- **Urban Neighbourhood**

1. Accepted Development

Means that the development type does not require planning consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Air handling unit, air conditioning system or exhaust fan
- Internal building work
- Partial demolition of a building or structure
- Shade sail
- Solar photovoltaic panels (roof mounted)

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- Water tank (underground)

2. Code Assessed - Deemed to Satisfy

Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Replacement building
- Temporary accommodation in an area affected by bushfire

3. Code Assessed - Performance Assessed

Performance Assessed development types listed below are those for which the Code identifies relevant policies.

Additional development types that are not listed as Accepted, Deemed to Satisfy or Restricted default to a Performance assessed Pathway. Please contact your local council for more information.

- Advertisement
- Consulting room
- Demolition
- Detached dwelling
- Dwelling
- Dwelling addition
- Group dwelling
- Land division
- Licensed Premises
- Office
- Residential flat building
- Row dwelling
- Semi-detached dwelling
- Shop
- Student Accommodation
- Tourist accommodation
- Tree-damaging activity

4. Impact Assessed - Restricted

Means that the development type requires approval. Classes of development that are classified as Restricted are listed in Table 4 of the relevant Zones.

Property Policy Information for above selection

Part 2 - Zones and Sub Zones

Urban Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>A mixed use area that:</p> <ul style="list-style-type: none"> (a) provides a flexible policy framework for the redevelopment of urban areas in close proximity to high frequency public transport corridors or adjacent primary road corridors that have the potential to become activity generators (b) provides for the high-quality design and integration of buildings and public realm in mixed use areas with walkable urban form, excellent provision for walking and cycling and active street frontages that encourage social interaction, positively contribute to public safety and vibrancy and promote active movement and public transport use (c) provides a concentration of mixed use activity close to community focal points, such as a high frequency fixed transit stop, activity centre or high quality open space

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	(d)	provides adaptable and flexible buildings that can accommodate changes in land use and respond to changing economic and social conditions and advances in technology
	(e)	transitions to a reduced scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Development of medium and high density accommodation types for living, including dwellings, supported accommodation, student accommodation, short term accommodation, either as part of a mixed use development or wholly residential development.	DTS/DPF 1.1 Development comprises one or more of the following: <ul style="list-style-type: none"> (a) Advertisement (b) Carport (c) Consulting Room (d) Dwelling (e) Educational Establishment (f) Hotel (g) Licensed Premises (h) Light Industry (i) Office (j) Outbuilding (k) Pre-school (l) Residential Flat Building (m) Retirement Facility (n) Shop (o) Student Accommodation (p) Supported Accommodation (q) Tourist Accommodation
PO 1.2 Development of diverse medium density accommodation, and high density accommodation in specified locations (locations where 7 or more building levels is envisaged), either as part of a mixed use development or wholly residential development.	DTS/DPF 1.2 None are applicable.
PO 1.3 Light industrial and commercial uses (including high technology and research based activity) where compatible with adjoining uses.	DTS/DPF 1.3 None are applicable.
PO 1.4 Co-locate close to public transport land uses that generate high levels of pedestrian activity, encourage public transport use and provide opportunities for multi-purpose trips.	DTS/DPF 1.4 None are applicable.
PO 1.5	DTS/DPF 1.5



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In clusters of non-residential development, provide high-quality, inclusive and integrated public realm, including open spaces, sport and recreation facilities, and places that serve as hubs for communal activity.	None are applicable.				
PO 1.6 Shops, offices and consulting rooms services and facilities to meet the needs of the local community.	DTS/DPF 1.6 Except where a Main Street Subzone or Urban Neighbourhood Retail Subzone applies, shops, offices or consulting room uses not exceeding a maximum gross leasable floor area of 500m ² for individual tenancies and 1000m ² in a single building.				
PO 1.7 Larger scale shops, offices, and consulting rooms primarily clustered together to provide a focus for services and facilities.	DTS/DPF 1.7 None are applicable.				
Built Form and Character					
PO 2.1 Development positively contributes to creating activity nodes around high-frequency public transport stops/stations and multi-modal transport interchanges, encourages public transport use and positively contributes to a fine-grain streetscape that provides a safe, comfortable, vibrant and walkable public realm at ground level.	DTS/DPF 2.1 None are applicable.				
PO 2.2 Building height is consistent with the form expressed in the Building Height (Maximum Levels) Technical and Numeric Variation and the Building Height (Maximum Metres) Technical and Numeric Variation, and otherwise positively responds to the local context including the site's frontage, depth, and adjacent primary street width.	DTS/DPF 2.2 Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s): <table border="1"><thead><tr><th>Maximum Building Height (Levels)</th></tr></thead><tbody><tr><td>Maximum building height is 4 levels</td></tr></tbody></table> <table border="1"><thead><tr><th>Maximum Building Height (Metres)</th></tr></thead><tbody><tr><td>Maximum building height is 16.5m</td></tr></tbody></table> In relation to DTS/DPF 2.2, in instances where: <ul style="list-style-type: none">(a) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development(b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other(c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.	Maximum Building Height (Levels)	Maximum building height is 4 levels	Maximum Building Height (Metres)	Maximum building height is 16.5m
Maximum Building Height (Levels)					
Maximum building height is 4 levels					
Maximum Building Height (Metres)					
Maximum building height is 16.5m					
PO 2.3 Buildings are designed to be adaptable and flexible to suit a range of land uses, including retail, office and residential, without the need for significant change to the building.	DTS/DPF 2.3 The ground floor of buildings contains a minimum floor to ceiling height of 3.5m.				
PO 2.4	DTS/DPF 2.4				

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Buildings designed to create visual connection between the public realm and ground level interior, promote an active human-scale interface with the primary road / public transport corridor and open space and maximise passive surveillance.	Not less than 50% of the ground floor primary frontage of buildings are visually permeable, transparent or clear glazed.
PO 2.5 Buildings set back from the primary street boundaries consistent with the existing/emerging streetscape.	DTS/DPF 2.5 The building line of buildings setback from the primary street boundary in accordance with either of the following: (a) no minimum where adjoining allotments are vacant or (b) the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road).
PO 2.6 Buildings set back from secondary street boundaries in a manner compatible with the emerging streetscape pattern.	DTS/DPF 2.6 Building walls setback from the secondary street frontage in accordance with either of the following: (a) no minimum where adjoining allotments are vacant or (b) the average of the setback of the existing building on each adjoining site fronting the same street.
PO 2.7 Buildings set back from rear boundaries (other than street boundaries) to: (a) minimise impacts on properties in neighbouring zones (b) maximise intensity of development within the zone.	DTS/DPF 2.7 Building walls setback from the rear boundaries as follows: (a) 5m or more where the subject land directly abuts an allotment of a different zone or (b) 0 metres in all other cases.
PO 2.8 Buildings set back from side boundaries (other than street boundaries) to: (a) reduce impacts of building bulk on adjoining properties (b) provide adequate direct sun and ventilation to the building and open spaces (c) minimise the extent of overlooking and resultant loss of privacy on adjoining properties (d) minimise the extent of overshadowing on adjoining properties.	DTS/DPF 2.8 Building walls setback from the side boundaries the average of the setback of the existing building on each adjoining site fronting the same street.
PO 2.9 Buildings set back from street boundaries (in the case of rear access ways) to provide adequate manoeuvrability for vehicles.	DTS/DPF 2.9 Building walls setback from the rear access way: (a) no requirement where the access way is not less than 6.5m wide or (b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.
Interface Height	

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<p>PO 3.1</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 3.1</p> <p>Interface Height</p> <p>Buildings constructed within a building envelope provided by a:</p> <p>(a) 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary):</p>  <p>(a) in relation to a southern boundary, 30 degree plane grading north, measured from a height of 3m above natural ground at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram:</p> 
<p>PO 3.2</p> <p>Development that manages the interface with a low-rise neighbourhood-type zone by incorporating less dense, low-rise residential land uses at the interface, and avoiding land uses or intensity of land uses that adversely affect residential amenity.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
Site Dimensions and Land Division	
<p>PO 4.1</p> <p>Where appropriate, a street grid pattern is provided in mixed use areas to maintain clear sightlines, improve public safety and legibility within the public realm, and ensure walkability and connectivity are maximised.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
Movement, parking and access	
<p>PO 5.1</p> <p>Where practicable, buildings provide vehicle access via a side street or rear lane access way that is designed to:</p> <ul style="list-style-type: none"> (a) provide space between buildings that reduces building mass and creates a more visually diverse public realm (b) minimises conflicts with pedestrians and cyclists (c) achieve active frontages at a lower intensity than the primary street frontage. 	<p>DTS/DPF 5.1</p> <p>Vehicular access to be provided:</p> <ul style="list-style-type: none"> (a) via side streets or rear lanes provided there is no negative impact on residential amenity within the zone and in adjacent zones or (b) where it consolidates or replaces existing crossovers.
Concept Plans	

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<p>PO 6.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code.</p>	<p>DTS/DPF 6.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <p>In relation to DTS/DPF 6.1, in instances where:</p> <ul style="list-style-type: none"> (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 6.1 is met.
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Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

A class of development listed in Column A is excluded from notification provided that it does not fall within a corresponding exclusion prescribed in Column B. In instances where development falls within multiple classes within Column A, each clause is to be read independently such that if a development is excluded from notification by any clause, it is, for the purposes of notification excluded irrespective of any other clause.

Class of Development (Column A)	Exceptions (Column B)
1. A kind of development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: <ul style="list-style-type: none"> 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) dwelling (d) dwelling addition (e) pre-school (f) residential flat building (g) retirement facility (h) shade sail (i) solar photovoltaic panels (roof mounted) (j) student accommodation (k) supported accommodation 	Except development that exceeds the maximum building height specified in Urban Neighbourhood DTS/DPF 2.2 or does not satisfy Urban Neighbourhood DTS/DPF 3.1.

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<ul style="list-style-type: none"> (l) swimming pool or spa pool (m) tourist accommodation (n) water tank. 	
4. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> (a) consulting room (b) office (c) shop. 	Except development that exceeds the maximum building height specified in Urban Neighbourhood DTS/DPF 2.2 or does not satisfy any of the following: <ul style="list-style-type: none"> 1. Urban Neighbourhood DTS/DPF 1.6 2. Urban Neighbourhood DTS/DPF 3.1.
5. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> (a) internal building works (b) replacement building (c) temporary accommodation in an area affected by bushfire (d) tree damaging activity. 	None specified.
6. Demolition.	Except any of the following: <ul style="list-style-type: none"> 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
Placement of Notices - Exemptions for Performance Assessed Development	
None specified.	
Placement of Notices - Exemptions for Restricted Development	
None specified.	

Part 3 - Overlays

Affordable Housing Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Affordable housing is integrated with residential and mixed use development.
DO 2	Affordable housing caters for a variety of household structures.

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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Development comprising 20 or more dwellings / allotments incorporates affordable housing.	DTS/DPF 1.1 Development results in 0-19 additional allotments / dwellings.
PO 1.2 Development comprising 20 or more dwellings or residential allotments provides housing suited to a range of incomes including households with low to moderate incomes.	DTS/DPF 1.2 Development comprising 20 or more dwellings / or residential allotments includes a minimum of 15% affordable housing except where: (a) it can be demonstrated that any shortfall in affordable housing has been provided in a previous stage of development or (b) it can be demonstrated that any shortfall in affordable housing will be accommodated in a subsequent stage or stages of development.
PO 1.3 Affordable housing is distributed throughout the development to avoid an overconcentration.	DTS/DPF 1.3 None are applicable.
Built Form and Character	
PO 2.1 Affordable housing is designed to complement the design and character of residential development within the locality.	DTS/DPF 2.1 None are applicable.
Affordable Housing Incentives	
PO 3.1 To support the provision of affordable housing, minimum allotment sizes may be reduced below the minimum allotment size specified in a zone while providing allotments of a suitable size and dimension to accommodate dwellings with a high standard of occupant amenity.	DTS/DPF 3.1 The minimum site area specified for a dwelling can be reduced by up to 20%, or the maximum density per hectare increased by up to 20%, where it is to be used to accommodate affordable housing except where the development is located within the Character Area Overlay or Historic Area Overlay.
PO 3.2 To support the provision of affordable housing, building heights may be increased above the maximum specified in a zone.	DTS/DPF 3.2 Where a building incorporates dwellings above ground level and includes at least 15% affordable housing, the maximum building height specified in any relevant zone policy can be increased by 1 building level in the: (a) Business Neighbourhood Zone (b) City Living Zone (c) Established Neighbourhood Zone

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	<p>(d) General Neighbourhood Zone (e) Hills Neighbourhood Zone (f) Housing Diversity Neighbourhood Zone (g) Neighbourhood Zone (h) Master Planned Neighbourhood Zone (i) Master Planned Renewal Zone (j) Master Planned Township Zone (k) Rural Neighbourhood Zone (l) Suburban Business Zone (m) Suburban Neighbourhood Zone (n) Township Neighbourhood Zone (o) Township Zone (p) Urban Renewal Neighbourhood Zone (q) Waterfront Neighbourhood Zone</p> <p>and up to 30% in any other zone, except where:</p> <p>(a) the development is located within the Character Area Overlay or Historic Area Overlay or (b) other height incentives already apply to the development.</p>
Movement and Car Parking	
<p>PO 4.1</p> <p>Sufficient car parking is provided to meet the needs of occupants of affordable housing.</p>	<p>DTS/DPF 4.1</p> <p>Dwellings constituting affordable housing are provided with car parking in accordance with the following:</p> <p>(a) 0.3 carpark per dwelling within a building which incorporates dwellings located above ground level within either:</p> <ul style="list-style-type: none"> (i) 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (ii) is within 400 metres of a bus interchange⁽¹⁾ (iii) is within 400 metres of an O-Bahn interchange⁽¹⁾ (iv) is within 400 metres of a passenger rail station⁽¹⁾ (v) is within 400 metres of a passenger tram station⁽¹⁾ (vi) is within 400 metres of the Adelaide Parklands. <p>or</p> <p>(b) 1 carpark per dwelling for any other dwelling.</p> <p>[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It

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sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development for the purposes of the provision of affordable housing (applying the criteria determined under regulation 4 of the <i>South Australian Housing Trust Regulations 2010</i>).	Minister responsible for administering the <i>South Australian Housing Trust Act 1995</i> .	To provide direction on the conditions required to secure the provision of dwellings or allotments for affordable housing.	Development of a class to which Schedule 9 clause 3 item 20 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Aircraft Noise Exposure Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development sensitive to aircraft noise is designed and located to manage noise intrusion to reduce land use conflict and protect human health.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Buildings that accommodate activities sensitive to aircraft noise are designed and located to minimise aircraft noise intrusion and provide appropriate interior acoustic amenity.	DTS/DPF 1.1 Buildings accommodating sensitive receivers are not located within an area having an ANEF value of 30 or more.
Built Form	
PO 2.1 Additions to buildings involving the addition or extension of habitable rooms are designed and located to minimise aircraft noise intrusion and provide appropriate interior acoustic amenity.	DTS/DPF 2.1 Dwelling additions involving the addition or extension of habitable rooms:

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	(a) do not result in an increase in the total floor area of the existing dwelling by greater than 50 percent (b) do not occur in areas having an ANEF value of 30 or more.
Land Division	
PO 3.1 Land division does not increase the number of allotments used for sensitive receivers in areas adversely affected by aircraft noise to mitigate community exposure to potential adverse environmental and amenity impacts generated by aircraft movements.	DTS/DPF 3.1 Land division: <ul style="list-style-type: none"> (a) within an area having an ANEF value of less than 30 or (b) within an area having an ANEF value of 30 or more and: <ul style="list-style-type: none"> (i) does not result in any additional allotments or (ii) none of the allotments will accommodate a sensitive receiver.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Airport Building Heights (Regulated) Overlay**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1	DTS/DPF 1.1

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Building height does not pose a hazard to the operation of a certified or registered aerodrome.	Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas. In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development: (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i> (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i> .	The airport-operator company for the relevant airport within the meaning of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth.	To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Building Near Airfields Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Outdoor lighting associated with a non-residential use does not	DTS/DPF 1.1 Development:

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pose a hazard to commercial or military aircraft operations.	(a) primarily or wholly for residential purposes (b) for non-residential purposes that does not incorporate outdoor floodlighting.
PO 1.2 Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.	DTS/DPF 1.2 All development except where it comprises one or more of the following located not less than 3km from the boundaries of an airport used by commercial or military aircraft: <ul style="list-style-type: none"> (a) food packing/processing plant (b) horticulture (c) intensive animal husbandry (d) showground (e) waste management facility (f) waste transfer station (g) wetland (h) wildlife sanctuary.
PO 1.3 Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.	DTS/DPF 1.3 The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Defence Aviation Area Overlay**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operations of Defence Aviation Areas.	DTS/DPF 1.1 Building height does not exceed the relevant height specified by the <i>Defence Aviation Area Overlay</i> .
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with Defence Aviation Areas.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Hazards (Flooding) Overlay**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from high flood risk are minimised by retaining areas free from development, and minimising intensification where development has occurred.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1	DTS/DPF 1.1

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Land division is limited to areas where the consequences to buildings and safety are low and can be readily managed or overcome.	None are applicable.
Land Use	
PO 2.1 Development sited and designed to minimise exposure of people and property to unacceptable flood risk.	DTS/DPF 2.1 None are applicable.
PO 2.2 Buildings housing vulnerable people, community services facilities, key infrastructure and emergency services are sited away from flood prone areas to enable uninterrupted operation of services and reduce likelihood of entrapment.	DTS/DPF 2.2 Pre-schools, educational establishments, retirement and supported accommodation, emergency services facilities, hospitals and prisons are not located within the Overlay area.
Flood Resilience	
PO 3.1 Development avoids the need for flood protection works.	DTS/DPF 3.1 None are applicable.
PO 3.2 Development does not cause unacceptable impacts on any adjoining property by the diversion of flood waters or an increase in flood velocity or flood level.	DTS/DPF 3.2 None are applicable.
PO 3.3 Development does not impede the flow of floodwaters through the allotment or the surrounding land, or cause an unacceptable loss of flood storage.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development avoids frequently flooded or high velocity areas, other than where it is part of a flood mitigation scheme to reduce flood impact.	DTS/DPF 3.4 Other than a recreation area, development is located outside of the 5% AEP principal flow path.
PO 3.5 Buildings are sited, designed and constructed to prevent the entry of floodwaters in a 1% AEP flood event where the entry of floodwaters is likely to result in undue damage to, or compromise ongoing activities within, buildings.	DTS/DPF 3.5 Buildings comprise one of the following: <ul style="list-style-type: none">(a) a porch or portico with at least 2 open sides(b) a verandah with at least 3 open sides(c) a carport or outbuilding with at least 2 open sides (whichever elevations face the direction of the flow)(d) any post construction with open sides(e) a building with a finished floor level that is at least 300mm above the height of a 1% AEP flood event.
PO 3.6 Fences do not unreasonably impede floodwaters.	DTS/DPF 3.6 A post and wire fence (other than a chain mesh fence).
Environmental Protection	
PO 4.1	DTS/DPF 4.1

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Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.
PO 4.2 Development does not create or aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood.	DTS/DPF 4.2 None are applicable.
Site Earthworks	
PO 5.1 The depth and extent of filling required to raise the finished floor level of a building does not cause unacceptable impact on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or an unacceptable loss of flood storage.	DTS/DPF 5.1 None are applicable.
PO 5.2 Driveways, access tracks and parking areas are designed and constructed to minimise excavation and filling.	DTS/DPF 5.2 Filling for ancillary purposes: (a) does not exceed 300mm above existing ground level (b) is no more than 5m wide.
Access	
PO 6.1 Development does not occur on land: (a) from which evacuation to areas not vulnerable to flood risk is not possible during a 1% AEP flood event (b) which cannot be accessed by emergency services vehicles or essential utility service vehicles during a 1% AEP flood event.	DTS/DPF 6.1 None are applicable.
PO 6.2 Access driveways and tracks to significant development (i.e. dwellings, places of work, etc.) consist of a safe, all-weather trafficable surface that is accessible during a 1% AEP flood event.	DTS/DPF 6.2 None are applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Hazards (Flooding – General) Overlay

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Assessment Provisions (AP)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.
Environmental Protection	
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Heritage Adjacency Overlay**Assessment Provisions (AP)**

Desired Outcome	
DO 1	

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	Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.	DTS/DPF 1.1 None are applicable.
Land Division	
PO 2.1 Land division adjacent to a State or Local Heritage Place creates allotments that are of a size and dimension that enables the siting and setbacks of new buildings from allotment boundaries so that they do not dominate, encroach or unduly impact on the setting of the Place.	DTS/DPF 2.1 None are applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that may materially affect the context of a State Heritage Place.	Minister responsible for the administration of the Heritage Places Act 1993.	To provide expert assessment and direction to the relevant authority on the potential impacts of development adjacent State Heritage Places.	Development of a class to which Schedule 9 clause 3 item 17 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Prescribed Wells Area Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Sustainable water use in prescribed wells areas.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>All development, but in particular involving any of the following:</p> <ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry <p>has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies either of the following:</p> <ul style="list-style-type: none"> (a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the <i>Landscape South Australia Act 2019</i>.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the <i>Landscape South Australia Act 2019</i>:</p> <ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry. 	<p>The Chief Executive of the Department of the Minister responsible for the administration of the <i>Landscape South Australia Act 2019</i>.</p>	<p>To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably.</p>	<p>Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>
<p>Commercial forestry that requires a forest water licence under Part 8 Division 6 of the <i>Landscape South Australia Act 2019</i>.</p>			

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

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Desired Outcome	
DO 1	Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
<p>PO 1.1</p> <p>Regulated trees are retained where they:</p> <ul style="list-style-type: none"> (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species and / or (c) provide an important habitat for native fauna. 	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Significant trees are retained where they:</p> <ul style="list-style-type: none"> (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area. 	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>A tree damaging activity not in connection with other development satisfies (a) and (b):</p> <ul style="list-style-type: none"> (a) tree damaging activity is only undertaken to: <ul style="list-style-type: none"> (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: 	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>

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<p>A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value</p> <p>and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity</p> <p>(iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire</p> <p>(v) treat disease or otherwise in the general interests of the health of the tree and / or</p> <p>(vi) maintain the aesthetic appearance and structural integrity of the tree</p> <p>(b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective.</p>	
<p>PO 1.4</p> <p>A tree-damaging activity in connection with other development satisfies all the following:</p> <p>(a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible</p> <p>(b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>
Ground work affecting trees	
<p>PO 2.1</p> <p>Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
Land Division	
<p>PO 3.1</p> <p>Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.</p>	<p>DTS/DPF 3.1</p> <p>Land division where:</p> <p>(a) there are no regulated or significant trees located within or adjacent to the plan of division</p> <p>or</p> <p>(b) the application demonstrates that an area exists to accommodate subsequent development of proposed allotments after an allowance has been made for a tree protection zone around any regulated tree within and adjacent to the plan of division.</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

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Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Water Resources Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.
DO 2	Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Catchment	
PO 1.1 Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development avoids interfering with the existing hydrology or water regime of swamps and wetlands other than to improve the existing conditions to enhance environmental values.	DTS/DPF 1.2 None are applicable.
PO 1.3 Wetlands and low-lying areas providing habitat for native flora and fauna are not drained, except temporarily for essential management purposes to enhance environmental values.	DTS/DPF 1.3 None are applicable.
PO 1.4 Watercourses, areas of remnant native vegetation, or areas prone to erosion that are capable of natural regeneration are fenced off to limit stock access.	DTS/DPF 1.4 None are applicable.
PO 1.5	DTS/DPF 1.5

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Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter runoff to: (a) reduce the impacts on native aquatic ecosystems (b) minimise soil loss eroding into the watercourse.	A strip of land 20m or more wide measured from the top of existing banks on each side of the watercourse is free from development, livestock use and revegetated with locally indigenous vegetation.
PO 1.6 Development resulting in the depositing or placing of an object or solid material in a watercourse or lake occurs only where it involves any of the following: (a) the construction of an erosion control structure (b) devices or structures used to extract or regulate water flowing in a watercourse (c) devices used for scientific purposes (d) the rehabilitation of watercourses.	DTS/DPF 1.6 None are applicable.
PO 1.7 Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.	DTS/DPF 1.7 None are applicable.
PO 1.8 Watercourses, floodplains (1% AEP flood extent) and wetlands are protected and enhanced by stabilising watercourse banks and reducing sediments and nutrients entering the watercourse.	DTS/DPF 1.8 None are applicable.
PO 1.9 Dams, water tanks and diversion drains are located and constructed to maintain the quality and quantity of flows required to meet environmental and downstream needs.	DTS/DPF 1.9 None are applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

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Buffers and Landscaping	
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site.	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface.
Slipways, Wharves and Pontoons	
PO 4.1 Slipways, wharves and pontoons used for the handling of bulk materials (such as fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters.	DTS/DPF 4.1 None are applicable.

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i> (b) there are no aboveground powerlines adjoining the site

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that are the subject of the proposed development.

Design**Assessment Provisions (AP)**

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.

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<p>(a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces</p> <p>(b) screening rooftop plant and equipment from view</p> <p>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</p>	
<p>PO 1.5</p> <p>The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Safety	
<p>PO 2.1</p> <p>Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Development is designed to differentiate public, communal and private areas.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.</p>	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.</p>	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
<p>PO 2.5</p> <p>Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.</p>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
Landscaping	
<p>PO 3.1</p> <p>Soft landscaping and tree planting is incorporated to:</p> <p>(a) minimise heat absorption and reflection</p> <p>(b) maximise shade and shelter</p> <p>(c) maximise stormwater infiltration</p> <p>(d) enhance the appearance of land and streetscapes</p> <p>(e) contribute to biodiversity.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p>	<p>DTS/DPF 3.2</p>

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Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.	None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as:	DTS/DPF 7.1 None are applicable.

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<p>(a) limiting protrusion above finished ground level</p> <p>(b) screening through appropriate planting, fencing and mounding</p> <p>(c) limiting the width of openings and integrating them into the building structure.</p>	
<p>PO 7.2</p> <p>Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.</p>	<p>DTS/DPF 7.2</p> <p>None are applicable.</p>
<p>PO 7.3</p> <p>Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.</p>	<p>DTS/DPF 7.3</p> <p>None are applicable.</p>
<p>PO 7.4</p> <p>Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.</p>	<p>DTS/DPF 7.4</p> <p>None are applicable.</p>
<p>PO 7.5</p> <p>Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.</p>	<p>DTS/DPF 7.5</p> <p>None are applicable.</p>
<p>PO 7.6</p> <p>Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.</p>	<p>DTS/DPF 7.6</p> <p>None are applicable.</p>
<p>PO 7.7</p> <p>Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.</p>	<p>DTS/DPF 7.7</p> <p>None are applicable.</p>
Earthworks and sloping land	
<p>PO 8.1</p> <p>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.</p>	<p>DTS/DPF 8.1</p> <p>Development does not involve any of the following:</p> <ul style="list-style-type: none"> (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
<p>PO 8.2</p> <p>Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).</p>	<p>DTS/DPF 8.2</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):</p> <ul style="list-style-type: none"> (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.

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<p>PO 8.3</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):</p> <ul style="list-style-type: none"> (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land. 	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.</p>	<p>DTS/DPF 8.4</p> <p>None are applicable.</p>
<p>PO 8.5</p> <p>Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
Fences and Walls	
<p>PO 9.1</p> <p>Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.</p>	<p>DTS/DPF 9.1</p> <p>None are applicable.</p>
<p>PO 9.2</p> <p>Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.</p>	<p>DTS/DPF 9.2</p> <p>A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.</p>
Overlooking / Visual Privacy (in building 3 storeys or less)	
<p>PO 10.1</p> <p>Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.</p>	<p>DTS/DPF 10.1</p> <p>Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:</p> <ul style="list-style-type: none"> (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
<p>PO 10.2</p> <p>Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.</p>	<p>DTS/DPF 10.2</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or

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	<p>terrace or</p> <p>(b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of:</p> <p>(i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or</p> <p>(ii) 1.7m above finished floor level in all other cases</p>
All Residential development	
Front elevations and passive surveillance	
PO 11.1 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	<p>DTS/DPF 11.1</p> <p>Each dwelling with a frontage to a public street:</p> <p>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</p> <p>(b) has an aggregate window area of at least 2m² facing the primary street.</p>
PO 11.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	<p>DTS/DPF 11.2</p> <p>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>
Outlook and amenity	
PO 12.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	<p>DTS/DPF 12.1</p> <p>A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.</p>
PO 12.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	<p>DTS/DPF 12.2</p> <p>None are applicable.</p>
Ancillary Development	
PO 13.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	<p>DTS/DPF 13.1</p> <p>Ancillary buildings:</p> <p>(a) are ancillary to a dwelling erected on the same site</p> <p>(b) have a floor area not exceeding 60m²</p> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the dwelling to which it is ancillary or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p>

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- (i) is set back at least 5.5m from the boundary of the primary street
- (ii) when facing a primary street or secondary street, has a total door / opening not exceeding:
 - A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser
 - B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width
- (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:
 - (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and
 - (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent
- (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary
- (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure
- (h) have a wall height or post height not exceeding 3m above natural ground level
- (i) have a roof height where no part of the roof is more than 5m above the natural ground level
- (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour
- (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:
 - (i) a total area as determined by the following table:

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site
<150	10%
150-200	15%
201-450	20%
>450	25%

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	(ii) the amount of existing soft landscaping prior to the development occurring.
<p>PO 13.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.</p>	<p>DTS/DPF 13.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
<p>PO 13.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>	<p>DTS/DPF 13.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Garage appearance	
<p>PO 14.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 14.1</p> <p>Garages and carports facing a street:</p> <ul style="list-style-type: none"> (a) are situated so that no part of the garage or carport is in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening not exceeding 7m in width (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
Massing	
<p>PO 15.1</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 15.1</p> <p>None are applicable</p>
Dwelling additions	
<p>PO 16.1</p> <p>Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.</p>	<p>DTS / DPF 16.1</p> <p>Dwelling additions:</p> <ul style="list-style-type: none"> (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: <ul style="list-style-type: none"> (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical height of 2m or more (iv) less Private Open Space than specified in Design Table 1 - Private Open Space

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	<p>(v) less on-site parking than specified in Transport Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas</p> <p>(vi) upper level windows facing side or rear boundaries unless:</p> <p>A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or</p> <p>B. have sill heights greater than or equal to 1.5m above finished floor level or</p> <p>C. incorporate screening to a height of 1.5m above finished floor level</p> <p>(vii) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of:</p> <p>A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land</p> <p>B. 1.7m above finished floor level in all other cases.</p>
Private Open Space	
PO 17.1	DTS/DPF 17.1
Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	Private open space is provided in accordance with Design Table 1 - Private Open Space.
Water Sensitive Design	
PO 18.1	DTS/DPF 18.1
Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes:
	<p>(a) 80 per cent reduction in average annual total suspended solids</p> <p>(b) 60 per cent reduction in average annual total phosphorus</p> <p>(c) 45 per cent reduction in average annual total nitrogen.</p>
PO 18.2	DTS/DPF 18.2
Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	Development creating a common driveway / access that services 5 or more dwellings:
	<p>(a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased or captures and retains the difference in pre-development</p>

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	<p>runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and</p> <p>(b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.</p>
Car parking, access and manoeuvrability	
<p>PO 19.1</p> <p>Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <p>(a) single width car parking spaces:</p> <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m <p>(b) double width car parking spaces (side by side):</p> <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
<p>PO 19.2</p> <p>Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
<p>PO 19.3</p> <p>Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.</p>	<p>DTS/DPF 19.3</p> <p>Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.</p>
<p>PO 19.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 19.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: <ul style="list-style-type: none"> (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
PO 19.5	DTS/DPF 19.5

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Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	<p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1:4 on average (b) they are aligned relative to the street boundary so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the street boundary (c) if located to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site 						
<p>PO 19.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 19.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented. 						
Waste storage							
<p>PO 20.1</p> <p>Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.</p>	<p>DTS/DPF 20.1</p> <p>None are applicable.</p>						
Design of Transportable Dwellings							
<p>PO 21.1</p> <p>The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.</p>	<p>DTS/DPF 21.1</p> <p>Buildings satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building. 						
Group dwelling, residential flat buildings and battle-axe development							
Amenity							
<p>PO 22.1</p> <p>Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.</p>	<p>DTS/DPF 22.1</p> <p>Dwellings have a minimum internal floor area in accordance with the following table:</p> <table border="1"> <thead> <tr> <th>Number of bedrooms</th><th>Minimum internal floor area</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>35m²</td></tr> <tr> <td>1 bedroom</td><td>50m²</td></tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²	1 bedroom	50m ²
Number of bedrooms	Minimum internal floor area						
Studio	35m ²						
1 bedroom	50m ²						

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	2 bedroom	65m ²
	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
PO 22.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 22.2 None are applicable.	
PO 22.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 22.3 None are applicable.	
PO 22.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 22.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.	
Communal Open Space		
PO 23.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 23.1 None are applicable.	
PO 23.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 23.2 Communal open space incorporates a minimum dimension of 5 metres.	
PO 23.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 23.3 None are applicable.	
PO 23.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 23.4 None are applicable.	
PO 23.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 23.5 None are applicable.	

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Carparking, access and manoeuvrability	
PO 24.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 24.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: <ul style="list-style-type: none"> (a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 24.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 24.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 24.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 24.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: <ul style="list-style-type: none"> (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 24.4 Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.	DTS/DPF 24.4 Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.
PO 24.5 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 24.5 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 24.6 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 24.6 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft Landscaping	
PO 25.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 25.1 Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 25.2	DTS/DPF 25.2

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Soft landscaping is provided that improves the appearance of common driveways.	Where a common driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 26.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 26.1 None are applicable.
PO 26.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 26.2 None are applicable.
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 26.3 None are applicable.
PO 26.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 26.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 26.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 26.5 None are applicable.
PO 26.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 26.6 None are applicable.
Supported accommodation and retirement facilities	
Siting and Configuration	
PO 27.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 27.1 None are applicable.
Movement and Access	
PO 28.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places	DTS/DPF 28.1 None are applicable.

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(c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability	
(d) kerb ramps at pedestrian crossing points.	
Communal Open Space	
PO 29.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 29.1 None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 29.6 None are applicable.
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.

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PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 28.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.
PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-	DTS/DPF 32.1 None are applicable.

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site on a regular basis.	
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Table 1 - Private Open Space

Dwelling Type	Minimum Rate
Dwelling (at ground level)	<p>Total private open space area:</p> <p>(a) Site area <301m²: 24m² located behind the building line.</p> <p>(b) Site area ≥ 301m²: 60m² located behind the building line.</p> <p>Minimum directly accessible from a living room: 16m² / with a minimum dimension 3m.</p>
Dwelling (above ground level)	<p>Studio (no separate bedroom): 4m² with a minimum dimension 1.8m</p> <p>One bedroom: 8m² with a minimum dimension 2.1m</p> <p>Two bedroom dwelling: 11m² with a minimum dimension 2.4m</p> <p>Three + bedroom dwelling: 15m² with a minimum dimension 2.6m</p>
Cabin or caravan (permanently fixed to the ground) in a residential park or a caravan and tourist park	Total area: 16m ² , which may be used as second car parking space, provided on each site intended for residential occupation.

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Development is:</p> <p>(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality</p> <p>(b) durable - fit for purpose, adaptable and long lasting</p> <p>(c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors</p> <p>(d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.</p>
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance

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Feature	
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3	DTS/DPF 2.3

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Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.

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On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7	DTS/DPF 7.7

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Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.

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Overlooking / Visual Privacy (low rise buildings)	
<p>PO 10.1</p> <p>Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.</p>	<p>DTS/DPF 10.1</p> <p>Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone:</p> <ul style="list-style-type: none"> (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
<p>PO 10.2</p> <p>Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.</p>	<p>DTS/DPF 10.2</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: <ul style="list-style-type: none"> (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
<p>PO 11.1</p> <p>Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.</p>	<p>DTS/DPF 11.1</p> <p>None are applicable.</p>
<p>PO 11.2</p> <p>Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.</p>	<p>DTS/DPF 11.2</p> <p>None are applicable.</p>
<p>PO 11.3</p> <p>Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.</p>	<p>DTS/DPF 11.3</p> <p>None are applicable.</p>
<p>PO 11.4</p> <p>Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.</p>	<p>DTS/DPF 11.4</p> <p>None are applicable.</p>
<p>PO 11.5</p> <p>For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.</p>	<p>DTS/DPF 11.5</p> <p>None are applicable.</p>
All Development - Medium and High Rise	

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External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.
PO 12.8	DTS/DPF 12.8

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Building services, plant and mechanical equipment are screened from the public realm.	None are applicable.																								
Landscaping																									
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.																								
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	<div>DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.</div> <table><thead><tr><th>Site area</th><th>Minimum deep soil area</th><th>Minimum dimension</th><th>Tree / deep soil zones</th></tr></thead><tbody><tr><td><300 m²</td><td>10 m²</td><td>1.5m</td><td>1 small tree / 10 m²</td></tr><tr><td>300-1500 m²</td><td>7% site area</td><td>3m</td><td>1 medium tree / 30 m²</td></tr><tr><td>>1500 m²</td><td>7% site area</td><td>6m</td><td>1 large or medium tree / 60 m²</td></tr></tbody></table> <div>Tree size and site area definitions</div> <table><tbody><tr><td>Small tree</td><td>4-6m mature height and 2-4m canopy spread</td></tr><tr><td>Medium tree</td><td>6-12m mature height and 4-8m canopy spread</td></tr><tr><td>Large tree</td><td>12m mature height and >8m canopy spread</td></tr><tr><td>Site area</td><td>The total area for development site, not average area per dwelling</td></tr></tbody></table>	Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones	<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²	300-1500 m ²	7% site area	3m	1 medium tree / 30 m ²	>1500 m ²	7% site area	6m	1 large or medium tree / 60 m ²	Small tree	4-6m mature height and 2-4m canopy spread	Medium tree	6-12m mature height and 4-8m canopy spread	Large tree	12m mature height and >8m canopy spread	Site area	The total area for development site, not average area per dwelling
Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones																						
<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²																						
300-1500 m ²	7% site area	3m	1 medium tree / 30 m ²																						
>1500 m ²	7% site area	6m	1 large or medium tree / 60 m ²																						
Small tree	4-6m mature height and 2-4m canopy spread																								
Medium tree	6-12m mature height and 4-8m canopy spread																								
Large tree	12m mature height and >8m canopy spread																								
Site area	The total area for development site, not average area per dwelling																								
PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.																								
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.																								

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Environmental	
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall sheer elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.
Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings	DTS/DPF 16.1 None are applicable.

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<p>so that views are oblique rather than direct to avoid direct line of sight</p> <p>(c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms</p> <p>(d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.</p>	
All residential development	
Front elevations and passive surveillance	
<p>PO 17.1</p> <p>Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 17.1</p> <p>Each dwelling with a frontage to a public street:</p> <p>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</p> <p>(b) has an aggregate window area of at least 2m² facing the primary street.</p>
<p>PO 17.2</p> <p>Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.</p>	<p>DTS/DPF 17.2</p> <p>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>
Outlook and Amenity	
<p>PO 18.1</p> <p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 18.1</p> <p>A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.</p>
<p>PO 18.2</p> <p>Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.</p>	<p>DTS/DPF 18.2</p> <p>None are applicable.</p>
Ancillary Development	
<p>PO 19.1</p> <p>Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 19.1</p> <p>Ancillary buildings:</p> <p>(a) are ancillary to a dwelling erected on the same site</p> <p>(b) have a floor area not exceeding 60m²</p> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the dwelling to which it is ancillary</p> <p>or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p> <p>(i) is set back at least 5.5m from the boundary of the primary street</p> <p>(ii) when facing a primary street or secondary</p>

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	<p>street, has a total door / opening not exceeding:</p> <p>A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser</p> <p>B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width</p> <p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <p>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary</p> <p>and</p> <p>(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent</p> <p>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>(h) have a wall height or post height not exceeding 3m above natural ground level</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <p>(i) a total area as determined by the following table:</p> <table border="1"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>201-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										

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<p>PO 19.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>	<p>DTS/DPF 19.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
<p>PO 19.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>	<p>DTS/DPF 19.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Residential Development - Low Rise	
External appearance	
<p>PO 20.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 20.1</p> <p>Garages and carports facing a street:</p> <ul style="list-style-type: none"> (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
<p>PO 20.2</p> <p>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.</p>	<p>DTS/DPF 20.2</p> <p>Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</p> <ul style="list-style-type: none"> (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a

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	single material or finish.										
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable										
Private Open Space											
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.										
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.										
Landscaping											
PO 22.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: <table border="1"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>>200-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> (b) at least 30% of any land between the primary street boundary and the primary building line.	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	>200-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
>200-450	20%										
>450	25%										
Car parking, access and manoeuvrability											
PO 23.1 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space										

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	<ul style="list-style-type: none"> (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m <p>(b) double width car parking spaces (side by side):</p> <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
<p>PO 23.2</p> <p>Uncovered car parking space are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
<p>PO 23.3</p> <p>Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 23.3</p> <p>Driveways and access points satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
<p>PO 23.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 23.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 23.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 23.5</p> <p>Driveways are designed and sited so that:</p>

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	<ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site
<p>PO 23.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 23.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
<p>PO 24.1</p> <p>Provision is made for the convenient storage of waste bins in a location screened from public view.</p>	<p>DTS/DPF 24.1</p> <p>Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that:</p> <ul style="list-style-type: none"> (a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
<p>PO 25.1</p> <p>The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.</p>	<p>DTS/DPF 25.1</p> <p>Buildings satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
<p>PO 26.1</p> <p>Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.</p>	<p>DTS/DPF 26.1</p> <p>Buildings:</p> <ul style="list-style-type: none"> (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing

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	the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.	DTS/DPF 28.2 Balconies utilise one or a combination of the following design elements: (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3 Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3 Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4 Dwellings are provided with sufficient space for storage to meet likely occupant needs.	DTS/DPF 28.4 Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: (a) studio: not less than 6m ³ (b) 1 bedroom dwelling / apartment: not less than 8m ³ (c) 2 bedroom dwelling / apartment: not less than 10m ³ (d) 3+ bedroom dwelling / apartment: not less than 12m ³ .
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5 Light wells: (a) are not used as the primary source of outlook for living rooms (b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms

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	(c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.				
PO 28.6 Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	DTS/DPF 28.6 None are applicable.				
PO 28.7 Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7 None are applicable.				
Dwelling Configuration					
PO 29.1 Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.	DTS/DPF 29.1 Buildings containing in excess of 10 dwellings provide at least one of each of the following: (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least 50m ² (c) 2 bedroom dwelling / apartment with a floor area of at least 65m ² (d) 3+ bedroom dwelling / apartment with a floor area of at least 80m ² , and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom.				
PO 29.2 Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.	DTS/DPF 29.2 None are applicable.				
Common Areas					
PO 30.1 The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.	DTS/DPF 30.1 Common corridor or circulation areas: (a) have a minimum ceiling height of 2.7m (b) provide access to no more than 8 dwellings (c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core.				
Group Dwellings, Residential Flat Buildings and Battle axe Development					
Amenity					
PO 31.1 Dwellings are of a suitable size to provide a high standard of amenity for occupants.	DTS/DPF 31.1 Dwellings have a minimum internal floor area in accordance with the following table: <table border="1"> <thead> <tr> <th>Number of bedrooms</th><th>Minimum internal floor area</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>35m²</td></tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²
Number of bedrooms	Minimum internal floor area				
Studio	35m ²				

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	1 bedroom	50m ²
	2 bedroom	65m ²
	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
PO 31.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 31.2 None are applicable.	
PO 31.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 31.3 None are applicable.	
PO 31.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 31.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.	
Communal Open Space		
PO 32.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 32.1 None are applicable.	
PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.	
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 32.3 None are applicable.	
PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 32.4 None are applicable.	
PO 32.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 32.5 None are applicable.	
Car parking, access and manoeuvrability		
PO 33.1	DTS/DPF 33.1	

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Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: <ul style="list-style-type: none"> (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 33.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 33.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 33.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 33.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: <ul style="list-style-type: none"> (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 33.4 Residential driveways that service more than one dwelling or a dwelling on a battle-axe site are designed to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 33.4 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 33.5 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 33.5 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft landscaping	
PO 34.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 34.1 Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 34.2 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 34.2 Battle-axe or common driveways satisfy (a) and (b): <ul style="list-style-type: none"> (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the

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	driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 35.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 35.1 None are applicable.
PO 35.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 35.2 None are applicable.
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 35.3 None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	

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PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 39.4 None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise	DTS/DPF 39.6 None are applicable.

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(b) overlooking into habitable room windows or onto the useable private open space of other dwellings in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	
Site Facilities / Waste Storage	
PO 40.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric-powered vehicles.	DTS/DPF 40.1 None are applicable.
PO 40.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 40.2 None are applicable.
PO 40.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 40.3 None are applicable.
PO 40.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.	DTS/DPF 40.4 None are applicable.
PO 40.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 40.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 40.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 40.6 None are applicable.
PO 40.7 Services, including gas and water meters, are conveniently located and screened from public view.	DTS/DPF 40.7 None are applicable.
Student Accommodation	
PO 41.1 Student accommodation is designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents, including an internal layout and facilities that are designed to provide sufficient space and amenity for the requirements of student life and promote social interaction.	DTS/DPF 41.1 Student accommodation provides: (a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units (b) common or shared facilities to enable a more efficient use of space, including: (i) shared cooking, laundry and external drying facilities (ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space (iii) common storage facilities at the rate of 8m ³ for

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	<p>(iv) every 2 dwellings or students common on-site parking in accordance with Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas</p> <p>(v) bicycle parking at the rate of one space for every 2 students.</p>
<p>PO 41.2</p> <p>Student accommodation is designed to provide easy adaptation of the building to accommodate an alternative use of the building in the event it is no longer required for student housing.</p>	<p>DTS/DPF 41.2</p> <p>None are applicable.</p>
All non-residential development	
Water Sensitive Design	
<p>PO 42.1</p> <p>Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.</p>	<p>DTS/DPF 42.1</p> <p>None are applicable.</p>
<p>PO 42.2</p> <p>Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.</p>	<p>DTS/DPF 42.2</p> <p>None are applicable.</p>
<p>PO 42.3</p> <p>Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.</p>	<p>DTS/DPF 42.3</p> <p>None are applicable.</p>
Wash-down and Waste Loading and Unloading	
<p>PO 43.1</p> <p>Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are:</p> <ul style="list-style-type: none"> (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: <ul style="list-style-type: none"> (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis. 	<p>DTS/DPF 43.1</p> <p>None are applicable.</p>

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Laneway Development	
Infrastructure and Access	
<p>PO 44.1</p> <p>Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where:</p> <ul style="list-style-type: none"> (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares. 	<p>DTS/DPF 44.1</p> <p>Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.</p>

Table 1 - Private Open Space

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level, other than a residential flat building that includes above ground dwellings)		<p>Total private open space area:</p> <ul style="list-style-type: none"> (a) Site area <301m²: 24m² located behind the building line. (b) Site area ≥ 301m²: 60m² located behind the building line. <p>Minimum directly accessible from a living room: 16m² / with a minimum dimension 3m.</p>
Cabin or caravan (permanently fixed to the ground) in a residential park or caravan and tourist park		Total area: 16m ² , which may be used as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m ² / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m ² / minimum dimension 1.8m
	One bedroom dwelling	8m ² / minimum dimension 2.1m
	Two bedroom dwelling	11m ² / minimum dimension 2.4m

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appropriately set back from:	(a) 800m or more from a public water supply reservoir (b) 200m or more from a major watercourse (third order or higher stream) (c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.
PO 3.2 Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that:	DTS/DPF 3.2 None are applicable.
(a) have sufficient capacity to hold effluent and runoff from the operations on site (b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.	

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.
Hours of Operation	
PO 2.1 Non-residential development does not unreasonably impact the	DTS/DPF 2.1 Development operating within the following hours:

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<p>amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:</p> <p>(a) the nature of the development</p> <p>(b) measures to mitigate off-site impacts</p> <p>(c) the extent to which the development is desired in the zone</p> <p>(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.</p>	Class of Development	Hours of operation
	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday
	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday
	Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
Overshadowing		
<p>PO 3.1</p> <p>Overshadowing of habitable room windows of adjacent residential land uses in:</p> <p>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>DTS/DPF 3.1</p> <p>North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</p>	
<p>PO 3.2</p> <p>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</p> <p>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>DTS/DPF 3.2</p> <p>Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:</p> <p>a. for ground level private open space, the smaller of the following:</p> <p>i. half the existing ground level open space</p> <p>or</p> <p>ii. 35m² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)</p> <p>b. for ground level communal open space, at least half of the existing ground level open space.</p>	
<p>PO 3.3</p> <p>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <p>(a) the form of development contemplated in the zone</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>	

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(b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer	DTS/DPF 4.5 None are applicable.

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gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).					
<p>PO 4.6</p> <p>Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 4.6</p> <p>Development incorporating music includes noise attenuation measures that will achieve the following noise levels:</p> <table border="1"> <thead> <tr> <th>Assessment location</th><th>Music noise level</th></tr> </thead> <tbody> <tr> <td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT10,15 < LOCT90,15 + 8dB$)</td></tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT10,15 < LOCT90,15 + 8dB$)
Assessment location	Music noise level				
Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT10,15 < LOCT90,15 + 8dB$)				
Air Quality					
<p>PO 5.1</p> <p>Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>				
<p>PO 5.2</p> <p>Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:</p> <ul style="list-style-type: none"> (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers. 	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>				
Light Spill					
<p>PO 6.1</p> <p>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 6.1</p> <p>None are applicable.</p>				
<p>PO 6.2</p> <p>External lighting is not hazardous to motorists and cyclists.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>				
Solar Reflectivity / Glare					
<p>PO 7.1</p> <p>Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>				

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Electrical Interference	
PO 8.1 Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.	DTS/DPF 8.1 The building or structure: (a) is no greater than 10m in height, measured from existing ground level or (b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.
Interface with Rural Activities	
PO 9.1 Sensitive receivers are located and designed to mitigate impacts from lawfully existing horticultural and farming activities (or lawfully approved horticultural and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.	DTS/DPF 9.1 None are applicable.
PO 9.2 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.2 None are applicable.
PO 9.3 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.3 Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.
PO 9.4 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage and disposal facilities and do not prejudice the continued operation of these activities.	DTS/DPF 9.4 Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other ownership.
PO 9.5 Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day

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	<p>(c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres</p> <p>(d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes</p> <p>(e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.</p>
<p>PO 9.6</p> <p>Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.</p>	<p>DTS/DPF 9.6</p> <p>None are applicable.</p>
<p>PO 9.7</p> <p>Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.</p>	<p>DTS/DPF 9.7</p> <p>None are applicable.</p>
Interface with Mines and Quarries (Rural and Remote Areas)	
<p>PO 10.1</p> <p>Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.</p>	<p>DTS/DPF 10.1</p> <p>Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the <i>Mining Act 1971</i>.</p>

Land Division

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Land division:</p> <ul style="list-style-type: none"> (a) creates allotments with the appropriate dimensions and shape for their intended use (b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure (c) integrates and allocates adequate and suitable land for the preservation of site features of value, including significant vegetation, watercourses, water bodies and other environmental features (d) facilitates solar access through allotment orientation (e) creates a compact urban form that supports active travel, walkability and the use of public transport (f) avoids areas of high natural hazard risk.
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature

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are sufficient to serve the full occupancy of the development.	
PO 2.6 Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	DTS/DPF 2.6 None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 3.1 Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	DTS/DPF 3.1 None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through: (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	DTS/DPF 3.4 None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: <ul style="list-style-type: none"> (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more

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	roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m

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	(b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.

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PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.

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Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m ² of total building floor area.

Table 2 - Off-Street Car Parking Requirements in Designated Areas

The following parking rates apply in any zone, subzone or other area described in the 'Designated Areas' column subject to the following:

- (a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria) or
- (b) the development satisfies Table 2 – Criteria (or is exempt from those criteria) and is located in an area where a lawfully established carparking fund operates, in which case the number of spaces are reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate		Designated Areas
	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.		
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	<p>No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:</p> <p>1 space for each dwelling with a total floor area less than 75 square metres</p> <p>2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres</p> <p>3 spaces for each dwelling with a total floor area greater than 150 square metres.</p> <p>Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.</p>	<p>Capital City Zone</p> <p>City Main Street Zone</p> <p>City Riverbank Zone</p> <p>Adelaide Park Lands Zone</p> <p>Business Neighbourhood Zone (within the City of Adelaide)</p> <p>The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone</p>
Non-residential development			

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Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	5 spaces per 100m ² of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	6 spaces per 100m ² of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone

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spaces per dwelling	Urban Corridor (Business) Zone
2 bedroom dwelling - 1 space per dwelling	Urban Corridor (Living) Zone
3 or more bedroom dwelling - 1.25 spaces per dwelling	Urban Corridor (Main Street) Zone
0.25 spaces per dwelling for visitor parking.	Urban Neighbourhood Zone

Table 2 - Criteria:

The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

Criteria	Exceptions
<p>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</p> <p>(a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾</p> <p>(b) is within 400 metres of a bus interchange⁽¹⁾</p> <p>(c) is within 400 metres of an O-Bahn interchange⁽¹⁾</p> <p>(d) is within 400 metres of a passenger rail station⁽¹⁾</p> <p>(e) is within 400 metres of a passenger tram station⁽¹⁾</p> <p>(f) is within 400 metres of the Adelaide Parklands.</p>	<p>(a) All zones in the City of Adelaide</p> <p>(b) Strategic Innovation Zone in the following locations:</p> <p>(i) City of Burnside</p> <p>(ii) City of Marion</p> <p>(iii) City of Mitcham</p> <p>(c) Urban Corridor (Boulevard) Zone</p> <p>(d) Urban Corridor (Business) Zone</p> <p>(e) Urban Corridor (Living) Zone</p> <p>(f) Urban Corridor (Main Street) Zone</p> <p>(g) Urban Neighbourhood Zone</p>

[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate
	Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.
Consulting Room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational establishment	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors.

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	For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m ² of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m ² of gross leasable floor area plus 2 spaces plus 1 space per 1000m ² of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m ² of gross leasable floor area plus 1 space for every 600m ² of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.
Schedule to Table 3	
Designated Area	Relevant part of the State The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
All zones	City of Adelaide
Business Neighbourhood Zone	Metropolitan Adelaide
Strategic Innovation Zone	
Suburban Activity Centre Zone	
Suburban Business Zone	

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Suburban Main Street Zone
Urban Activity Centre Zone
Urban Corridor (Boulevard) Zone
Urban Corridor (Business) Zone
Urban Corridor (Living) Zone
Urban Corridor (Main Street) Zone
Urban Neighbourhood Zone

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome	
DO 1	Mitigation of the potential environmental and amenity impacts of waste treatment and management facilities.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations	DTS/DPF 2.1 None are applicable.

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25-31 PARK WAY MAWSON LAKES SA 5095**Address:**Click to view a detailed interactive [SALS](#) [in SALLIS](#)

To view a detailed interactive property map in SAPPA click on the map below

**Property Zoning Details****Local Variation (TNV)****Maximum Building Height (Metres)** (Maximum building height is 16.5m)**Maximum Building Height (Levels)** (Maximum building height is 4 levels)**Building Envelope** (Development should be constructed within a building envelope provided by a 30 or 45 degree plane, depending on orientation, measured 3m above natural ground at the boundary of an allotment)**Overlay****Aircraft Noise Exposure (ANEF 20)****Airport Building Heights (Regulated)** (All structures over 15 metres)

Affordable Housing

Building Near Airfields

Defence Aviation Area (All structures over 90 metres)

Heritage Adjacency**Hazards (Flooding General)**

Prescribed Wells Area

Regulated and Significant Tree**State Heritage Place**

Water Resources

Zone**Urban Neighbourhood****Development Pathways**

- Urban Neighbourhood**

1. Accepted Development

Means that the development type does not require planning consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Water tank (underground)

2. Code Assessed - Deemed to Satisfy

Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

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- Temporary accommodation in an area affected by bushfire

3. Code Assessed - Performance Assessed

Performance Assessed development types listed below are those for which the Code identifies relevant policies.

Additional development types that are not listed as Accepted, Deemed to Satisfy or Restricted default to a Performance assessed Pathway. Please contact your local council for more information.

- Advertisement
- Consulting room
- Demolition
- Detached dwelling
- Dwelling
- Dwelling addition
- Group dwelling
- Land division
- Licensed Premises
- Office
- Residential flat building
- Row dwelling
- Semi-detached dwelling
- Shop
- Student Accommodation
- Tourist accommodation
- Tree-damaging activity

4. Impact Assessed - Restricted

Means that the development type requires approval. Classes of development that are classified as Restricted are listed in Table 4 of the relevant Zones.

Property Policy Information for above selection

Part 2 - Zones and Sub Zones

Urban Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>A mixed use area that:</p> <ul style="list-style-type: none"> (a) provides a flexible policy framework for the redevelopment of urban areas in close proximity to high frequency public transport corridors or adjacent primary road corridors that have the potential to become activity generators (b) provides for the high-quality design and integration of buildings and public realm in mixed use areas with walkable urban form, excellent provision for walking and cycling and active street frontages that encourage social interaction, positively contribute to public safety and vibrancy and promote active movement and public transport use (c) provides a concentration of mixed use activity close to community focal points, such as a high frequency fixed transit stop, activity centre or high quality open space (d) provides adaptable and flexible buildings that can accommodate changes in land use and respond to changing economic and social conditions and advances in technology (e) transitions to a reduced scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>Development of medium and high density accommodation types for living, including dwellings, supported accommodation, student accommodation, short term accommodation, either as part of a mixed use development or wholly residential development.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> (a) Advertisement (b) Carport (c) Consulting Room (d) Dwelling (e) Educational Establishment (f) Hotel (g) Licensed Premises (h) Light Industry (i) Office (j) Outbuilding (k) Pre-school (l) Residential Flat Building (m) Retirement Facility (n) Shop (o) Student Accommodation (p) Supported Accommodation (q) Tourist Accommodation
<p>PO 1.2</p> <p>Development of diverse medium density accommodation, and high density accommodation in specified locations (locations where 7 or more building levels is envisaged), either as part of a mixed use development or wholly residential development.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Light industrial and commercial uses (including high technology and research based activity) where compatible with adjoining uses.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>Co-locate close to public transport land uses that generate high levels of pedestrian activity, encourage public transport use and provide opportunities for multi-purpose trips.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>
<p>PO 1.5</p> <p>In clusters of non-residential development, provide high-quality, inclusive and integrated public realm, including open spaces, sport and recreation facilities, and places that serve as hubs for communal activity.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
<p>PO 1.6</p>	<p>DTS/DPF 1.6</p>

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Shops, offices and consulting rooms services and facilities to meet the needs of the local community.	Except where a Main Street Subzone or Urban Neighbourhood Retail Subzone applies, shops, offices or consulting room uses not exceeding a maximum gross leasable floor area of 500m ² for individual tenancies and 1000m ² in a single building.				
PO 1.7 Larger scale shops, offices, and consulting rooms primarily clustered together to provide a focus for services and facilities.	DTS/DPF 1.7 None are applicable.				
Built Form and Character					
PO 2.1 Development positively contributes to creating activity nodes around high-frequency public transport stops/stations and multi-modal transport interchanges, encourages public transport use and positively contributes to a fine-grain streetscape that provides a safe, comfortable, vibrant and walkable public realm at ground level.	DTS/DPF 2.1 None are applicable.				
PO 2.2 Building height is consistent with the form expressed in the Building Height (Maximum Levels) Technical and Numeric Variation and the Building Height (Maximum Metres) Technical and Numeric Variation, and otherwise positively responds to the local context including the site's frontage, depth, and adjacent primary street width.	DTS/DPF 2.2 Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s): <table><tr><th>Maximum Building Height (Levels)</th></tr><tr><td>Maximum building height is 4 levels</td></tr><tr><th>Maximum Building Height (Metres)</th></tr><tr><td>Maximum building height is 16.5m</td></tr></table> In relation to DTS/DPF 2.2, in instances where: <ul style="list-style-type: none">(a) more than one value is returned in the same field, refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer or Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development(b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other(c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.	Maximum Building Height (Levels)	Maximum building height is 4 levels	Maximum Building Height (Metres)	Maximum building height is 16.5m
Maximum Building Height (Levels)					
Maximum building height is 4 levels					
Maximum Building Height (Metres)					
Maximum building height is 16.5m					
PO 2.3 Buildings are designed to be adaptable and flexible to suit a range of land uses, including retail, office and residential, without the need for significant change to the building.	DTS/DPF 2.3 The ground floor of buildings contains a minimum floor to ceiling height of 3.5m.				
PO 2.4 Buildings designed to create visual connection between the public realm and ground level interior, promote an active human-scale interface with the primary road / public transport corridor and open space and maximise passive surveillance.	DTS/DPF 2.4 Not less than 50% of the ground floor primary frontage of buildings are visually permeable, transparent or clear glazed.				
PO 2.5	DTS/DPF 2.5				

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Buildings set back from the primary street boundaries consistent with the existing/emerging streetscape.	<p>The building line of buildings setback from the primary street boundary in accordance with either of the following:</p> <ul style="list-style-type: none">(a) no minimum where adjoining allotments are vacant or(b) the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road).		
<p>PO 2.6</p> <p>Buildings set back from secondary street boundaries in a manner compatible with the emerging streetscape pattern.</p>	<p>DTS/DPF 2.6</p> <p>Building walls setback from the secondary street frontage in accordance with either of the following:</p> <ul style="list-style-type: none">(a) no minimum where adjoining allotments are vacant or(b) the average of the setback of the existing building on each adjoining site fronting the same street.		
<p>PO 2.7</p> <p>Buildings set back from rear boundaries (other than street boundaries) to:</p> <ul style="list-style-type: none">(a) minimise impacts on properties in neighbouring zones(b) maximise intensity of development within the zone.	<p>DTS/DPF 2.7</p> <p>Building walls setback from the rear boundaries as follows:</p> <ul style="list-style-type: none">(a) 5m or more where the subject land directly abuts an allotment of a different zone or(b) 0 metres in all other cases.		
<p>PO 2.8</p> <p>Buildings set back from side boundaries (other than street boundaries) to:</p> <ul style="list-style-type: none">(a) reduce impacts of building bulk on adjoining properties(b) provide adequate direct sun and ventilation to the building and open spaces(c) minimise the extent of overlooking and resultant loss of privacy on adjoining properties(d) minimise the extent of overshadowing on adjoining properties.	<p>DTS/DPF 2.8</p> <p>Building walls setback from the side boundaries the average of the setback of the existing building on each adjoining site fronting the same street.</p>		
<p>PO 2.9</p> <p>Buildings set back from street boundaries (in the case of rear access ways) to provide adequate manoeuvrability for vehicles.</p>	<p>DTS/DPF 2.9</p> <p>Building walls setback from the rear access way:</p> <ul style="list-style-type: none">(a) no requirement where the access way is not less than 6.5m wide or(b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.		
Interface Height			
<p>PO 3.1</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 3.1</p> <table><tr><th>Interface Height</th></tr><tr><td>Buildings constructed within a building envelope provided by a:</td></tr></table>	Interface Height	Buildings constructed within a building envelope provided by a:
Interface Height			
Buildings constructed within a building envelope provided by a:			

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	<p>(a) 45 degree plane measured from a height of 3 metres above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary);</p>  <p>(a) in relation to a southern boundary, 30 degree plane grading north, measured from a height of 3m above natural ground at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram:</p> 
<p>PO 3.2</p> <p>Development that manages the interface with a low-rise neighbourhood-type zone by incorporating less dense, low-rise residential land uses at the interface, and avoiding land uses or intensity of land uses that adversely affect residential amenity.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
Site Dimensions and Land Division	
<p>PO 4.1</p> <p>Where appropriate, a street grid pattern is provided in mixed use areas to maintain clear sightlines, improve public safety and legibility within the public realm, and ensure walkability and connectivity are maximised.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
Movement, parking and access	
<p>PO 5.1</p> <p>Where practicable, buildings provide vehicle access via a side street or rear lane access way that is designed to:</p> <ul style="list-style-type: none"> (a) provide space between buildings that reduces building mass and creates a more visually diverse public realm (b) minimises conflicts with pedestrians and cyclists (c) achieve active frontages at a lower intensity than the primary street frontage. 	<p>DTS/DPF 5.1</p> <p>Vehicular access to be provided:</p> <ul style="list-style-type: none"> (a) via side streets or rear lanes provided there is no negative impact on residential amenity within the zone and in adjacent zones or (b) where it consolidates or replaces existing crossovers.
Concept Plans	
<p>PO 6.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code.</p>	<p>DTS/DPF 6.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <p>In relation to DTS/DPF 6.1, in instances where:</p> <ul style="list-style-type: none"> (a) one or more Concept Plan is returned, refer to Part 12 -

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	<p>Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.</p> <p>(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 6.1 is met.</p>
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Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

A class of development listed in Column A is excluded from notification provided that it does not fall within a corresponding exclusion prescribed in Column B. In instances where development falls within multiple classes within Column A, each clause is to be read independently such that if a development is excluded from notification by any clause, it is, for the purposes of notification excluded irrespective of any other clause.

Class of Development (Column A)	Exceptions (Column B)
1. A kind of development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any kind of development where the site of the development is not adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	Except any of the following: <ol style="list-style-type: none"> the demolition of a State or Local Heritage Place the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): <ol style="list-style-type: none"> advertisement air handling unit, air conditioning system or exhaust fan dwelling dwelling addition pre-school residential flat building retirement facility shade sail solar photovoltaic panels (roof mounted) student accommodation supported accommodation swimming pool or spa pool tourist accommodation water tank. 	Except development that exceeds the maximum building height specified in Urban Neighbourhood DTS/DPF 2.2 or does not satisfy Urban Neighbourhood DTS/DPF 3.1.

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4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that exceeds the maximum building height specified in Urban Neighbourhood DTS/DPF 2.2 or does not satisfy any of the following: 1. Urban Neighbourhood DTS/DPF 1.6 2. Urban Neighbourhood DTS/DPF 3.1.
5. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) replacement building (c) temporary accommodation in an area affected by bushfire (d) tree damaging activity.	None specified.
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
Placement of Notices - Exemptions for Performance Assessed Development	
None specified.	
Placement of Notices - Exemptions for Restricted Development	
None specified.	

Part 3 - Overlays

Affordable Housing Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Affordable housing is integrated with residential and mixed use development.
DO 2	Affordable housing caters for a variety of household structures.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Development comprising 20 or more dwellings / allotments incorporates affordable housing.	DTS/DPF 1.1 Development results in 0-19 additional allotments / dwellings.
PO 1.2 Development comprising 20 or more dwellings or residential allotments provides housing suited to a range of incomes including households with low to moderate incomes.	DTS/DPF 1.2 Development comprising 20 or more dwellings / or residential allotments includes a minimum of 15% affordable housing except where: (a) it can be demonstrated that any shortfall in affordable housing has been provided in a previous stage of development or (b) it can be demonstrated that any shortfall in affordable housing will be accommodated in a subsequent stage or stages of development.
PO 1.3 Affordable housing is distributed throughout the development to avoid an overconcentration.	DTS/DPF 1.3 None are applicable.
Built Form and Character	
PO 2.1 Affordable housing is designed to complement the design and character of residential development within the locality.	DTS/DPF 2.1 None are applicable.
Affordable Housing Incentives	
PO 3.1 To support the provision of affordable housing, minimum allotment sizes may be reduced below the minimum allotment size specified in a zone while providing allotments of a suitable size and dimension to accommodate dwellings with a high standard of occupant amenity.	DTS/DPF 3.1 The minimum site area specified for a dwelling can be reduced by up to 20%, or the maximum density per hectare increased by up to 20%, where it is to be used to accommodate affordable housing except where the development is located within the Character Area Overlay or Historic Area Overlay.
PO 3.2 To support the provision of affordable housing, building heights may be increased above the maximum specified in a zone.	DTS/DPF 3.2 Where a building incorporates dwellings above ground level and includes at least 15% affordable housing, the maximum building height specified in any relevant zone policy can be increased by 1 building level in the: (a) Business Neighbourhood Zone (b) City Living Zone (c) Established Neighbourhood Zone (d) General Neighbourhood Zone (e) Hills Neighbourhood Zone (f) Housing Diversity Neighbourhood Zone (g) Neighbourhood Zone

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	<p>(h) Master Planned Neighbourhood Zone</p> <p>(i) Master Planned Renewal Zone</p> <p>(j) Master Planned Township Zone</p> <p>(k) Rural Neighbourhood Zone</p> <p>(l) Suburban Business Zone</p> <p>(m) Suburban Neighbourhood Zone</p> <p>(n) Township Neighbourhood Zone</p> <p>(o) Township Zone</p> <p>(p) Urban Renewal Neighbourhood Zone</p> <p>(q) Waterfront Neighbourhood Zone</p> <p>and up to 30% in any other zone, except where:</p> <p>(a) the development is located within the Character Area Overlay or Historic Area Overlay or</p> <p>(b) other height incentives already apply to the development.</p>
Movement and Car Parking	
<p>PO 4.1</p> <p>Sufficient car parking is provided to meet the needs of occupants of affordable housing.</p>	<p>DTS/DPF 4.1</p> <p>Dwellings constituting affordable housing are provided with car parking in accordance with the following:</p> <p>(a) 0.3 carpark spaces per dwelling within a building which incorporates dwellings located above ground level within either:</p> <ul style="list-style-type: none"> (i) 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾ (ii) is within 400 metres of a bus interchange⁽¹⁾ (iii) is within 400 metres of an O-Bahn interchange⁽¹⁾ (iv) is within 400 metres of a passenger rail station⁽¹⁾ (v) is within 400 metres of a passenger tram station⁽¹⁾ (vi) is within 400 metres of the Adelaide Parklands. <p>or</p> <p>(b) 1 carpark per dwelling for any other dwelling.</p> <p>[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of	Statutory
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		Referral	Reference
Development for the purposes of the provision of affordable housing (applying the criteria determined under regulation 4 of the <i>South Australian Housing Trust Regulations 2010</i>).	Minister responsible for administering the <i>South Australian Housing Trust Act 1995</i> .	To provide direction on the conditions required to secure the provision of dwellings or allotments for affordable housing.	Development of a class to which Schedule 9 clause 3 item 20 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Aircraft Noise Exposure Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development sensitive to aircraft noise is designed and located to manage noise intrusion to reduce land use conflict and protect human health.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Buildings that accommodate activities sensitive to aircraft noise are designed and located to minimise aircraft noise intrusion and provide appropriate interior acoustic amenity.	DTS/DPF 1.1 Buildings accommodating sensitive receivers are not located within an area having an ANEF value of 30 or more.
Built Form	
PO 2.1 Additions to buildings involving the addition or extension of habitable rooms are designed and located to minimise aircraft noise intrusion and provide appropriate interior acoustic amenity.	DTS/DPF 2.1 Dwelling additions involving the addition or extension of habitable rooms: (a) do not result in an increase in the total floor area of the existing dwelling by greater than 50 percent (b) do not occur in areas having an ANEF value of 30 or more.

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Land Division	
PO 3.1 Land division does not increase the number of allotments used for sensitive receivers in areas adversely affected by aircraft noise to mitigate community exposure to potential adverse environmental and amenity impacts generated by aircraft movements.	DTS/DPF 3.1 Land division: (a) within an area having an ANEF value of less than 30 or (b) within an area having an ANEF value of 30 or more and: (i) does not result in any additional allotments or (ii) none of the allotments will accommodate a sensitive receiver.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.	DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas. In instances where more than one value applies to the site, the

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	lowest value relevant to the site of the proposed development is applicable.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development: (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i> (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i> .	The airport-operator company for the relevant airport within the meaning of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth.	To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Building Near Airfields Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.	DTS/DPF 1.1 Development: (a) primarily or wholly for residential purposes (b) for non-residential purposes that does not incorporate outdoor floodlighting.

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<p>PO 1.2</p> <p>Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.</p>	<p>DTS/DPF 1.2</p> <p>All development except where it comprises one or more of the following located not less than 3km from the boundaries of an airport used by commercial or military aircraft:</p> <ul style="list-style-type: none"> (a) food packing/processing plant (b) horticulture (c) intensive animal husbandry (d) showground (e) waste management facility (f) waste transfer station (g) wetland (h) wildlife sanctuary.
<p>PO 1.3</p> <p>Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.</p>	<p>DTS/DPF 1.3</p> <p>The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Defence Aviation Area Overlay**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance
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Feature	
Built Form	
PO 1.1 Building height does not pose a hazard to the operations of Defence Aviation Areas.	DTS/DPF 1.1 Building height does not exceed the relevant height specified by the Defence Aviation Area Overlay.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with Defence Aviation Areas.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: in instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.
Environmental Protection	
PO 3.1 Buildings and structures used either partly or wholly to contain or	DTS/DPF 3.1 Development involving the storage or disposal of hazardous

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store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	materials is wholly located outside of the 1% AEP flood plain or flow path.
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Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Heritage Adjacency Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.	DTS/DPF 1.1 None are applicable.
Land Division	
PO 2.1 Land division adjacent to a State or Local Heritage Place creates allotments that are of a size and dimension that enables the siting and setbacks of new buildings from allotment boundaries so that they do not dominate, encroach or unduly impact on the setting of the Place.	DTS/DPF 2.1 None are applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It

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sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that may materially affect the context of a State Heritage Place.	Minister responsible for the administration of the <i>Heritage Places Act 1993</i> .	To provide expert assessment and direction to the relevant authority on the potential impacts of development adjacent State Heritage Places.	Development of a class to which Schedule 9 clause 3 item 17 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Prescribed Wells Area Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Sustainable water use in prescribed wells areas.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>All development, but in particular involving any of the following:</p> <ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry <p>has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies either of the following:</p> <ul style="list-style-type: none"> (a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the <i>Landscape South Australia Act 2019</i>.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and

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Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the <i>Landscape South Australia Act 2019</i> : (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry. Commercial forestry that requires a forest water licence under Part 8 Division 6 of the <i>Landscape South Australia Act 2019</i> .	The Chief Executive of the Department of the Minister responsible for the administration of the <i>Landscape South Australia Act 2019</i> .	To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably.	Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
PO 1.1 Regulated trees are retained where they: (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species and / or (c) provide an important habitat for native fauna.	DTS/DPF 1.1 None are applicable.
PO 1.2	DTS/DPF 1.2

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<p>Significant trees are retained where they:</p> <ul style="list-style-type: none"> (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area. 	<p>None are applicable.</p>
<p>PO 1.3</p> <p>A tree damaging activity not in connection with other development satisfies (a) and (b):</p> <ul style="list-style-type: none"> (a) tree damaging activity is only undertaken to: <ul style="list-style-type: none"> (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: <ul style="list-style-type: none"> A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value <p>and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity</p> (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or (vi) maintain the aesthetic appearance and structural integrity of the tree (b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective. 	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>A tree-damaging activity in connection with other development satisfies all the following:</p> <ul style="list-style-type: none"> (a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible (b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity 	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>

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occurring.	
Ground work affecting trees	
PO 2.1 Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.	DTS/DPF 2.1 None are applicable.
Land Division	
PO 3.1 Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.	DTS/DPF 3.1 Land division where: (a) there are no regulated or significant trees located within or adjacent to the plan of division or (b) the application demonstrates that an area exists to accommodate subsequent development of proposed allotments after an allowance has been made for a tree protection zone around any regulated tree within and adjacent to the plan of division.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

State Heritage Place Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development maintains the heritage and cultural values of State Heritage Places through conservation, ongoing use and adaptive reuse consistent with Statements of Significance and other relevant documents prepared and published by the administrative unit of the Public Service that is responsible for assisting a Minister in the administration of the Heritage Places Act 1993.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance
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	Feature
Built Form	
PO 1.1 The form of new buildings and structures maintains the heritage values of the State Heritage Place.	DTS/DPF 1.1 None are applicable.
PO 1.2 Massing, scale and siting of development maintains the heritage values of the State Heritage Place.	DTS/DPF 1.2 None are applicable.
PO 1.3 Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the State Heritage Place.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is consistent with boundary setbacks and setting.	DTS/DPF 1.4 None are applicable.
PO 1.5 Materials and colours are either consistent with or complement the heritage values of the State Heritage Place.	DTS/DPF 1.5 None are applicable.
PO 1.6 New buildings and structures are not placed or erected between the primary and secondary street boundaries and the façade of a State Heritage Place.	DTS/DPF 1.6 None are applicable.
PO 1.7 Development of a State Heritage Place retains elements contributing to its heritage value.	DTS/DPF 1.7 None are applicable.
Alterations and Additions	
PO 2.1 Alterations and additions complement the State Heritage Place and are sited to be unobtrusive, not conceal or obstruct heritage features and detailing, or dominate the State Heritage Place or its setting.	DTS/DPF 2.1 None are applicable.
PO 2.2 Adaptive reuse and revitalisation of State Heritage Places to support their retention in a manner that respects and references the original use of the State Heritage Place.	DTS/DPF 2.2 None are applicable.
Ancillary Development	
PO 3.1 Ancillary development, including carports, outbuildings and garages, complement the heritage values of the State Heritage Place.	DTS/DPF 3.1 None are applicable.
PO 3.2	DTS/DPF 3.2

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Ancillary development, including carports, outbuildings and garages, is located behind the building line of the State Heritage Place.	None are applicable.
PO 3.3 Advertising and advertising hoardings are designed and located to complement the State Heritage Place, be unobtrusive, be below the parapet line, not conceal or obstruct heritage elements and detailing, or dominate the building or the setting.	DTS/DPF 3.3 None are applicable.
PO 3.4 Fencing and gates closer to a street boundary (other than a laneway) than the street elevation of the associated building are consistent with the traditional period, style and form of the State Heritage Place.	DTS/DPF 3.4 None are applicable.
Land Division	
PO 4.1 Land division creates allotments that: (a) maintain the heritage values of the State Heritage Place, including setting (b) are of a dimension to are of a dimension to accommodate new development that reinforces and is compatible with the heritage values of the State Heritage Place.	DTS/DPF 4.1 None are applicable.
Landscape Context and Streetscape Amenity	
PO 5.1 Individually heritage listed trees, parks, historic gardens and memorial avenues retained unless: (a) trees / plantings are, or have the potential to be, a danger to life or property or (b) trees / plantings are significantly diseased and their life expectancy is short.	DTS/DPF 5.1 None are applicable.
Demolition	
PO 6.1 State Heritage Places are not demolished, destroyed or removed in total or in part unless either of the following apply: (a) the portion of the State Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value or (b) the structural condition of the State Heritage Place represents an unacceptable risk to public or private safety and results from actions and unforeseen events beyond the control of the owner and is irredeemably beyond repair.	DTS/DPF 6.1 None are applicable.
Conservation Works	
PO 7.1 Conservation works to the exterior and interior of a State	DTS/DPF 7.1 None are applicable.

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Heritage Place and other features of identified heritage value match original materials to be repaired and utilise traditional work methods.	
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Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Except where:</p> <ul style="list-style-type: none"> (a) the development is to be undertaken in accordance with a Heritage Agreement under the <i>Heritage Places Act 1993</i> or (b) the development is, in the opinion of the relevant authority, minor in nature or like for like maintenance and would not warrant a referral when considering the purpose of the referral <p>any of the following classes of development:</p> <ul style="list-style-type: none"> (a) demolition of internal or external significant building fabric (b) freestanding advertisements, signs and associated structures that are visible from a public street, road or thoroughfare that abuts the State Heritage Place (c) alterations or additions to buildings that: <ul style="list-style-type: none"> (i) are visible from a public street, road or thoroughfare that abuts the State Heritage Place or (ii) may materially affect the context of a State Heritage Place or (iii) involve substantive physical impact to the fabric of significant buildings; (d) new buildings that: <ul style="list-style-type: none"> (i) are visible from a public street, road or thoroughfare that abuts the State Heritage Place or (ii) may materially affect the context of the State Heritage Place (e) conservation repair works that are not representative of 'like for like' maintenance (f) solar panels that are visible from a public street, road or thoroughfare that abuts the State Heritage Place (g) land division (h) the removal, alteration or installation of fencing where visible from a public street, 	Minister responsible for the administration of the <i>Heritage Places Act 1993</i> .	To provide expert assessment and direction to the relevant authority on the potential impacts of development on State Heritage Places.	Development of a class to which Schedule 9 clause 3 item 17 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

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road or thoroughfare that abuts the State Heritage Place			
(i) the removal of an individual tree or a tree within a garden or park of identified heritage significance.			

Water Resources Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of the quality of surface waters considering adverse water quality impacts associated with projected reductions in rainfall and warmer air temperatures as a result of climate change.
DO 2	Maintain the conveyance function and natural flow paths of watercourses to assist in the management of flood waters and stormwater runoff.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Catchment	
PO 1.1 Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development avoids interfering with the existing hydrology or water regime of swamps and wetlands other than to improve the existing conditions to enhance environmental values.	DTS/DPF 1.2 None are applicable.
PO 1.3 Wetlands and low-lying areas providing habitat for native flora and fauna are not drained, except temporarily for essential management purposes to enhance environmental values.	DTS/DPF 1.3 None are applicable.
PO 1.4 Watercourses, areas of remnant native vegetation, or areas prone to erosion that are capable of natural regeneration are fenced off to limit stock access.	DTS/DPF 1.4 None are applicable.
PO 1.5	DTS/DPF 1.5

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Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter runoff to: (a) reduce the impacts on native aquatic ecosystems (b) minimise soil loss eroding into the watercourse.	A strip of land 20m or more wide measured from the top of existing banks on each side of the watercourse is free from development, livestock use and revegetated with locally indigenous vegetation.
PO 1.6 Development resulting in the depositing or placing of an object or solid material in a watercourse or lake occurs only where it involves any of the following: (a) the construction of an erosion control structure (b) devices or structures used to extract or regulate water flowing in a watercourse (c) devices used for scientific purposes (d) the rehabilitation of watercourses.	DTS/DPF 1.6 None are applicable.
PO 1.7 Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.	DTS/DPF 1.7 None are applicable.
PO 1.8 Watercourses, floodplains (1% AEP flood extent) and wetlands are protected and enhanced by stabilising watercourse banks and reducing sediments and nutrients entering the watercourse.	DTS/DPF 1.8 None are applicable.
PO 1.9 Dams, water tanks and diversion drains are located and constructed to maintain the quality and quantity of flows required to meet environmental and downstream needs.	DTS/DPF 1.9 None are applicable.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

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Desired Outcome	
DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create hazard.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
<p>PO 1.1</p> <p>Advertisements are compatible and integrated with the design of the building and/or land they are located on.</p>	<p>DTS/DPF 1.1</p> <p>Advertisements attached to a building satisfy all of the following:</p> <ul style="list-style-type: none"> (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: <ul style="list-style-type: none"> (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: <ul style="list-style-type: none"> A. do not have any part rising above parapet height B. are not attached to the roof of the building (c) where they are not flush with a wall: <ul style="list-style-type: none"> (i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (ii) if attached to a two-storey building: <ul style="list-style-type: none"> A. has no part located above the finished floor level of the second storey of the building B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m² per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: <ul style="list-style-type: none"> (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the

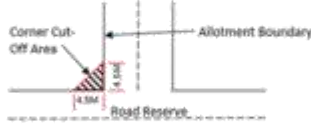
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	building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing structures and infrastructure.	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following: (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist is the ready	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the

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identification of the activity or activities on the land and avoids unrelated content that contributes to visual clutter and untidiness.	advertisement.
Amenity Impacts	
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by: (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings.	DTS/DPF 5.3 Advertisements satisfy all of the following: (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram 
PO 5.4 Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	DTS/DPF 5.4 Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.
PO 5.5 Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5 Where the advertisement or advertising hoarding is: (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m

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Buffers and Landscaping	
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site.	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface.
Slipways, Wharves and Pontoons	
PO 4.1 Slipways, wharves and pontoons used for the handling of bulk materials (such as fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters.	DTS/DPF 4.1 None are applicable.

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome	
DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied: (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i> (b) there are no aboveground powerlines adjoining the site

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that are the subject of the proposed development.

Design**Assessment Provisions (AP)**

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.

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<p>(a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces</p> <p>(b) screening rooftop plant and equipment from view</p> <p>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</p>	
<p>PO 1.5</p> <p>The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Safety	
<p>PO 2.1</p> <p>Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Development is designed to differentiate public, communal and private areas.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
<p>PO 2.3</p> <p>Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.</p>	<p>DTS/DPF 2.3</p> <p>None are applicable.</p>
<p>PO 2.4</p> <p>Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.</p>	<p>DTS/DPF 2.4</p> <p>None are applicable.</p>
<p>PO 2.5</p> <p>Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.</p>	<p>DTS/DPF 2.5</p> <p>None are applicable.</p>
Landscaping	
<p>PO 3.1</p> <p>Soft landscaping and tree planting is incorporated to:</p> <p>(a) minimise heat absorption and reflection</p> <p>(b) maximise shade and shelter</p> <p>(c) maximise stormwater infiltration</p> <p>(d) enhance the appearance of land and streetscapes</p> <p>(e) contribute to biodiversity.</p>	<p>DTS/DPF 3.1</p> <p>None are applicable.</p>
<p>PO 3.2</p>	<p>DTS/DPF 3.2</p>

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Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.	None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as:	DTS/DPF 7.1 None are applicable.

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<p>(a) limiting protrusion above finished ground level</p> <p>(b) screening through appropriate planting, fencing and mounding</p> <p>(c) limiting the width of openings and integrating them into the building structure.</p>	
<p>PO 7.2</p> <p>Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.</p>	<p>DTS/DPF 7.2</p> <p>None are applicable.</p>
<p>PO 7.3</p> <p>Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.</p>	<p>DTS/DPF 7.3</p> <p>None are applicable.</p>
<p>PO 7.4</p> <p>Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.</p>	<p>DTS/DPF 7.4</p> <p>None are applicable.</p>
<p>PO 7.5</p> <p>Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.</p>	<p>DTS/DPF 7.5</p> <p>None are applicable.</p>
<p>PO 7.6</p> <p>Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.</p>	<p>DTS/DPF 7.6</p> <p>None are applicable.</p>
<p>PO 7.7</p> <p>Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.</p>	<p>DTS/DPF 7.7</p> <p>None are applicable.</p>
Earthworks and sloping land	
<p>PO 8.1</p> <p>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.</p>	<p>DTS/DPF 8.1</p> <p>Development does not involve any of the following:</p> <ul style="list-style-type: none"> (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
<p>PO 8.2</p> <p>Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).</p>	<p>DTS/DPF 8.2</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):</p> <ul style="list-style-type: none"> (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.

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<p>PO 8.3</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):</p> <ul style="list-style-type: none"> (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land. 	<p>DTS/DPF 8.3</p> <p>None are applicable.</p>
<p>PO 8.4</p> <p>Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.</p>	<p>DTS/DPF 8.4</p> <p>None are applicable.</p>
<p>PO 8.5</p> <p>Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>
Fences and Walls	
<p>PO 9.1</p> <p>Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.</p>	<p>DTS/DPF 9.1</p> <p>None are applicable.</p>
<p>PO 9.2</p> <p>Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.</p>	<p>DTS/DPF 9.2</p> <p>A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.</p>
Overlooking / Visual Privacy (in building 3 storeys or less)	
<p>PO 10.1</p> <p>Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.</p>	<p>DTS/DPF 10.1</p> <p>Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:</p> <ul style="list-style-type: none"> (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
<p>PO 10.2</p> <p>Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.</p>	<p>DTS/DPF 10.2</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or

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	<p>terrace or</p> <p>(b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of:</p> <p>(i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or</p> <p>(ii) 1.7m above finished floor level in all other cases</p>
All Residential development	
Front elevations and passive surveillance :	
<p>PO 11.1</p> <p>Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 11.1</p> <p>Each dwelling with a frontage to a public street:</p> <p>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</p> <p>(b) has an aggregate window area of at least 2m² facing the primary street.</p>
<p>PO 11.2</p> <p>Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.</p>	<p>DTS/DPF 11.2</p> <p>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>
Outlook and amenity	
<p>PO 12.1</p> <p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 12.1</p> <p>A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.</p>
<p>PO 12.2</p> <p>Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.</p>	<p>DTS/DPF 12.2</p> <p>None are applicable.</p>
Ancillary Development	
<p>PO 13.1</p> <p>Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 13.1</p> <p>Ancillary buildings:</p> <p>(a) are ancillary to a dwelling erected on the same site</p> <p>(b) have a floor area not exceeding 60m²</p> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the dwelling to which it is ancillary or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p>

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- (i) is set back at least 5.5m from the boundary of the primary street
- (ii) when facing a primary street or secondary street, has a total door / opening not exceeding:
 - A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser
 - B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width
- (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:
 - (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and
 - (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent
- (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary
- (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure
- (h) have a wall height or post height not exceeding 3m above natural ground level
- (i) have a roof height where no part of the roof is more than 5m above the natural ground level
- (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour
- (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:
 - (i) a total area as determined by the following table:

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site
<150	10%
150-200	15%
201-450	20%
>450	25%

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	(ii) the amount of existing soft landscaping prior to the development occurring.
<p>PO 13.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.</p>	<p>DTS/DPF 13.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
<p>PO 13.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>	<p>DTS/DPF 13.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Garage appearance	
<p>PO 14.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 14.1</p> <p>Garages and carports facing a street:</p> <ul style="list-style-type: none"> (a) are situated so that no part of the garage or carport is in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening not exceeding 7m in width (d) have a garage door /opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
Massing	
<p>PO 15.1</p> <p>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</p>	<p>DTS/DPF 15.1</p> <p>None are applicable</p>
Dwelling additions	
<p>PO 16.1</p> <p>Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.</p>	<p>DTS / DPF 16.1</p> <p>Dwelling additions:</p> <ul style="list-style-type: none"> (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: <ul style="list-style-type: none"> (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical height of 2m or more (iv) less Private Open Space than specified in Design Table 1 - Private Open Space

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	<p>(v) less on-site parking than specified in Transport Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas</p> <p>(vi) upper level windows facing side or rear boundaries unless:</p> <p>A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or</p> <p>B. have sill heights greater than or equal to 1.5m above finished floor level or</p> <p>C. incorporate screening to a height of 1.5m above finished floor level</p> <p>(vii) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of:</p> <p>A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land</p> <p>B. 1.7m above finished floor level in all other cases.</p>
Private Open Space	
PO 17.1	DTS/DPF 17.1
Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	Private open space is provided in accordance with Design Table 1 - Private Open Space.
Water Sensitive Design	
PO 18.1	DTS/DPF 18.1
Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes:
	<p>(a) 80 per cent reduction in average annual total suspended solids</p> <p>(b) 60 per cent reduction in average annual total phosphorus</p> <p>(c) 45 per cent reduction in average annual total nitrogen.</p>
PO 18.2	DTS/DPF 18.2
Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	Development creating a common driveway / access that services 5 or more dwellings:
	<p>(a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased or</p> <p>captures and retains the difference in pre-development</p>

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	<p>runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and</p> <p>(b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.</p>
Car parking, access and manoeuvrability	
<p>PO 19.1</p> <p>Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.1</p> <p>Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area):</p> <p>(a) single width car parking spaces:</p> <ul style="list-style-type: none"> (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m <p>(b) double width car parking spaces (side by side):</p> <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
<p>PO 19.2</p> <p>Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 19.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
<p>PO 19.3</p> <p>Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.</p>	<p>DTS/DPF 19.3</p> <p>Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.</p>
<p>PO 19.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 19.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: <ul style="list-style-type: none"> (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
PO 19.5	DTS/DPF 19.5

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Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	Driveways are designed and sited so that: <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1:4 on average (b) they are aligned relative to the street boundary so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the street boundary (c) if located to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site 						
PO 19.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 19.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: <ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented. 						
Waste storage							
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.						
Design of Transportable Dwellings							
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): <ul style="list-style-type: none"> (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building. 						
Group dwelling, residential flat buildings and battle-axe development							
Amenity							
PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 Dwellings have a minimum internal floor area in accordance with the following table: <table border="1"> <thead> <tr> <th>Number of bedrooms</th><th>Minimum internal floor area</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>35m²</td></tr> <tr> <td>1 bedroom</td><td>50m²</td></tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²	1 bedroom	50m ²
Number of bedrooms	Minimum internal floor area						
Studio	35m ²						
1 bedroom	50m ²						

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	2 bedroom	65m ²
	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
PO 22.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 22.2 None are applicable.	
PO 22.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 22.3 None are applicable.	
PO 22.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 22.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.	
Communal Open Space		
PO 23.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 23.1 None are applicable.	
PO 23.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 23.2 Communal open space incorporates a minimum dimension of 5 metres.	
PO 23.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 23.3 None are applicable.	
PO 23.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 23.4 None are applicable.	
PO 23.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 23.5 None are applicable.	

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Carparking, access and manoeuvrability	
<p>PO 24.1</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 24.1</p> <p>Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements:</p> <ul style="list-style-type: none"> (a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
<p>PO 24.2</p> <p>The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.</p>	<p>DTS/DPF 24.2</p> <p>Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.</p>
<p>PO 24.3</p> <p>Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.</p>	<p>DTS/DPF 24.3</p> <p>Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:</p> <ul style="list-style-type: none"> (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
<p>PO 24.4</p> <p>Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.</p>	<p>DTS/DPF 24.4</p> <p>Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.</p>
<p>PO 24.5</p> <p>Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.</p>	<p>DTS/DPF 24.5</p> <p>Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.</p>
<p>PO 24.6</p> <p>Dwellings are adequately separated from common driveways and manoeuvring areas.</p>	<p>DTS/DPF 24.6</p> <p>Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.</p>
Soft Landscaping	
<p>PO 25.1</p> <p>Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.</p>	<p>DTS/DPF 25.1</p> <p>Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.</p>
<p>PO 25.2</p>	<p>DTS/DPF 25.2</p>

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Soft landscaping is provided that improves the appearance of common driveways.	Where a common driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 26.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 26.1 None are applicable.
PO 26.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 26.2 None are applicable.
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 26.3 None are applicable.
PO 26.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 26.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 26.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 26.5 None are applicable.
PO 26.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 26.6 None are applicable.
Supported accommodation and retirement facilities	
Siting and Configuration	
PO 27.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 27.1 None are applicable.
Movement and Access	
PO 28.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places	DTS/DPF 28.1 None are applicable.

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(c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability	
(d) kerb ramps at pedestrian crossing points.	
Communal Open Space	
PO 29.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 29.1 None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 29.6 None are applicable.
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.

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PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 28.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.
PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-	DTS/DPF 32.1 None are applicable.

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site on a regular basis.	
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Table 1 - Private Open Space

Dwelling Type	Minimum Rate
Dwelling (at ground level)	<p>Total private open space area:</p> <p>(a) Site area <301m²: 24m² located behind the building line.</p> <p>(b) Site area ≥ 301m²: 60m² located behind the building line.</p> <p>Minimum directly accessible from a living room: 16m² / with a minimum dimension 3m.</p>
Dwelling (above ground level)	<p>Studio (no separate bedroom): 4m² with a minimum dimension 1.8m</p> <p>One bedroom: 8m² with a minimum dimension 2.1m</p> <p>Two bedroom dwelling: 11m² with a minimum dimension 2.4m</p> <p>Three + bedroom dwelling: 15m² with a minimum dimension 2.6m</p>
Cabin or caravan (permanently fixed to the ground) in a residential park or a caravan and tourist park	Total area: 16m ² , which may be used as second car parking space, provided on each site intended for residential occupation.

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Development is:</p> <p>(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality</p> <p>(b) durable - fit for purpose, adaptable and long lasting</p> <p>(c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors</p> <p>(d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.</p>
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance

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Feature	
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3	DTS/DPF 2.3

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Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.

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On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7	DTS/DPF 7.7

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Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.

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Overlooking / Visual Privacy (low rise buildings)	
<p>PO 10.1</p> <p>Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.</p>	<p>DTS/DPF 10.1</p> <p>Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone:</p> <ul style="list-style-type: none"> (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
<p>PO 10.2</p> <p>Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.</p>	<p>DTS/DPF 10.2</p> <p>One of the following is satisfied:</p> <ul style="list-style-type: none"> (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: <ul style="list-style-type: none"> (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
<p>PO 11.1</p> <p>Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.</p>	<p>DTS/DPF 11.1</p> <p>None are applicable.</p>
<p>PO 11.2</p> <p>Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.</p>	<p>DTS/DPF 11.2</p> <p>None are applicable.</p>
<p>PO 11.3</p> <p>Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.</p>	<p>DTS/DPF 11.3</p> <p>None are applicable.</p>
<p>PO 11.4</p> <p>Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.</p>	<p>DTS/DPF 11.4</p> <p>None are applicable.</p>
<p>PO 11.5</p> <p>For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.</p>	<p>DTS/DPF 11.5</p> <p>None are applicable.</p>
All Development - Medium and High Rise	

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External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.
PO 12.8	DTS/DPF 12.8

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Building services, plant and mechanical equipment are screened from the public realm.	None are applicable.																								
Landscaping																									
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.																								
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired. <table><tr><th>Site area</th><th>Minimum deep soil area</th><th>Minimum dimension</th><th>Tree / deep soil zones</th></tr><tr><td><300 m²</td><td>10 m²</td><td>1.5m</td><td>1 small tree / 10 m²</td></tr><tr><td>300-1500 m²</td><td>7% site area</td><td>3m</td><td>1 medium tree / 30 m²</td></tr><tr><td>>1500 m²</td><td>7% site area</td><td>6m</td><td>1 large or medium tree / 60 m²</td></tr></table> Tree size and site area definitions <table><tr><td>Small tree</td><td>4-6m mature height and 2-4m canopy spread</td></tr><tr><td>Medium tree</td><td>6-12m mature height and 4-8m canopy spread</td></tr><tr><td>Large tree</td><td>12m mature height and >8m canopy spread</td></tr><tr><td>Site area</td><td>The total area for development site, not average area per dwelling</td></tr></table>	Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones	<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²	300-1500 m ²	7% site area	3m	1 medium tree / 30 m ²	>1500 m ²	7% site area	6m	1 large or medium tree / 60 m ²	Small tree	4-6m mature height and 2-4m canopy spread	Medium tree	6-12m mature height and 4-8m canopy spread	Large tree	12m mature height and >8m canopy spread	Site area	The total area for development site, not average area per dwelling
Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones																						
<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²																						
300-1500 m ²	7% site area	3m	1 medium tree / 30 m ²																						
>1500 m ²	7% site area	6m	1 large or medium tree / 60 m ²																						
Small tree	4-6m mature height and 2-4m canopy spread																								
Medium tree	6-12m mature height and 4-8m canopy spread																								
Large tree	12m mature height and >8m canopy spread																								
Site area	The total area for development site, not average area per dwelling																								
PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.																								
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.																								

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Environmental	
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall sheer elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.
Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings	DTS/DPF 16.1 None are applicable.

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<p>so that views are oblique rather than direct to avoid direct line of sight</p> <p>(c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms</p> <p>(d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.</p>	
All residential development	
Front elevations and passive surveillance	
<p>PO 17.1</p> <p>Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</p>	<p>DTS/DPF 17.1</p> <p>Each dwelling with a frontage to a public street:</p> <p>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</p> <p>(b) has an aggregate window area of at least 2m² facing the primary street.</p>
<p>PO 17.2</p> <p>Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.</p>	<p>DTS/DPF 17.2</p> <p>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.</p>
Outlook and Amenity	
<p>PO 18.1</p> <p>Living rooms have an external outlook to provide a high standard of amenity for occupants.</p>	<p>DTS/DPF 18.1</p> <p>A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.</p>
<p>PO 18.2</p> <p>Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.</p>	<p>DTS/DPF 18.2</p> <p>None are applicable.</p>
Ancillary Development	
<p>PO 19.1</p> <p>Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.</p>	<p>DTS/DPF 19.1</p> <p>Ancillary buildings:</p> <p>(a) are ancillary to a dwelling erected on the same site</p> <p>(b) have a floor area not exceeding 60m²</p> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the dwelling to which it is ancillary</p> <p>or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p> <p>(i) is set back at least 5.5m from the boundary of the primary street</p> <p>(ii) when facing a primary street or secondary</p>

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	<p>street, has a total door / opening not exceeding:</p> <p>A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser</p> <p>B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width</p> <p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <p>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary</p> <p>and</p> <p>(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent</p> <p>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>(h) have a wall height or post height not exceeding 3m above natural ground level</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <p>(i) a total area as determined by the following table:</p> <table border="1"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>201-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	201-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										

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<p>PO 19.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>	<p>DTS/DPF 19.2</p> <p>Ancillary buildings and structures do not result in:</p> <ul style="list-style-type: none"> (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
<p>PO 19.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>	<p>DTS/DPF 19.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Residential Development - Low Rise	
External appearance	
<p>PO 20.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>	<p>DTS/DPF 20.1</p> <p>Garages and carports facing a street:</p> <ul style="list-style-type: none"> (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
<p>PO 20.2</p> <p>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.</p>	<p>DTS/DPF 20.2</p> <p>Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway:</p> <ul style="list-style-type: none"> (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a

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	single material or finish.										
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable										
Private Open Space											
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.										
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.										
Landscaping											
PO 22.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: <table border="1"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m²)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td><150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>>200-450</td><td>20%</td></tr> <tr> <td>>450</td><td>25%</td></tr> </tbody> </table> (b) at least 30% of any land between the primary street boundary and the primary building line.	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site	<150	10%	150-200	15%	>200-450	20%	>450	25%
Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m ²)	Minimum percentage of site										
<150	10%										
150-200	15%										
>200-450	20%										
>450	25%										
Car parking, access and manoeuvrability											
PO 23.1 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space										

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	<ul style="list-style-type: none"> (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m <p>(b) double width car parking spaces (side by side):</p> <ul style="list-style-type: none"> (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
<p>PO 23.2</p> <p>Uncovered car parking space are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 23.2</p> <p>Uncovered car parking spaces have:</p> <ul style="list-style-type: none"> (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
<p>PO 23.3</p> <p>Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 23.3</p> <p>Driveways and access points satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
<p>PO 23.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 23.4</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 23.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 23.5</p> <p>Driveways are designed and sited so that:</p>

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	<ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right of way is at least 6.2m wide along the boundary of the allotment / site
<p>PO 23.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>	<p>DTS/DPF 23.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
<p>PO 24.1</p> <p>Provision is made for the convenient storage of waste bins in a location screened from public view.</p>	<p>DTS/DPF 24.1</p> <p>Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that:</p> <ul style="list-style-type: none"> (a) has a minimum area of 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
<p>PO 25.1</p> <p>The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.</p>	<p>DTS/DPF 25.1</p> <p>Buildings satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
<p>PO 26.1</p> <p>Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.</p>	<p>DTS/DPF 26.1</p> <p>Buildings:</p> <ul style="list-style-type: none"> (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing

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	the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.	DTS/DPF 28.2 Balconies utilise one or a combination of the following design elements: (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3 Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3 Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4 Dwellings are provided with sufficient space for storage to meet likely occupant needs.	DTS/DPF 28.4 Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: (a) studio: not less than 6m ³ (b) 1 bedroom dwelling / apartment: not less than 8m ³ (c) 2 bedroom dwelling / apartment: not less than 10m ³ (d) 3+ bedroom dwelling / apartment: not less than 12m ³ .
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5 Light wells: (a) are not used as the primary source of outlook for living rooms (b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms

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	(c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.				
PO 28.6 Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	DTS/DPF 28.6 None are applicable.				
PO 28.7 Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7 None are applicable.				
Dwelling Configuration					
PO 29.1 Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.	DTS/DPF 29.1 Buildings containing in excess of 10 dwellings provide at least one of each of the following: (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least 50m ² (c) 2 bedroom dwelling / apartment with a floor area of at least 65m ² (d) 3+ bedroom dwelling / apartment with a floor area of at least 80m ² , and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom.				
PO 29.2 Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.	DTS/DPF 29.2 None are applicable.				
Common Areas					
PO 30.1 The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.	DTS/DPF 30.1 Common corridor or circulation areas: (a) have a minimum ceiling height of 2.7m (b) provide access to no more than 8 dwellings (c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core.				
Group Dwellings, Residential Flat Buildings and Battle axe Development					
Amenity					
PO 31.1 Dwellings are of a suitable size to provide a high standard of amenity for occupants.	DTS/DPF 31.1 Dwellings have a minimum internal floor area in accordance with the following table: <table border="1"><thead><tr><th>Number of bedrooms</th><th>Minimum internal floor area</th></tr></thead><tbody><tr><td>Studio</td><td>35m²</td></tr></tbody></table>	Number of bedrooms	Minimum internal floor area	Studio	35m ²
Number of bedrooms	Minimum internal floor area				
Studio	35m ²				

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	1 bedroom	50m ²
	2 bedroom	65m ²
	3+ bedrooms	80m ² and any dwelling over 3 bedrooms provides an additional 15m ² for every additional bedroom
PO 31.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 31.2 None are applicable.	
PO 31.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 31.3 None are applicable.	
PO 31.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 31.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.	
Communal Open Space		
PO 32.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 32.1 None are applicable.	
PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.	
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 32.3 None are applicable.	
PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 32.4 None are applicable.	
PO 32.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 32.5 None are applicable.	
Car parking, access and manoeuvrability		
PO 33.1	DTS/DPF 33.1	

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Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: <ul style="list-style-type: none"> (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 33.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 33.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 33.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 33.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: <ul style="list-style-type: none"> (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 33.4 Residential driveways that service more than one dwelling or a dwelling on a battle-axe site are designed to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 33.4 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 33.5 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 33.5 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft landscaping	
PO 34.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 34.1 Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 34.2 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 34.2 Battle-axe or common driveways satisfy (a) and (b): <ul style="list-style-type: none"> (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the

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	driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 35.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 35.1 None are applicable.
PO 35.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 35.2 None are applicable.
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 35.3 None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	

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PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 39.4 None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise	DTS/DPF 39.6 None are applicable.

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(b) overlooking into habitable room windows or onto the useable private open space of other dwellings in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	
Site Facilities / Waste Storage	
PO 40.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric-powered vehicles.	DTS/DPF 40.1 None are applicable.
PO 40.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 40.2 None are applicable.
PO 40.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 40.3 None are applicable.
PO 40.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.	DTS/DPF 40.4 None are applicable.
PO 40.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 40.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 40.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 40.6 None are applicable.
PO 40.7 Services, including gas and water meters, are conveniently located and screened from public view.	DTS/DPF 40.7 None are applicable.
Student Accommodation	
PO 41.1 Student accommodation is designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents, including an internal layout and facilities that are designed to provide sufficient space and amenity for the requirements of student life and promote social interaction.	DTS/DPF 41.1 Student accommodation provides: (a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units (b) common or shared facilities to enable a more efficient use of space, including: (i) shared cooking, laundry and external drying facilities (ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space (iii) common storage facilities at the rate of 8m ³ for

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	<p>(iv) every 2 dwellings or students common on-site parking in accordance with Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas</p> <p>(v) bicycle parking at the rate of one space for every 2 students.</p>
<p>PO 41.2</p> <p>Student accommodation is designed to provide easy adaptation of the building to accommodate an alternative use of the building in the event it is no longer required for student housing.</p>	<p>DTS/DPF 41.2</p> <p>None are applicable.</p>
All non-residential development	
Water Sensitive Design	
<p>PO 42.1</p> <p>Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.</p>	<p>DTS/DPF 42.1</p> <p>None are applicable.</p>
<p>PO 42.2</p> <p>Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.</p>	<p>DTS/DPF 42.2</p> <p>None are applicable.</p>
<p>PO 42.3</p> <p>Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.</p>	<p>DTS/DPF 42.3</p> <p>None are applicable.</p>
Wash-down and Waste Loading and Unloading	
<p>PO 43.1</p> <p>Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are:</p> <ul style="list-style-type: none"> (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: <ul style="list-style-type: none"> (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis. 	<p>DTS/DPF 43.1</p> <p>None are applicable.</p>

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Laneway Development	
Infrastructure and Access	
<p>PO 44.1</p> <p>Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where:</p> <ul style="list-style-type: none"> (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares. 	<p>DTS/DPF 44.1</p> <p>Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.</p>

Table 1 - Private Open Space

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level, other than a residential flat building that includes above ground dwellings)		<p>Total private open space area:</p> <ul style="list-style-type: none"> (a) Site area <301m²: 24m² located behind the building line. (b) Site area ≥ 301m²: 60m² located behind the building line. <p>Minimum directly accessible from a living room: 16m² / with a minimum dimension 3m.</p>
Cabin or caravan (permanently fixed to the ground) in a residential park or caravan and tourist park		Total area: 16m ² , which may be used as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m ² / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m ² / minimum dimension 1.8m
	One bedroom dwelling	8m ² / minimum dimension 2.1m
	Two bedroom dwelling	11m ² / minimum dimension 2.4m

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appropriately set back from:	(a) 800m or more from a public water supply reservoir
(a) public water supply reservoirs	(b) 200m or more from a major watercourse (third order or higher stream)
(b) major watercourses (third order or higher stream)	(c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.
(c) any other watercourse, bore or well used for domestic or stock water supplies.	
PO 3.2	DTS/DPF 3.2
Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that:	None are applicable.
(a) have sufficient capacity to hold effluent and runoff from the operations on site	
(b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.	

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.1	DTS/DPF 1.1
Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	None are applicable.
PO 1.2	DTS/DPF 1.2
Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	None are applicable.
Hours of Operation	
PO 2.1	DTS/DPF 2.1
Non-residential development does not unreasonably impact the	Development operating within the following hours:

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<p>amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:</p> <p>(a) the nature of the development</p> <p>(b) measures to mitigate off-site impacts</p> <p>(c) the extent to which the development is desired in the zone</p> <p>(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.</p>	Class of Development	Hours of operation
	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday
	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday
	Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
Overshadowing		
<p>PO 3.1</p> <p>Overshadowing of habitable room windows of adjacent residential land uses in:</p> <p>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>DTS/DPF 3.1</p> <p>North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</p>	
<p>PO 3.2</p> <p>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</p> <p>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight</p> <p>b. other zones is managed to enable access to direct winter sunlight.</p>	<p>DTS/DPF 3.2</p> <p>Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:</p> <p>a. for ground level private open space, the smaller of the following:</p> <p>i. half the existing ground level open space</p> <p>or</p> <p>ii. 35m² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)</p> <p>b. for ground level communal open space, at least half of the existing ground level open space.</p>	
<p>PO 3.3</p> <p>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <p>(a) the form of development contemplated in the zone</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>	

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(b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer	DTS/DPF 4.5 None are applicable.

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gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).					
<p>PO 4.6</p> <p>Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 4.6</p> <p>Development incorporating music includes noise attenuation measures that will achieve the following noise levels:</p> <table border="1"> <thead> <tr> <th>Assessment location</th><th>Music noise level</th></tr> </thead> <tbody> <tr> <td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT10,15 < LOCT90,15 + 8dB$)</td></tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT10,15 < LOCT90,15 + 8dB$)
Assessment location	Music noise level				
Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum ($LOCT10,15 < LOCT90,15 + 8dB$)				
Air Quality					
<p>PO 5.1</p> <p>Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>				
<p>PO 5.2</p> <p>Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:</p> <ul style="list-style-type: none"> (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers. 	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>				
Light Spill					
<p>PO 6.1</p> <p>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 6.1</p> <p>None are applicable.</p>				
<p>PO 6.2</p> <p>External lighting is not hazardous to motorists and cyclists.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>				
Solar Reflectivity / Glare					
<p>PO 7.1</p> <p>Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>				

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Electrical Interference	
PO 8.1 Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.	DTS/DPF 8.1 The building or structure: (a) is no greater than 10m in height, measured from existing ground level or (b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.
Interface with Rural Activities	
PO 9.1 Sensitive receivers are located and designed to mitigate impacts from lawfully existing horticultural and farming activities (or lawfully approved horticultural and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.	DTS/DPF 9.1 None are applicable.
PO 9.2 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.2 None are applicable.
PO 9.3 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.3 Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.
PO 9.4 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage and disposal facilities and do not prejudice the continued operation of these activities.	DTS/DPF 9.4 Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other ownership.
PO 9.5 Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day

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	<p>(c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres</p> <p>(d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes</p> <p>(e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.</p>
<p>PO 9.6</p> <p>Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.</p>	<p>DTS/DPF 9.6</p> <p>None are applicable.</p>
<p>PO 9.7</p> <p>Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.</p>	<p>DTS/DPF 9.7</p> <p>None are applicable.</p>
Interface with Mines and Quarries (Rural and Remote Areas)	
<p>PO 10.1</p> <p>Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.</p>	<p>DTS/DPF 10.1</p> <p>Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the <i>Mining Act 1971</i>.</p>

Land Division

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Land division:</p> <ul style="list-style-type: none"> (a) creates allotments with the appropriate dimensions and shape for their intended use (b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure (c) integrates and allocates adequate and suitable land for the preservation of site features of value, including significant vegetation, watercourses, water bodies and other environmental features (d) facilitates solar access through allotment orientation (e) creates a compact urban form that supports active travel, walkability and the use of public transport (f) avoids areas of high natural hazard risk.
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature

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are sufficient to serve the full occupancy of the development.	
PO 2.6 Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	DTS/DPF 2.6 None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 3.1 Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	DTS/DPF 3.1 None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through: (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	DTS/DPF 3.4 None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more

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	roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m

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	(b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared. (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.

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PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.

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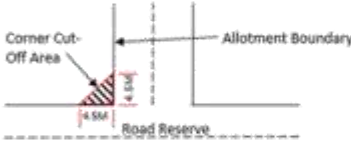
Corner Cut-Offs	
<p>PD 10.1</p> <p>Development is located and designed to ensure drivers can safely turn into and out of public road junctions.</p>	<p>DTS/DPF 10.1</p> <p>Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:</p> 

Table 1 - General Off-Street Car Parking Requirements

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)
	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Group Dwelling	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Residential Flat Building	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Row Dwelling where vehicle access is from the primary street	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Row Dwelling where vehicle access is not from the primary street	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p>

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Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m ² of total building floor area.

Table 2 - Off-Street Car Parking Requirements in Designated Areas

The following parking rates apply in any zone, subzone or other area described in the 'Designated Areas' column subject to the following:

- (a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria) or
- (b) the development satisfies Table 2 – Criteria (or is exempt from those criteria) and is located in an area where a lawfully established carparking fund operates, in which case the number of spaces are reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate		Designated Areas
	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.		
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:	Capital City Zone
		1 space for each dwelling with a total floor area less than 75 square metres	City Main Street Zone
		2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres	City Riverbank Zone
		3 spaces for each dwelling with a total floor area greater than 150 square metres.	Adelaide Park Lands Zone
		Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Business Neighbourhood Zone (within the City of Adelaide)
			The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			

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Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	5 spaces per 100m ² of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	6 spaces per 100m ² of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone

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spaces per dwelling	Urban Corridor (Business) Zone
2 bedroom dwelling - 1 space per dwelling	Urban Corridor (Living) Zone
3 or more bedroom dwelling - 1.25 spaces per dwelling	Urban Corridor (Main Street) Zone
0.25 spaces per dwelling for visitor parking.	Urban Neighbourhood Zone

Table 2 - Criteria:

The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

Criteria	Exceptions
<p>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</p> <p>(a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾</p> <p>(b) is within 400 metres of a bus interchange⁽¹⁾</p> <p>(c) is within 400 metres of an O-Bahn interchange⁽¹⁾</p> <p>(d) is within 400 metres of a passenger rail station⁽¹⁾</p> <p>(e) is within 400 metres of a passenger tram station⁽¹⁾</p> <p>(f) is within 400 metres of the Adelaide Parklands.</p>	<p>(a) All zones in the City of Adelaide</p> <p>(b) Strategic Innovation Zone in the following locations:</p> <p>(i) City of Burnside</p> <p>(ii) City of Marion</p> <p>(iii) City of Mitcham</p> <p>(c) Urban Corridor (Boulevard) Zone</p> <p>(d) Urban Corridor (Business) Zone</p> <p>(e) Urban Corridor (Living) Zone</p> <p>(f) Urban Corridor (Main Street) Zone</p> <p>(g) Urban Neighbourhood Zone</p>

[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate
	Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.
Consulting Room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational establishment	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors.

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	For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m ² of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m ² of gross leasable floor area plus 2 spaces plus 1 space per 1000m ² of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m ² of gross leasable floor area plus 1 space for every 600m ² of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.
Schedule to Table 3	
Designated Area	Relevant part of the State The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
All zones	City of Adelaide
Business Neighbourhood Zone	Metropolitan Adelaide
Strategic Innovation Zone	
Suburban Activity Centre Zone	
Suburban Business Zone	

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Suburban Main Street Zone	
Urban Activity Centre Zone	
Urban Corridor (Boulevard) Zone	
Urban Corridor (Business) Zone	
Urban Corridor (Living) Zone	
Urban Corridor (Main Street) Zone	
Urban Neighbourhood Zone	

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome	
DO 1	Mitigation of the potential environmental and amenity impacts of waste treatment and management facilities.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations	DTS/DPF 2.1 None are applicable.

ITEM	8.1.2
	COUNCIL ASSESSMENT PANEL
DATE	27 July 2021
APPLICATION NO.	Development Application 21004673
APPLICANT	Zakir Hussain
PROPOSAL	Change of use from warehouse to light industry (Cabinet Making) for Unit 4 only
LOCATION	Unit 4, 51-53 Stanbel Road Salisbury Plain SA 5109
CERTIFICATE OF TITLE	CT 6034/661
AUTHOR	Michael Sumito, Development Officer - Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Sub Zone	Strategic Employment Zone
Application Type	Performance Assessed
Public Notification	Representations received: 9 Representations to be heard: 1
Referrals - Statutory	Nil
Referrals – Internal	Nil
Planning & Design Code Version (at lodgement)	30 April 2021
Assessing Officer	Michael Sumito
Recommendation	Grant Planning Consent subject to Conditions
Meeting Date	27 July 2021

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans and Supporting Documentation
Attachment 2:	Copy of Sign Displayed on the Land and Representations
Attachment 3:	Applicant's Response to Representations
Attachment 4:	Extract of Planning and Design Code

3. EXECUTIVE SUMMARY

The applicant seeks Planning Consent for change of use from warehouse to light industry (Cabinet Making) at Unit 4, 51-53 Stanbel Road, Salisbury Plain, pursuant to the *Planning, Development and Infrastructure Act 2016*.

This is the first meeting subject to applications for consideration by the Panel in relation to the *Planning, Development and Infrastructure Act 2016*. To assist the Panel in its consideration of this item and in its interpretation of the Planning and Design Code, a separate information report is contained in agenda item 8.2.1.

The proposed development is subject to the “performance assessed” process and as a publicly notified form of development. Nine representations were received during the notification period, two in support and seven in opposition. One of the representors has requested to be heard.

This report provides a detailed assessment of the application against the relevant provisions of the Planning and Design Code. The assessment has found that the proposed development:

- (a) Is an appropriate land use within the Strategic Employment Zone at the interface with residential uses, having regard to the small-scale nature of the activities, acceptable levels of noise modelled for the proposal and use, and appropriate hours of operation;
- (b) The proposal will incorporate dust extraction systems to manage potential escape of dust emissions from the activities on the site, and surface coating (ie. painting) will not occur at the site;
- (c) The existing building/site layout is suitable to cater for the use without any change to the established access, car parking, landscaping or buildings on the site;
- (d) Adequate on-site carparking is available to cater for the proposed use.

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

4. SUBJECT SITE

The site is Unit 4, 51-53 Stanbel Road, Salisbury Plain, formally described as Lot comprising Pieces 4, 14, 15 and 16 in Primary Community Plan 25134, Certificate of Title Volume 6034 Folio 661 (hereafter referred to as ‘the site’).

Unit 4 is part of a Community Title scheme, and the common driveway necessarily forms part of the ‘site’. The Community Title Scheme comprises community lots and common property and is a fully developed site comprising six (6) warehouses with associated offices, car parking and landscaping.

Unit 4 is located at the rear (south-east) of the Community Title site and this unit comprises an area of 652m². Unit 4 is accessed by the sealed common driveway which provides means of direct connection to Stanbel Road. According to the Deposited Plan, Unit 4 is served by nine (9) dedicated car parking spaces including one (1) accessible space.

Unit 4 has previously been occupied by *Macsim Fastenings* for use as ‘Warehouse’. One of the car parks in front of the Unit is presently occupied by a shipping container. The applicant has confirmed this car parking space will be vacated to enable the car park to be available as intended and approved.

Site photos are provided below.

Photo 1: Looking south towards the site from Stanbel Road, the access is located in the foreground



Photo 2: Looking south toward Unit 4 from the common internal driveway



Photo 3: Looking north-west in direction of the rear wall of Unit 4. Note the boundary fence of 23 Warringa Street, Salisbury Plain is in view on the left hand side. Established plantings exist within the space between the rear wall and fence to the adjacent residential property



Photo 4: Looking south-west from the common area toward the rear boundary fence with 25 Warringa Street, Salisbury Plain



5. LOCALITY

The site is located at the interface with the General Neighbourhood Zone, the boundary of which corresponds with the south-western rear boundary of the site. Given this, the locality comprises two (2) distinct characters, one consisting of predominantly commercial and industrial developments located within the Strategic Employment Zone fronting Stanbel Road, and the other comprising low density, single storey detached dwellings within the General Neighbourhood Zone fronting Warringa Avenue.




Within the Community Title site, the existing warehouses comprise occupiers including *Innovation Lasermach*, *Windoware Wholesale Manufacturers*, *BedeBuys* and *WSP services*. The adjoining site to the south-east (55 Stanbel Road) comprises a warehouse development occupied by *Palumbo*. The site immediately north-west (43-47 Stanbel Road) is presently vacant with the exception of an existing single storey dwelling and shed. A Development Application has been submitted for a place of worship on this allotment which is yet to be determined (refer Development Application 361/554/2021).

Land on the opposite side of Stanbel Road comprises a mix of established industrial and commercial sites, mostly comprising industrial sheds as well as several single storey dwellings. Several of the allotments are served by common driveways that provide access to industrial sheds positioned along the side and rear of these allotments.

Within the General Neighbourhood Zone, there are five (5) single storey detached dwellings that are sited on their individual allotments that adjoin the Community Title industrial site. These dwellings sit slightly lower than the site. The dwellings are separated by a 1.8 metre high colorbond fence, which sits atop a small retaining wall, thereby providing a combined height of approximately 2.2 metres.




A locality plan and contextual plan are provided below.

Locality Plan - Aerial**Legend (Source: Nearmap)**

	Site boundary
	Locality boundary
	Representor

Note: Five of the representations are from persons related to the owners of 23 Wirringa Street, Salisbury Plain.




Locality Plan – Cadastre

Legend (Source: Nearmap)	
	Site boundary
	Locality boundary
	Representor

Note: Five of the representations are from persons related to the owners of 23 Warringa Street, Salisbury Plain.


Contextual Plan



Legend (Source: Nearmap)	
	Site boundary
	Locality boundary
	Representor

Note: Five of the representations are from persons related to the owners of 23 Warringa Street, Salisbury Plain.

Panoramic View:**Legend (Source: Nearmap)**

	Site boundary
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6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant seeks approval for change of land use from warehouse to light industry (cabinet making) at Unit 4, 51-53 Stanbel Road, Salisbury Plain.

Noorband Kitchens propose to occupy Unit 4 for the purpose of manufacture of domestic kitchen cabinets and also includes a small showroom within the building. A range of equipment will be used in association with the proposed use that includes:

- CNC machine;
- Edge bander;
- Panel Saw;
- Compressor;
- Forklift for loading and unloading purposes, with the majority of day to day business deliveries to occur by a Toyota Hilux (utility).

The applicant has submitted a floor plan for the internal layout showing all machinery and equipment to be positioned inside the unit up against the north-eastern side wall and south-western rear wall of the unit. The wall of the unit that borders the General Neighbourhood Zone is to be used for display/storage purposes. The personal access door to the space between the rear wall and residential fenceline will be closed during hours of operation, however, the canopy roller door will be open during operations for ventilation.

The following hours of operation are proposed:

- Monday to Friday 7.00am to 4.00pm
- Saturday 8.00am to 2.00pm
- The associated showroom is to be open Monday to Friday 7.00am to 4.00pm and by appointment on Saturdays only.
- Closed Sunday and Public Holidays.

A maximum of four (4) staff including one (1) receptionist are proposed to be employed.

On site carparking is provided as per the existing warehouse configuration. According to the Deposited Plan, this unit is served by nine (9) dedicated car parks (including one (1) accessible space) available to service the proposed development. These car parking spaces are located within the site as indicated under the Primary Community Plan 25134, marked as Pieces 14, 15 & 16.

The maximum design vehicle to be used in association with the development is a Toyota Hilux (utility). This vehicle will be used as the main transport vehicle to deliver finished customer products. The applicant also proposes to use a three (3) tonne tray top truck for major customer deliveries and these visits are anticipated approximately once a month (subject to demand). A tray top truck will also be used to deliver materials to the site approximately once a week.

Waste bins will be stored within the building and shall be collected by a three (3) tonne truck approximately once a month from the site.

Direct vehicle access is available to Stanbel Road using the existing access point. No changes are proposed to the existing access or manoeuvring arrangements.

A copy of the proposal plans and supporting documentation are contained in Attachment 1.

7. CLASSIFICATION

The site is located within the Strategic Employment Zone as depicted in the SA Property and Planning Atlas.

The proposed development is described as “*change of land use from warehouse to light industry (cabinet making)*”

Given the nature of intended use and the acoustic assessment undertaken by Sonus (Refer to assessment section of report), which confirms that no noise mitigation measures are required, the development is appropriately defined as ‘Light industry’ in accordance with Part 7 - Land Use Definitions of the Planning and Design Code as follows:

<u>Land Use Term</u>	<u>Definition</u>
<u>Light industry</u>	<p>Means an industry where the process carried on, the materials and machinery used, the transport of materials, goods or commodities to and from the land on or in which (wholly or in part) the industry is conducted and the scale of the industry does not:</p> <p>(a) Detrimentally affect the amenity of the locality or the amenity within the vicinity of the locality by reason of the establishment or the bulk of any building or structure, the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, spilled light or otherwise howsoever; or</p> <p>(b) Directly or indirectly cause dangerous or congested traffic conditions in any nearby road.</p>

The proposed development is not listed as an Accepted or Deemed to Satisfy form of development in Tables 1 or 2 respectively of the Strategic Employment Zone, nor is the development a Restricted form of development in Table 4 of the Zone. On this basis, the application shall be assessed as “Performance Assessed” development.

8. PUBLIC NOTIFICATION

Table 5 of the Strategic Employment Zone identifies land use classes of performance assessed development that are excluded from notification. Except where development is assigned to a class in Table 5, public notification is applicable. Clause 3 of the Zone lists ‘Light Industry’ as being excluded, however, the proposal will not meet the exception as follows:

<u>Class of Development</u>	<u>Exceptions</u>
Any development involving any of the following (or of any combination of any of the following):	1. Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
(c) Light industry	

Given that the site is located adjacent residential landuse within the General Neighbourhood Zone, the development is subject to public notification.

The public notification period took place between 9 June 2021 and 1 July 2021. Council received nine (9) representations during the notification period, with two (2) representations in support of the proposal and seven (7) representations in opposition. One (1) of the representors has requested to be heard in support of their submission.

Please note that five of the representations are from persons related to the owners of 23 Wirringa Street, Salisbury Plain.

The representors are listed below:

Representations received		
Representations received		Wish to be Heard
1	Nina Wiltshire 6 Griggs Drive ATHELSTONE SA 5076	

2	Eamonn Marron 11 Green Pine Circuit, GOLDEN GROVE SA 5125	
3	Shanagh Marron 1 Aspen Court GOLDEN GROVE SA 5125	
4	Patrick (jr) Marron 23 Warringa Street SALISBURY PLAIN SA 5109	
5	Coara James 43 Wynn Vale Drive GULFVIEW HEIGHTS SA 5096	
6	Nicholas Skewes 1 Aspen Court GOLDEN GROVE SA 5125	
7	Pat and Eilish Marron 23 Warringa Street SALISBURY PLAIN SA 5109	✓
8	Ian and Tanya Bruce 31 Warringa Street SALISBURY PLAIN SA 5109	
9	Benjamin Takats 9 Grace Court PARAFIELD GARDENS SA 5107	

A copy of the sign displayed on the land and the representations received are contained in attachment 2. A copy of the applicant's response to the representations is contained in Attachment 3. The content of the representations and the applicant's response are summarised in the table below:

Summary of Representations	
Issues raised	Applicant's Response
Land Use	
<ul style="list-style-type: none"> The building is too close to the dwellings to be used for industry. We were advised the buildings would only ever be used for warehouses. The property is too close to residents. There are other industrial areas in City of Salisbury that are more suitable to the proposed use. 	<ul style="list-style-type: none"> We are a small family-owned cabinet making business.
Noise	
<ul style="list-style-type: none"> We are concerned the noise from the proposed use will preclude us from using the rear gardens or opening the windows. 	<ul style="list-style-type: none"> The machinery used on-site are of high quality and latest models made by Biesse. The machines are small-scale

<ul style="list-style-type: none"> • <i>The noise from the machinery will be excessive.</i> • <i>The levels of noise from the proposed use will be unreasonable.</i> • <i>The noise from the machines like CNC machine, compressors, forklifts and dust extractors will be excessive.</i> • <i>The machines generate noise levels exceeding that of residential areas.</i> • <i>Our bedroom is 3m from the warehouse.</i> • <i>Noise from forklifts and ute reversing beepers in the driveway will occur directly adjacent to our rear fence.</i> • <i>There will be reverberation from the machinery inside our homes causing discomfort.</i> • <i>I am a shift worker and it will be extremely difficult to sleep during daylight hours.</i> 	<p><i>that produce low noise levels.</i></p> <ul style="list-style-type: none"> • <i>Acoustic Engineering firm, Sonus Pty Ltd have reviewed the proposal and concluded the proposed development will achieve the noise criteria under the Environment Protection (Noise) Policy 2007.</i> • <i>The machines will be located furthest away from the wall of the residential properties. The wall area adjacent the residential properties will be used for storage purposes only.</i> • <i>All doors will be closed during hours of operation, except for the canopy door which faces north-west.</i> • <i>The forklift will be used mainly inside the building to load and unload materials, two times a day. The forklift will also be used to unload materials delivered to the site from 'Polytec' once a week and will be conducted directly in front of the roller door.</i> • <i>The delivery timeframe for materials is between 9:00am and 3:00pm, and a small size truck will be used.</i> • <i>Loading and unloading will only take 5-10 minutes, however, loading for customer deliveries will occur inside the building only.</i>
Air Emissions	
<ul style="list-style-type: none"> • <i>The proposal will give rise to strong odours that will affect our quality of life.</i> • <i>The proposal will result in increased odours from the glues, two pack paints and varnishes.</i> • <i>The proposal will generate dusts that won't be adequately extracted.</i> • <i>The chemicals used in the wood and paints are carcinogenic.</i> • <i>The proposal will result in an unreasonable level of air pollution.</i> • <i>Engine and exhaust fumes will be directed straight into the rear of my property.</i> 	<ul style="list-style-type: none"> • <i>We outsource all of our paint jobs, including benchtops and two pack doors.</i> • <i>All of our machines are connected to dust extractors which prevent sawdust escaping in the air.</i> • <i>The skip bin will be located inside the building all of the time.</i>
Fire Risk	
<ul style="list-style-type: none"> • <i>The proposal will increase the fire risk due</i> 	<ul style="list-style-type: none"> • <i>The materials to be used are of low</i>

<ul style="list-style-type: none"> to flammable materials used within the unit. If there is a fire, there is insufficient room to enable access by a fire fighting truck between the warehouse and dwelling. 	<ul style="list-style-type: none"> flammability. The only material boards we use are MDF and particleboard for our cabinet making. We do not use any flammable gases that would increase the risk of fires. In our 8 years of operation, we have not had a single fire incident.
Deliveries	
<ul style="list-style-type: none"> The proposed use will require vehicles larger than a Toyota Hilux. 	<ul style="list-style-type: none"> The primary vehicle for normal deliveries to the customer will be a Toyota Hilux. For major deliveries, we only use a three tonne truck and the major deliveries normally occur once a month, depending on the order. Rubbish collection will occur once a month. A skip bin will be collected by a three tonne truck. Vehicles used on the site have the ability to turn around and to leave in a forward direction. Small vehicles will only be used, not larger than three or four tonnes and one forklift.
Loss of property values	
<ul style="list-style-type: none"> The proposal will impact residential property values. 	

9. REFERRALS – STATUTORY

The application was not subject to any referrals pursuant to Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017* or Part 9 – Referrals of the Planning and Design Code.

10. REFERRALS – INTERNAL

Given the subject site is fully developed, with no changes to access, maneuvering, parking or civil arrangements, this application was not subject to internal referrals.

11. ASSESSMENT

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*, it is recommended the Panel determine the proposed development is not seriously at variance with the Planning and Design Code. The following reasons are given in support of this recommendation:

- (a) Is an appropriate land use within the Strategic Employment Zone at the interface with residential use, having regard to the small-scale nature of the activities, acceptable levels of noise modelled for this use and appropriate hours of operation.

Assessment

Detailed assessment of the application has taken place against the relevant provisions of the Planning and Design Code and is described below under headings.

Table 3 of the Strategic Employment Zone lists the ‘Applicable Policies for Performance Assessed Development’. Table 3 lists the relevant policies to which a ‘Light Industry’ is assessed in the Zone.

The policies applicable to this class of development is to the exclusion of all other policies within the Code and no other policies are applicable. An extract of the relevant Planning and Design Code is contained in Attachment 4.

The site is also subject to 7 Overlays which are stated within the Extract. None of the Overlays are specifically relevant to the proposal.

Land Use

Desired Outcome 1 and 2 of the Strategic Employment Zone seek:

- DO 1:** *A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.*
- DO 2:** *Employment-generating uses are arranged to:*
- (a) Support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities*
 - (b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries*
 - (c) create new and enhance existing business clusters*
 - (d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes*
 - (e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.*

Performance Outcomes 1.1 and 1.2 and the related DTS/DPF 1.1 and 1.2 further state that:

PO 1.1 <i>Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.</i>	DTS/DPF 1.1 <i>Development comprises one or more of the following:</i> (i) <i>light industry</i>
PO 1.2 <i>Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.</i>	DTS/DPF 1.2 <i>Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes:</i> (d) <i>light industry</i>

The proposed development (light industry) is listed as an appropriate form of development in the Zone and specifically by the DTS/DPF 1.2 in relation to development adjacent to another zone which is used for residential purposes. Having regard to the nature of use, proposed operational activities, predicted noise levels and hours of operation, as articulated further in the following assessment report the development is not anticipated to have an unreasonable negative impact on residential land uses within the locality and it is therefore concluded that the proposal will comply with Desired Outcome 2 and Performance Outcomes 1.1 and 1.2.

Land Use Conflict

Desired Outcome 1 of the ‘Interface between Land Uses’, General Section of the Code seeks “*Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses*”.

Performance Outcome 1.2 further seeks that “*Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zoned primarily intended to accommodate sensitive receivers is designed to mitigate adverse impacts*”.

The key interface issues identified by representors in relation to the proposal relate to noise, air emission, hours of operation and fire risk. These matters are further considered below.

Noise

Performance Outcomes 1.2 and 4.1 and the related DTS/DPF 1.2 and 4.1 of the ‘Interface between Land Uses’, General Section of the Code state:

PO 1.2	<i>Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.</i>	DTS/DPF 1.2	<i>None are applicable.</i>
PO 4.1	<i>Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</i>	DTS/DPF 4.1	<i>Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.</i>

Sonus Acoustic Engineers have been engaged to prepare an acoustic report in relation to the proposed noise levels from the use. Their report has modelled the predicted noise levels for the proposed use based on the following:

- Use of cabinet making equipment within the building;
- Occasional (approximately 1 per week) deliveries to the site by tray top truck and unloading using a forklift; and
- Dispatch of completed cabinets moved onto a truck by hand.

Sonus have noted that truck deliveries and dispatches already occur as part of the approved warehouse at the site. Therefore, of the activities described above, the cabinet making equipment inside the building is the new noise source.

The noise assessment involved the prediction of the noise level at the closest noise sensitive receivers and provides a comparison of the noise levels against the objective noise criteria, set under the *Environment Protection (Noise) Policy*.

The noise assessment was also based on:

- The drawing of the site provided by the applicant;
- The proposed operating hours of the site not being outside of 7:00am to 4:00pm, Monday to Friday and 8:00am to 3:00pm on Saturdays;
- Noise measurements inside the existing Noorband Kitchens facility, conducted on 3rd June 2021.

The noise measurements involved simultaneous use of the CNC machine, edge machine, circular saw, air compressor and dust extraction equipment. Based on the measurements, a noise level of 81dB(A) was assumed for continuous activity within the building at Stanbel Road.

The Policy provides goal noise levels based on the principally promoted land uses of the zones in which the sites and the residences are located. For receivers in zones which promote residential use, the Policy provides an average L_{eq} goal noise level of 52dB(A) during the day (between 7:00am and 10:00pm) for new activities.

Based on the measured noise levels, a model of the site was developed using SoundPlan software. The noise model considered the level of activity within the building, the various building elements, the distance to the receivers and the effect of shielding from barriers and other buildings.

The predictions of noise from the facility have been made using the noise model and the assumption that activity occurs within the warehouse continuously, with the roller door open.

Based on the noise model, Sonus predicted that the criterion of 52dB(A) will easily be achieved at the nearby residences. The highest predicted noise level at a residence was 43dB(A). With the application of a 5dB(A) penalty for modulation which is considered appropriate, the prediction of noise is still 48dB(A), 4dB(A) less than the maximum standard.

In summary, the Sonus report concludes that noise levels will comply with the *Environment Protection (Noise) Policy* for development adjacent residential dwellings and that no noise attenuation measures are required. Sonus have concluded that the *‘development has been located and designed to mitigate adverse effects on...neighbouring and proximate land uses, designed to minimise adverse impacts and not unreasonable impact the amenity of sensitive receivers through noise, thereby achieving the relevant provisions of the Code’*.

Given all of the above, it is considered the proposed development satisfies DTS/DPF 4.1 and therefore satisfies the Performance Outcome 4.1.

Air pollution

Performance Outcome 5.1 and the related DTS/DPF 5.1 of the ‘Interface between Land Uses’, General Section of the Code states:

PO 5.1 *Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.* **DTS/DPF** *None are applicable.*

The applicant has stated that potential dust pollutants will be managed using a dust extractor, which will be attached to each machine. The applicant has further stated that only small amounts of chemicals will be used on-site. The applicant has also confirmed that all surface coating (ie. painting) will be outsourced, meaning that the representors concerns in relation to odour are addressed.

With the inclusion of the air extraction systems, it is considered that the Performance Outcome 5.1 will be met. It is considered appropriate that conditions of consent be adopted that require the implementation of the dust extraction systems at all times and that surface coating including painting is precluded at all times.

Hours of operation

Performance Outcomes 2.1 and the related DTS/DPF 2.1 of the 'Interface between Land Uses', General Section of the Code state:

PO 2.1 <i>Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:</i>	DTS/DPF 2.1 <i>Development operating within the following hours:</i>
<ul style="list-style-type: none"> (a) <i>The nature of the development;</i> (b) <i>Measures to mitigate off-site impacts;</i> (c) <i>The extent to which the development is desired in the zone;</i> (d) <i>Measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.</i> 	<p><i>Consulting Room – 7am to 9pm, Monday to Friday, 8am to 5pm, Saturday</i></p> <p><i>Office – 7am to 9pm, Monday to Friday, 8am to 5pm, Saturday</i></p> <p><i>Shop (other than restaurant or cellar door) – 7am to 9pm, Monday to Friday, 8am to 5pm, Saturday and Sunday</i></p>

The proposed development will operate from 7:00am to 4:00pm Monday to Friday, and Saturdays from 7:00am to 2:00pm. No operations are proposed on Sundays or public holidays.

DTS/DPF 2.1 provides guidance in respect to appropriate hours of operation for selected land uses in the nature of a Consulting Room, Office and Shop in order to satisfy the Performance Outcome. While a 'Light Industry' is not listed, the proposed hours of operation are consistent with the DTS/DPF. Having regard to the nature of the proposed development, the expected off-site impacts and that a 'Light Industry' is an anticipated land use at the interface with residential uses, the proposed hours of operation are considered to be acceptable. It is further noted that the site is already established for warehouse activities and that the Sonus Noise Assessment has modelled noise output according to the daytime criteria under the *Environment Protection (Noise) Policy*.

Given the above, the proposed hours of operation are considered to be acceptable.

Fire Risk

Several of the representors raised concerns in respect to fire risk.

As noted above, the applicant has confirmed that surface coating such as painting is not proposed. Therefore, paints, solvents and the like will not be stored on the site.

The applicant has further confirmed that a small amount of chemicals of low flammability will be used as part of the operations.

In summary, it is considered that the proposed development will not generate an unreasonable fire risk.

Traffic, Access and Car Parking

Performance Outcome 5.1 and the related DTS/DPF 5.1 of the 'Transport, Access and Parking', General Section of the Code states:

PO 5.1:	<i>Sufficient on-site vehicle parking and specifically marked accessible car parking spaces are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</i>	DTS/DPF 5.1	<i>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</i>
	<ul style="list-style-type: none"> (a) Availability of on-street car parking; (b) Shared use of other parking areas; (c) In relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared; (d) The adaptive reuse of a State or Local Heritage Place. 		<ul style="list-style-type: none"> (a) Transport, Access and Parking Table 1 – General Off-Street Car Parking Requirements; (b) Transport, Access and Parking Table 2 – Off-Street Vehicle Parking Requirements in Designated Areas; (c) If located in an area where a lawfully established car parking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.

Table 1 – General Off-Street Car Parking Requirements of the Code lists the following car parking rates applicable to an 'office', 'industry' and 'warehouse'. It is noted that Table 1 does not specify a rate for 'Light industry' but the land use applicable to 'Industry' is considered to be applicable.

Office	4 spaces per 100m ² of gross leasable floor area
Industry	1.5 spaces per 100m ² of total floor area
Warehouse	0.5 spaces per 100m ² of total floor area

Tables 1 below applies the car parking rate applicable to ‘Office’ and ‘Industry’ while Table 2 further below applies the car parking rate applicable to ‘Office’ and ‘Warehouse’.

Table 1: Carparking calculation using the industry rate		Floor area in m²	Carpark
	Office	54.1	2.1 (2)
	Industry	585.05	8.7 (9)
	Total	639.15	10.8 (11)

Table 2: Carparking calculation using the warehouse rate		Floor area in m²	Carpark
	Office	54.1	2.1 (2)
	Warehouse (vice industry)	585.05	2.9 (3)
	Total	639.15	5 (5)

Applying the theoretical rate for ‘industry’, Table 1 indicates that 11 onsite car parks are required, whereas Table 2 indicates a theoretical ‘Warehouse’ calculation (Table 2) of five (5) spaces.

According to the Deposited Plan, this unit is served by nine (9) dedicated car parks (including one (1) accessible space) available to service the proposed development. These car parking spaces are located within the site as indicated under the Primary Community Plan 25134, marked as Pieces 14, 15 & 16.

If the ‘Industry’ rate is applied, the proposed land use has a shortfall of two (2) car parking spaces whereas if the ‘Warehouse’ rate is applied, the proposed land use has a surplus of four (4) spaces.

It is considered there are sufficient car parks available to support the proposed land use. The theoretical ‘Industry’ rate is considered to be conservative, having regard to the scale of the proposed development, the maximum staffing demands advised by the applicant and the low numbers of expected visitors. As noted earlier, the applicant has advised that a maximum of four (4) staff are required to support the use. Therefore, provision of the nine (9) car parks onsite is expected to adequately service the demand, thereby potentially leaving five (5) car parks available to support visitor parking as and when required. It is also noted that the container that is presently stored in one of the car parking spaces will be removed, thereby allocating this car park for use as intended and approved.

Accordingly, it is considered that sufficient on-site car parking is provided onsite to support the proposed use, and therefore the proposal accords with Performance Outcome 5.1.

12. CONCLUSION

The applicant seeks Planning Consent for change of use from warehouse to light industry (Cabinet Making) at Unit 4, 51-53 Stanbel Road, Salisbury Plain, pursuant to the *Planning, Development and Infrastructure Act 2016*.

The proposed development was assessed as “performance assessed” and as a publicly notified form of development. Nine representations were received during the notification period, two in support and seven in opposition. One of the representors have requested to be heard.

This report has provided a detailed assessment of the application against the relevant provisions of the Planning and Design Code. The assessment found that:

- (a) Is an appropriate land use within the Strategic Employment Zone at the interface with residential use, having regard to the small-scale nature of the activities, acceptable levels of noise modelled for this use and appropriate hours of operation;
- (b) The proposal will incorporate dust extraction systems to preclude escape of dust emissions from the site and surface coating (ie. painting) will not occur at the site;
- (c) The existing building/site layout is suitable to cater for the use without any change to the established access, car parking, landscaping or buildings on the site;
- (d) Adequate on-site carparking is available to cater for the proposed use.

Accordingly, it is recommended that Planning Consent be granted, subject to conditions of consent.

13. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Planning and Design Code; and
- B. Pursuant to Section 102 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to Development Application 21004673 for Change of use from warehouse to light industry (Cabinet Making) for Unit 4 only in accordance with the plans and details submitted with the application and subject to the following conditions:

Planning Consent Conditions

- 1. The proposal shall be developed in accordance with the details submitted with the application and the following Council stamped approved plans and documents, except where varied by the conditions herein:

Drawing No.	Plan Type	Date	Prepared By
-	Operational Plan	24 May 2021	Noorband Kitchens Pty Ltd
1	Site Plan	24 May 2021	Knight Frank
2b	Floor Plan	12 July 2021	Knight Frank
S6844C2	Sonus Report	June 2021	Sonus Pty Ltd

* *Except where otherwise stated, the development shall be completed prior to occupation/commencement of use.*

- 2. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or driveways at any time.
- 3. All waste bins shall be stored inside the building within a covered receptacle, pending removal at appropriate intervals.

4. Except where otherwise approved, outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads. All lighting shall be in accordance with Australian Standard 4282 – 1997 ‘Control of the obtrusive effects of outdoor lighting’.
5. The approved use operating times shall be limited to Monday to Saturday 7.00am to 6.00pm with no activity on Sundays and/or Public Holidays.
6. The noise levels from the site measured at residences (the noise affected premises) shall comply with the *Environment Protection (Noise) Policy 2007* at all times.
7. Except where otherwise approved, surface coating such as painting, spraying or adhering coating to any materials shall not occur at any time.
8. Dust extraction systems shall be employed at all times, such that dust particles do not escape the workshop and adversely impact property occupiers and land uses in the locality.

Advice Notes

1. Building Consent and Development Approval must be obtained within 24 months from the date of this Notification, unless this period has been extended by the Council. Work cannot commence until a Development Approval is obtained.
2. This Development Approval does not constitute land owners approval. The following applies to any works on Council land:
 - (a) Any person making alteration to council land including erecting or installing a structure (pipes, wires, cables, fixtures, fittings), storing building materials, erecting temporary fencing, altering the kerb, gutter, footpath or crossover etc. in, on, under or over Council land, is subject to a permit from Council pursuant to Section 221 of the *Local Government Act 1999*.
 - (b) Service infrastructure should be located as far as practicable away from street trees, in order to protect the root zone and to prevent future damage to the infrastructure from root expansion.
 - (c) Residents and businesses are encouraged to develop and maintain the verge area between their property boundary and the kerb. However, some types of development such as irrigation, tree planting and landscaping may be restricted in some areas and therefore permission should be first sought from Council before commencing any works.
 - (d) It is the developers/owners responsibility to ensure that damage does not occur to verge infrastructure during construction. Council regularly inspects the condition of verge infrastructure during construction and where damage is observed, Council may recover the costs from the owner for reinstatement of any damage to the footpath, kerb or gutter and may also impose a substantial penalty for any willful damage.

3. Except where otherwise varied by this Consent, the conditions imposed herein shall be in addition to conditions that apply to the site from previous approvals that remain active.
4. The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

CO-ORDINATION

Officer:	GMCiD	A/MDS
Date:	13.07.21	13.07.21

ATTACHMENTS

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

1. Proposal Plans and Supporting Documentation
2. Copy of Sign Displayed on the Land and Representations
3. Applicant's Response to Representations
4. Extract of Planning and Design Code

Attachment 1

Proposal Plans and Supporting Documentation



Product Register Search (CT 6034/661)
 Date/Time 02/12/2020 04:56PM
 Customer Reference IS
 Order ID 20201202010493



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 6034 Folio 661

Parent Title(s) CT 6010/29
 Creating Dealing(s) ACT 11129581
 Title Issued 04/05/2009 Edition 4 Edition Issued 08/06/2017

Estate Type

FEE SIMPLE

Registered Proprietor

MASBOLT FASTENERS PTY. LTD. (ACN: 003 002 462)
 OF 10 WONDERLAND DRIVE EASTERN CREEK NSW 2766

Description of Land

LOT COMPRISING PIECES 4, 14, 15 AND 16 PRIMARY COMMUNITY PLAN 25134
 IN THE AREA NAMED SALISBURY PLAIN
 HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12727054	MORTGAGE TO WESTPAC BANKING CORPORATION (ACN: 007 457 141)

Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan

Lodgement Date	Dealing Number	Description	Status
27/02/2009	11129582	BY-LAWS	FILED
27/02/2009	11129583	SCHEME DESCRIPTION	FILED
27/02/2009	11129584	DEVELOPMENT CONTRACT	FILED

Registrar-General's Notes NIL

Administrative Interests NIL



LOT ENTITLEMENT SHEET

COMMUNITY PLAN NUMBER

CP 25134

THIS IS SHEET 2 OF 2 SHEETS

APPROVED



23.3.09

DEPOSITED

23 / 3 / 2009



PRO REGISTRAR-GENERAL


APPLICATION 11129581

SCHEDULE OF LOT ENTITLEMENTS

LOT	LOT ENTITLEMENT	SUBDIVIDED
Comprising Pieces 1,7 & 8	1489	
Comprising Pieces 2,9 & 10	1489	
Comprising Pieces 3,11,12 & 13	1560	
Comprising Pieces 4,14,15 & 16	1929	
Comprising Pieces 5 & 17	1872	
Comprising Pieces 6 & 18	1661	
AGGREGATE	10,000	

CERTIFICATE OF LAND VALUER

I, GEOFFREY PAUL KURTZE being a land valuer within the meaning of the Land Valuers Act 1994 certify that this schedule is correct for the purposes of the Community Titles Act 1996

Dated the 13TH day of APRIL 2009


Signature of Land Valuer

Change of use for - Unit 4/51-53 Stanbel Road, Salisbury Plain

- Operation plan

Noorband Kitchen is a family-owned small business. We manufacture cabinets, delivery and install.

- How many staff onsite

At the moment 4 workers operate all together: One receptionist, Two factory workers and an owner.

- Open hours

Showroom opening hours are from 7:00 am to 4:00pm Monday to Friday and Saturday's appointment only. Machines operates from 7:00 to 4:00pm Monday to Friday and Saturday's from 8:00 am to 2:00pm. Sundays Closed. Unit 4 has 6 car parks (see car parks 14, 15 and 16 on location plan).

The business will have 1 on site ute (totyatl hilux) for every day use (delivery).

- Onsite equipment

- CNC Machine
- Edge bander
- Panel saw
- Compressor
- Forklift
- Toyota Hilux (ute).

- How you will manage noise

All the machines will be located towards the adjoining unit wall area (the furthest distance away from the residential area). In order to further minimise the effect of machine noise on residential properties, all the doors, except the canopy roller door, will be closed at all times.

- Waste management

All machines are connected to dust extractors (FM-300 dust extractor) via well sealed tubes and connection points. The dust extractors suck all the sawdust and fine particle and collect them inside a well sealed air flow bags. Once the bags get full, they are sealed off and transferred to the general lift bin from the located bin area (see floor plan). This ensures that sawdust and fine particles are collected and disposed off in safely and minimises pollution for the staff and neighbours.

Date received
24 May 2021

For Sale Private Treaty

Unit 4, 51-53 Stanbel Road, Salisbury Plain SA.



Modern Office/Warehouse with Holding Income. Date received
24 May 2021

View at knightfrank.com.au/6014925



Located within the popular outer North Industrial Precinct.



Total Gross L.A
652 sqm*



Secure 780 sqm*
Site Area



9* onsite car parks



Opportunity to
occupy or invest



Modern office/
warehouse amenity



Key transport route
connectivity

Date received
24 May 2021



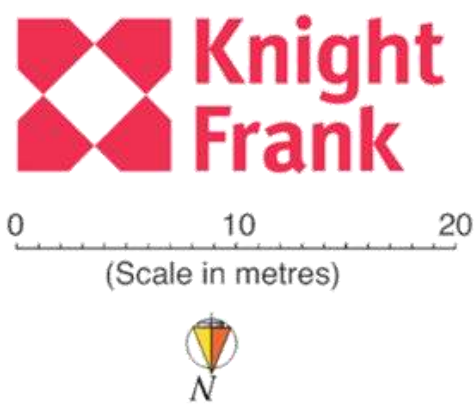
Level 25, 91 King William
Street, Adelaide SA 5000
RLA 199257

*Approx

David Ludlow 0439 260 645
David.Ludlow@au.knightfrank.com

Marco Onorato 0481 157 645
Marco.Onorato@au.knightfrank.com

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51 - 53 Stanbel Road, Salisbury Plain
Site Plan

ESTIMATED GROSS LETTABLE AREA

Warehouse	574 sq. metres
Offices/Amenities	78 sq. metres
<hr/>	
Total Gross L.A.	652 sq. metres
Mezzanine	98 sq. metres
Site Area (Unit 4 only)	780 sq. metres
<hr/>	
Complies with the PCA Method of Measurement	





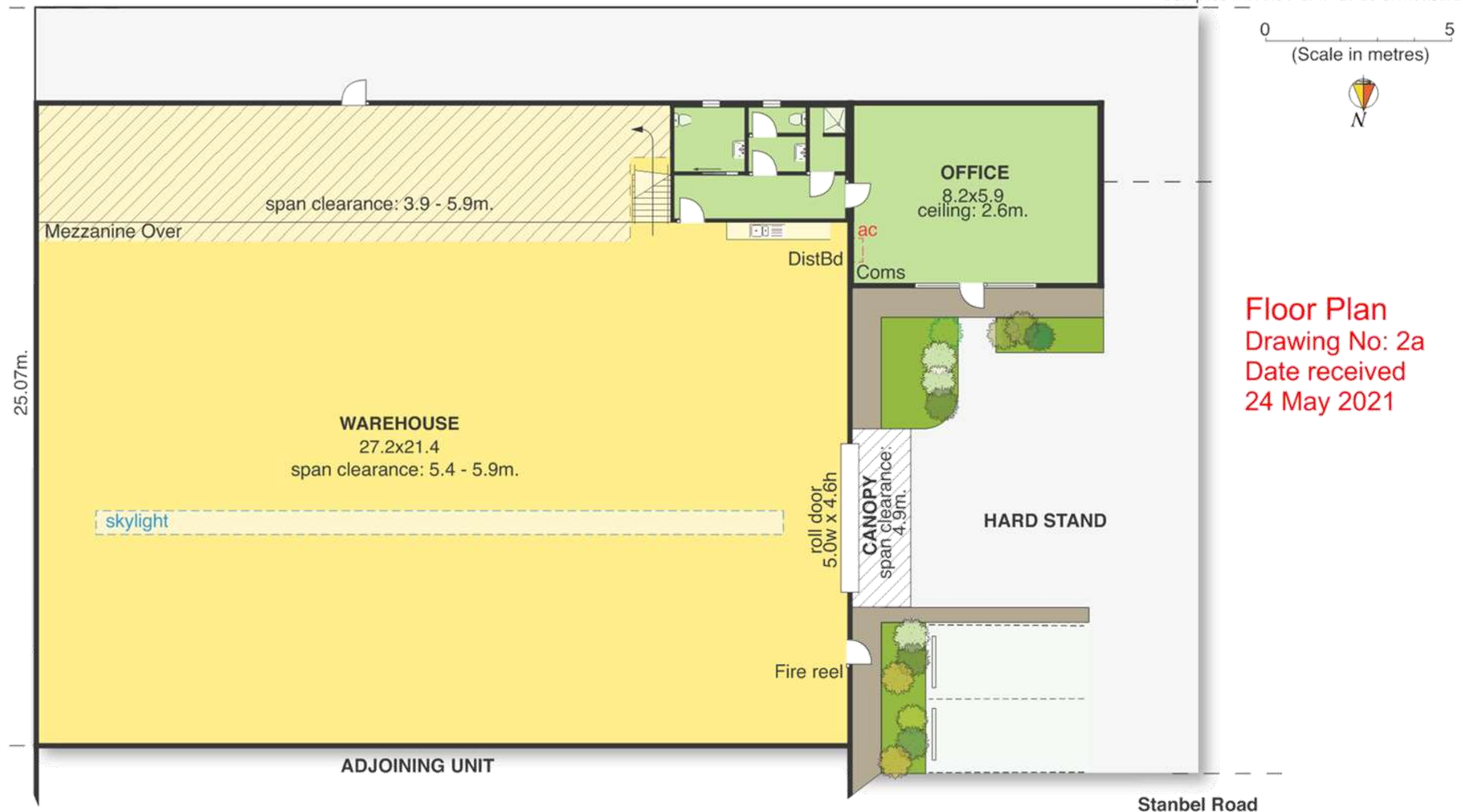
**51 - 53 Stanbel Road, Salisbury Plain
Unit 4**

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Warehouse	574 sq. metres
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Site Area	780 sq. metres

Complies with the PCA Method of Measurement



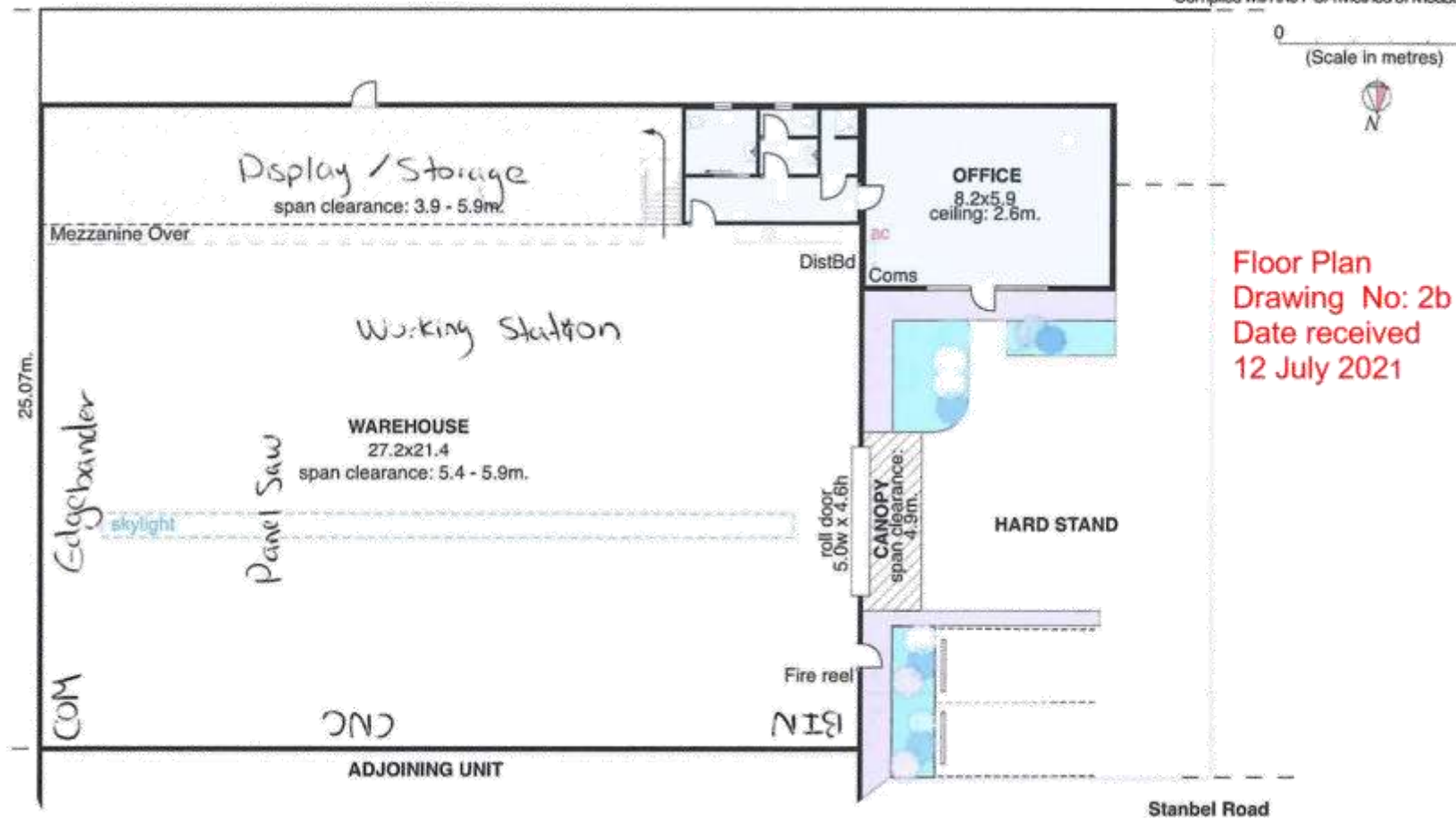


**51 - 53 Stanbel Road, Salisbury Plain
Unit 4**

ESTIMATED GROSS LETTABLE AREA

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Site Area	780 sq. metres

Complies with the PCA Method of Measurement



Noorband Kitchens

Unit 4, 51-53 Stanbel Road, Salisbury Plain

Environmental Noise Assessment

S6844C2

June 2021

sonus.

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Adelaide 5000 SA
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Document Title : Noorband Kitchens – Unit 4 51-53 Stanbel Road Salisbury Plains
Environmental Noise Assessment

Document Reference : S6844C2

Date : June 2021

Author : Alexander Lee, MAAS

Reviewer : Chris Turnbull, MAAS

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INTRODUCTION

An environmental noise assessment has been made of the proposed Noorband Kitchens facility at Unit 4, 51-53 Stanbel Road Salisbury Plain.

The proposed facility is a change of land use for the subject site and would include operation of the following activities:

- Use of cabinet making equipment within the building;
- Occasional (approximately 1 per week) deliveries to the site by tray top truck and unloading using a forklift; and
- Dispatch of completed cabinets moved onto a truck by hand.

Of the activities described above, it is the use of the cabinet making equipment within the building, which is the new noise source. Occasional truck deliveries and dispatches already occur as part of the approved warehouse at the subject site.

The assessment involves the prediction of the noise level at the closest noise sensitive receivers and provides a comparison against objective noise criteria. The closest noise sensitive locations are the residences to the immediate southwest of the site, as shown in Appendix A.

The assessment has been based on:

- The drawing of the subject site attached in Appendix B;
- The operating hours of the site not being before 7:00am to 4:00pm Monday to Friday and 8:00am to 3:00pm Saturdays; and,
- Noise measurements inside an existing Noorband Kitchens facility conducted on 3 June 2021.

Noorband Kitchens
Environmental Noise Assessment
S6844C2
June 2021

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CRITERIA

Planning and Design Code

The subject site is located within the Strategic Employment Zone of the South Australian Planning and Design Code (*the Code*), while the nearby residences are within the General Neighborhood Zone.

The Code has been reviewed and particular regard has been given to the following provisions:

PART 4 – GENERAL DEVELOPMENT POLICIES

Interface between Land Uses

Desired Outcome (DO)

DO 1 Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature								
General Land Use Compatibility									
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.								
Activities Generating Noise or Vibration									
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: 1. the nature of the development 2. measures to mitigate off-site impacts 3. the extent to which the development is desired in the zone 4. measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.	DTS/DPF 2.1 Development operating within the following hours: <table border="1"> <thead> <tr> <th>Class of Development</th><th>Hours of operation</th></tr> </thead> <tbody> <tr> <td>Consulting room</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr> <tr> <td>Office</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr> <tr> <td>Shop, other than any one or combination of the following: 1. restaurant 2. cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday</td></tr> </tbody> </table>	Class of Development	Hours of operation	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Shop, other than any one or combination of the following: 1. restaurant 2. cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
Class of Development	Hours of operation								
Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
Shop, other than any one or combination of the following: 1. restaurant 2. cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday								
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.								

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <ol style="list-style-type: none"> 1. locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers 2. when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers 3. housing plant and equipment within an enclosed structure or acoustic enclosure 4. providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone. 	<p>DTS/DPF 4.2 None are applicable.</p>

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Environment Protection (Noise) Policy 2007

The Code references the *Environment Protection (Noise) Policy*. The current version is the *Environment Protection (Noise) Policy 2007* (the Policy). The Policy provides the most relevant objective criteria for environmental noise from the proposed development and is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to satisfy all provisions of the Code relating to environmental noise.

Where there is a change of activity at a site, the Policy specifically requires an assessment of the noise from new activity. It provides criteria for the new activity, which are more onerous than criteria applied for existing activity. This is partly to take into account the potential cumulative effect of other noise sources. The Policy provides goal noise levels based on the principally promoted land uses of the zones in which the site and the residences are located. For receivers in zones which promote residential use, the Policy provides an average L_{eq} goal noise level of 52 dB(A) during the day (between 7:00am and 10:00pm) for new activities.

When measuring or predicting noise levels for comparison with the Policy, penalties may be applied to the average goal noise levels for each characteristic of tone, impulse, low frequency and modulation of the noise source. To apply a penalty, the characteristic must be considered dominant in the existing acoustic environment. The application of penalties is discussed further in the Assessment section of this report.

Noorband Kitchens
Environmental Noise Assessment
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ASSESSMENT

The noise level at nearby residences from the proposed site activity has been predicted based on measurements within an existing Noorband Kitchens facility. Short term attended noise measurements were conducted on 3 June 2021 within the existing warehouse, capturing the total noise level from simultaneous use of the CNC machine, edge machine, circular saw, air compressor and dust extraction equipment. It is understood that this equipment is proposed to be moved to the facility at Stanbel Road. Based on the measurements, a noise level of 81 dB(A) has been assumed for continuous activity within the building at Stanbel Road.

Based on the measured noise level, a model of the site has been developed using SoundPlan software. The noise model considers the level of activity within the building, the various building elements, the distance to receivers and the effect of shielding from barriers and other buildings.

The predictions of noise from use of the facility have been made using the noise model and the assumption that activity occurs within the warehouse continuously, with the roller door open.

Based on the noise model, it is predicted that the criterion of 52 dB(A) will easily be achieved at the nearby residences. The highest predicted noise level at a residence is 43 dB(A). A 5 dB(A) penalty for modulation might be considered appropriate, increasing the prediction to 48 dB(A).



CONCLUSION

An environmental noise assessment has been made of the proposed Noorband Kitchens facility at Unit 4, 51-53 Stanbel Road, Salisbury Plain.

The assessment considers the noise levels resulting at the nearest residences from new activity at the site. This includes use of cabinet making machinery within the building. The predicted noise levels from the development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* without any specific acoustic treatment.

Based on the above, it is considered that the development has been *located and designed to mitigate adverse effects on ... neighbouring and proximate land uses, designed to minimise adverse impacts and not unreasonably impact the amenity of sensitive receivers* through noise, thereby achieving the relevant provisions of the Code.

Noorband Kitchens
Environmental Noise Assessment
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June 2021

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APPENDIX A: Site locality and nearby residences.

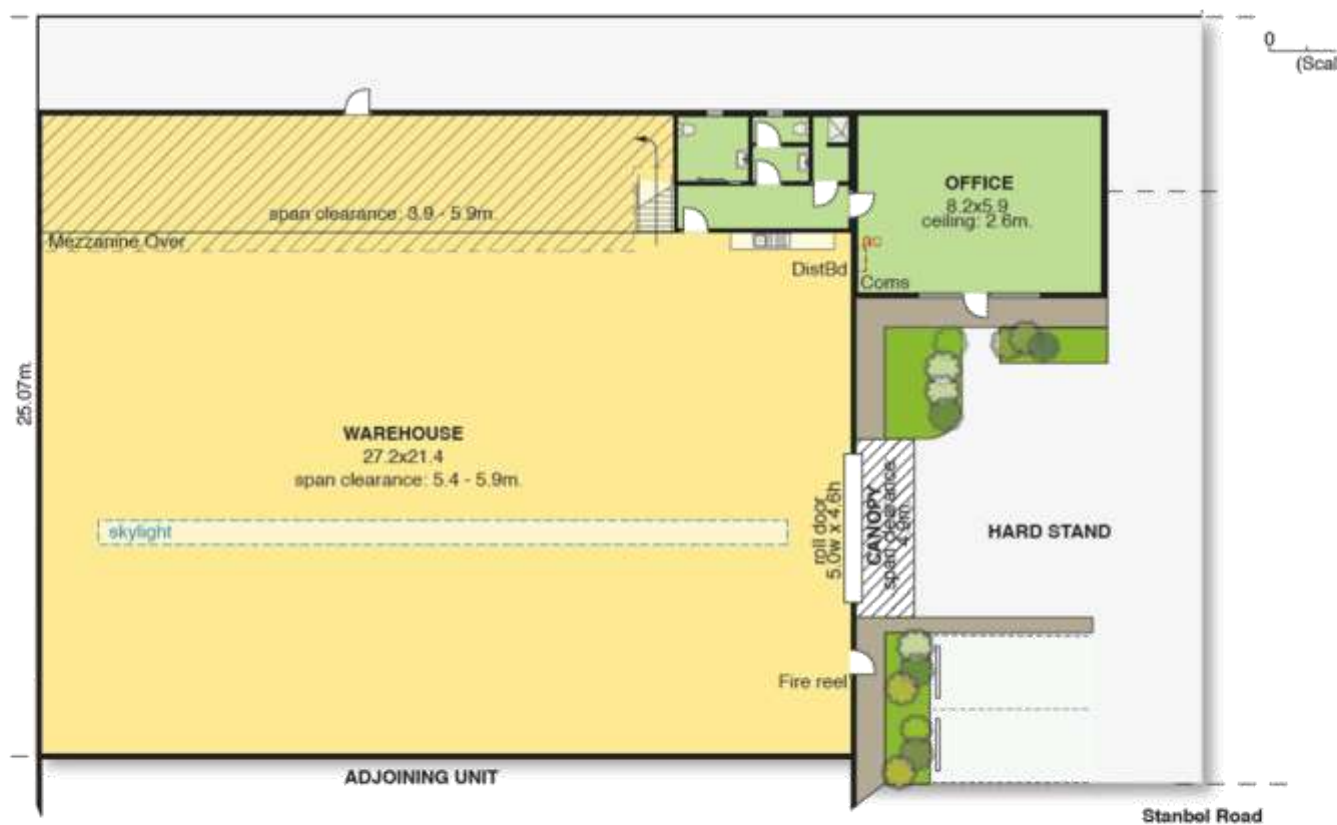


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Noorband Kitchens
Environmental Noise Assessment
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APPENDIX C: Site Plan



Attachment 2
**Copy of Sign Displayed on the Land
and Representations**

Proposed Development

Planning, Development & Infrastructure Act 2016
Notice under section 107(3)(a)(ii)

UNIT 4
51-53 STANBEL RD
SALISBURY PLAIN SA
5109

Make a representation until
01-07-2021

Applicant
Zakir Hussain

Application Number
21004673

Proposal
Change of use from
warehouse to light
industry (cabinet making)
for Unit 4 only.



View the application

Online
https://plan.sa.gov.au/development_application_register#view-21004673-DAP21004673

Scan this code with
your phone camera



Visit the office of
City of Salisbury
34 Church Street Salisbury 5108

It is an offence to damage, destroy, obscure or remove this notice.
Penalties apply.

Have your say

Online
<https://planninganddesigncode.plan.sa.gov.au/HaveYourSay/default.aspx?id=261>

Email
representations@salisbury.sa.gov.au

Post
PO Box 8 Salisbury 5108

**Please note
representations must**

Be in writing

Include the name and address
of the person/s who are
making the representation

Set out the particular reasons
why planning consent should
be granted or refused

Comment only on the listed
elements of the proposal.

1

Details of submitter No: 1 - Nina Wiltshire

Submitter:	Nina Wiltshire
Submitter Address:	6 Griggs Drive, Athelstone , Australia, 5076

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

T22/Council Data 1 of 1

2

Details of submitter No: 2 - Eamonn Marron

Submitter:	Eamonn Marron
Submitter Address:	11 green pine cct, Golden Grove , Australia, 5125

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

T22/Council Data 1 of 1

South Australia Planning, Development and Infrastructure ACT 2016

Representation on Application

First name:

Eamonn

Last name:

Marron

Daytime Phone:

[REDACTED]

Would you like to present your submission in person at a hearing?

- ☐ I wish to be heard in support of my representation
- ☒ I do not wish to be heard in support of my representation

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

The specific reasons I believe that planning consent should be granted/refused are:

this is 3 metres from my family home is definitely not suitable for light industries 1. Too much noise from machinery. 2. Flammable material eg glues 2 pack paints and varnish 3 when built they were promised they would only be used as warehouses 4. Causing our family undue stress

Attached Documents

File

No records to display.

T:\M\Projects\ Data 4 of 4

3

Details of submitter No: 3 - Shanagh Marron

Submitter:	Shanagh Marron
Submitter Address:	1 Aspen Court , Golden grove, Australia, 5125

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

T22/Council Data 1 of 1

4

Details of submitter No: 4 - Patrick (jr) Marron

Submitter:	Patrick (jr) Marron
Submitter Address:	23 Warringa street , Salisbury plain, Australia, 5109

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

T224Council Data 1 of 1

South Australia Planning, Development and Infrastructure ACT 2016

Representation on Application

First name:

Patrick (jr)

Last name:

Marron

Daytime Phone:

[REDACTED]

Would you like to present your submission in person at a hearing?

- ☐ I wish to be heard in support of my representation
- ☒ I do not wish to be heard in support of my representation

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

The specific reasons I believe that planning consent should be granted/refused are:

my bedroom is 3m from the warehouse. I'm opposed to the changes due to the noise, fumes, flammable materials, glues, paints, varnish and so on.

I am immunocompromised and don't want further sickness due to these warehouse changes. Also if there is a fire, there is no room for a fire engine to fit between the warehouse and our house.

Attached Documents

File

No records to display.

T:\M\Consult\ Data 4 of 4

Submitter:	Coara James
Submitter Address:	43 Wynn vale drive, Gulfview heights , Australia, 5096

6

Details of submitter No: 6 - Nicholas Skewes

Submitter:	Nicholas Skewes
Submitter Address:	1 Aspen Court Golden Grove, Golden Grove, Australia, 5125

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

T224Council Data 1 of 1

South Australia Planning, Development and Infrastructure ACT 2016

Representation on Application

First name:

Nicholas

Last name:

Skewes

Daytime Phone:

[REDACTED]

Would you like to present your submission in person at a hearing?

- ☐ I wish to be heard in support of my representation
- ☒ I do not wish to be heard in support of my representation

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

The specific reasons I believe that planning consent should be granted/refused are:

This development will impose on the residents in the surrounding area. The amount of noise pollution created will be unreasonable, and residents should not be subjected to this, especially considering that they have been members of this community, and residents of their home for over 40 years. There is also an unacceptable risk of air pollution that could be created from the proposed business. This development will be to the detriment of the community, which is otherwise quiet and peaceful.

Attached Documents

File

No records to display.

T:\M\Council Data 4 of 4

7

Details of submitter No: 7 - Pat and Eilish Marron

Submitter:	Pat and Eilish Marron
Submitter Address:	23 Warringa Street, Salisbury Plain, SA, Australia, 5109

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

T224Council Data 1 of 1



REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant: Zakir Hussain
Development Number: 21004673
Nature of Development: Change of Use from Warehouse to Light Industry (Cabinet Making) for Unit 4 Only X
Zone/Sub-zone/Overlay: Zones

- Strategic Employment

Overlays

- Airport Building Heights (Regulated)
- Building Near Airfields
- Defence Aviation Area
- Hazards (Flooding - General)
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development

Subject Land: UNIT 4 51-53 STANBEL RD SALISBURY PLAIN SA 5109

Contact Officer: Michael Sumito

Phone Number: 8406 8222

Close Date: 1 July 2021

My name: PARVILISH MARROD **My phone number:** [REDACTED]

My postal address: 23 WARRINGA ST **My email:** [REDACTED]

* Indicates mandatory information

My position is:

☐ I support the development

☐ I support the development with some concerns (detail below)

☒ I oppose the development



Government of South Australia
Attorney-General's Department

7

The specific reasons I believe that planning consent should be ~~granted~~/refused are:

1. THE WAREHOUSE IS CONSTRUCTED TOO CLOSE TO ADJACENT HOUSE. WE REGISTERED COMPLAINTS TO COUNCIL IN 2009 (ATTACHED COPY OF GREG WALLER REPORT)
2. WE WERE ASSURED THAT THESE WAREHOUSES WOULD REMAIN WAREHOUSES
3. THE USE OF CABINET MAKING IS VERY CONCERNING DUE TO THE EXCESSIVE NOISE OF MACHINES, COMPRESSOR, FORKLIFT & DUST EXTRACTORS. MON. - FRI 7am - 4pm. SATURDAYS 8am - 2pm
4. OUR ADJACENT ROOM IS A BEDROOM 3M'S FROM THE WAREHOUSE
5. WE ARE CONCERNED ABOUT THE USE OF GLUES & OTHER FLAMMABLE MATERIALS SO CLOSE TO OUR HOME

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal.
-

I: ☒ wish to be heard in support of my submission*
☐ do not wish to be heard in support of my submission

By: ☒ appearing personally
☐ being represented by the following person:

*You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission

Signature: *A. Moore*
P. Munn

Date: 15/6/21.
 15-6-21

Return Address: PO Box 8, SALISBURY SA 5108 or

Email: representations@salisbury.sa.gov.au or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

8

Details of submitter No: 8 - Ian and Tanya Bruce

Submitter:	Ian and Tanya Bruce
Submitter Address:	31 Warringa Street, Salisbury Plain, SA, Australia, 5109

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

T24Consult Data 1 of 1

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant: Zakir Hussain

Development Number: 21004673

Nature of Development: Change of Use from Warehouse to Light Industry (Cabinet Making) for Unit 4 Only

Zone/Sub-zone/Overlay: Zones

- Strategic Employment

Overlays

- Airport Building Heights (Regulated)
- Building Near Airfields
- Defence Aviation Area
- Hazards (Flooding - General)
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development

Subject Land: UNIT 4 51-53 STANBEL RD SALISBURY PLAIN SA 5109

Contact Officer: Michael Sumito

Phone Number: 8406 8222

Close Date: 1 July 2021

My name*: IAN, TANYA BRUCE

My postal address*: 31 WARRINGA ST
SALIS PLN.

My phone number:

My email:

** Indicates mandatory information*

My position is:

☒ I support the development

☐ I support the development with some concerns (detail below)

☐ I oppose the development



Government of South Australia
Attorney-General's Department

The specific reasons I believe that planning consent should be granted/refused are:

PROGRESS MAKES JOBS PROVIDES POSITIVE
OUTCOMES

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal.

I: ☐ wish to be heard in support of my submission*
☒ do not wish to be heard in support of my submission.

By: ☐ appearing personally
☒ being represented by the following person:

*You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission

Signature:



Date: 12/06/21

Return Address: PO Box 8, SALISBURY SA 5108 or

Email: representations@salisbury.sa.gov.au or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

9

Details of submitter No: 9 - Benjamin Takats

Submitter:	Benjamin Takats
Submitter Address:	9 Grace court , Parafield Gardens, Australia, 5107

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

T22/Council Data 1 of 1

South Australia Planning, Development and Infrastructure ACT 2016

Representation on Application

First name:

Benjamin

Last name:

Takats

Daytime Phone:

Would you like to present your submission in person at a hearing?

- ☐ I wish to be heard in support of my representation
- ☒ I do not wish to be heard in support of my representation

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

The specific reasons I believe that planning consent should be granted/refused are:

I oppose this development for the fact that the noise levels created by the machinery inside the unit and the machinery (forklift & ute Reversing warning beeps and operating noise in the driveway that is completely and wholly the rear adjoining fence to my property/Home).The intention of the light industrial zone and land use is to not interfere with neighborhood in the residential areas. The decibels that the range of machinery indicated as intended use are considered Very Loud and dangerous according to the level of noise indicator chart with the academy of audiology. Cnc machines can be very loud especially when equipped with a high speed router spindle .Usually it is not the machine itself that has the extreme noise level it is the operation of machining a part that makes it very loud and considerable enough to cause hearing loss at close proximity ,with the ambient noise combined with other machines causing a disruption to neighboring properties as well as the reverberation of the machinery inside causing discomfort also as the cement wall attached to the floor of the unit is the boundary to my property and my elderly retired neighbor. I am a Truck driver that works shift work and it is extremely difficult to sleep during day light hours but the opportunity to rest and recuperate is very important to my health and well being and paramount to my abilities to operate a heavy vehicle due to the risk of the noise interruptions from the proposed

T:\67\resubmit_Docx 4 of 5

developments i will experience fatigue by not being able to rest in my home . Driver fatigue is an important safety hazard for the road transport industry and the main causes of fatigue is not enough sleep. Driving at night when naturally our body clock should be asleep and working and being awake for a long period of time. Even if i am the best driver in the world the impact from the proposed development would cause me to be fatigued and at risk of slow response times could cause a disastrous wreck ,it is our responsibilities to protect the safety of the public this is critical. City of Salisbury has new industrial specific ares and an abundance of other opportunities that already exist with the correct zoning for the intended use. With the opportunities to grow business on designated truck routes with infrastructure in place for the future of our residents and business in mind. I understand it has been stated a ute will be used but intended use is kitchen manufacturing and is it true that a whole kitchen will always be delivered and fit into hilux ute ? It would be more reasonable to expect that larger trucks would be reversing down the driveway using their reversing high decibel notification signals and excessive heavy vehicle engine and exhaust noise as well as fumes directed straight at the rear of my property where there is only a fence dividing the properties ie unit and my home. It seems more suitable for a business with operating noise levels of machinery combined exceeding that of acceptable in residential areas ,compressors run at 80 to 90 decibels ,panel saw 92db ,edge bander 105 db ,these are examples and consideration must be included for cnc machine, forklift, ute and the Three machines connected to the FM-300 dust extractors . These extractors are also not considered the standard for use with fine dust ie finish sanding etc . In Australia all wood dust is now classified as carcinogenic (Liable to cause cancer). This needs to be considered also as this is not in keeping with council priority to ensure that infrastructure does not place negative impact to the community. I would also like to ask the question and have the answer responded as to why no information was included regarding painting of the kitchen cabinetry as this causes major further impact to mine and my neighbors health and well being. We don't support this as it should not be able to be re zoned as it shares boundary with residential housing that has existed prior to the 1970's And the original intention of this warehouse zoning was to protect the people who reside here from the detrimental activities and the hardships endured related to any other zoning being other than its original intention of warehouse use. We have neighbors who are elderly retired and have lived here their whole entire lives we need to protect the noise from exceeding domestic noise as it will cause environmental harm to us the residents with adjoining boundaries and adjacent and near by properties. Our greatest assets are our homes and our livelihoods and our work life balance. Our homes provide us with a place of rest and recuperation to enable us to live and contribute to our community and society we can not support Harm to ourselves due to the intended re zoning for the purpose of kitchen manufacturing ,individually all machinery is higher decibels than that of an acceptable level for us as residents and collectively the machinery places great harm from noise as the combined decibels indicate Dangerous as well as the , carcinogenic wood dust and vehicle fumes as we expect a truck would be used for delivery of wood for manufacturing and collection of completed kitchens although not mentioned on the application. As well as the possibilities of paint fumes from finishing kitchens not mentioned on the application either. We also need to protect our property values this is another pre cursor to the council creating new use industrial land as well as already established correctly zoned available lands. If we can not live here due to discomfort from environmental harm we can not expect to sell our homes either. They would not be considered of a reasonable value it would only de value our homes our greatest assets ,our livelihoods and our well being must be protected . Thank you .

T:\Assess\8.1.2 - Copy of Sign Displayed on the Land and Representations Page 2 of 2

Attachment 3

Applicant's Response to Representations

Submitter No 2 – Eamonn Marron

Dear Resident,

Thank you for sharing your concerns regarding use of 4/51-54 Stanbel Road Salisbury Plain 5109 for cabinet making. However, I would like to address some of the concerns you raised and why I believe change of building use will not cause any additional distress to you and your family.

We are a small family-owned cabinet making business and we have been running this business for the last 8 years. Almost all of our jobs are making only cabinets for one or two storey residential buildings like yours. Our machines are of high quality and latest models made by Biesse, small scale and produce very low noise levels.

It is understood that the propose business is located next to the residential properties, we have engaged an acoustic engineer from the 'SONUS' to determines whether all the machines are fit for use in the new promise. The report indicates the noise level from our machine well within the minimum allowable levels. Please refer to the attached SONUS report dated June 2021. All the machines inside the building will be located closer to the adjoining unit walls to the other warehouses. The wall towards the residential properties will be now used for storage only. The only material boards we use are MDF and particleboard for our cabinet making. We do not use any flammable gases or materials that would increase the risk of fires. In fact, in our 8 years of operation, we have not had a single fire incident.

With regards to the vehicles used on the site, Toyota Hilux will be used as the primary vehicle for normal deliveries to the customer. For major deliveries, we only use 3 tonne truck from Budget Direct and the major deliveries normally occurring once a month depending on the order. One forklift will be used mainly inside the building to load and unload the materials i.e., lift the materials closer to the machine two times a day. The forklift will also be used to unload materials delivered to the premise from 'Polytec' once a week. This will be conducted directly in front of the roller door. The delivery time frame for the materials is between 9:00am to 3:00pm and they come with a small size truck. The loading and unloading of the materials delivered to our site will take approximately 5-10 mins. However, loading for customer delivery will be conducted inside the building only. Further to the vehicles used on the site, we will keep the impact i.e. noise as low as possible.

Rubbish truck will come and pick the waste product once month. The skip bin will be picked up by 3 tonne truck and prior waste collection, the skip bin will be located inside the building all the time. During the duration of the pickup time, the bin will be moved outside the roller door to be picked up by the driver. We believe that all vehicles used on the site have the ability to turn around and to move in forwards direction. This arrangement is to prevent the beeping noise when vehicle or truck is reversing. As a small family business, we only use small vehicle, small trucks not larger than 3 or 4 tonne and one forklift to service our business. We believe that the vehicles use on the site will not generate or create a significant impact to the immediate residential properties.

As previously stated, we are only in the business of making custom cabinets. We outsource all of our paint jobs, benchtops and 2 PAC doors. We do not have any heavy and noisy machines used for jobs mentioned above. All of our machines are connected to dust extractors which prevents sawdust escaping in the air. I would like to assure you that your building will not be exposed to any hazardous chemicals or noise pollution.

Kind Regards

Noorband Kitchens PTY LTD

Submitter No 3 – Shanagh Marron

Dear Resident,

Thank you for sharing your concerns regarding use of 4/51-54 Stanbel Road Salisbury Plain 5109 for cabinet making. However, I would like to address some of the concerns you raised and why I believe change of building use will not cause any additional distress to you and your family.

We are a small family-owned cabinet making business and we have been running this business for the last 8 years. Almost all of our jobs are making only cabinets for one or two storey residential buildings like yours. Our machines are of high quality and latest models made by Biesse, small scale and produce very low noise levels.

It is understood that the propose business is located next to the residential properties, we have engaged an acoustic engineer from the 'SONUS' to determines whether all the machines are fit for use in the new promise. The report indicates the noise level from our machine well within the minimum allowable levels. Please refer to the attached SONUS report dated June 2021. All the machines inside the building will be located closer to the adjoining unit walls to the other warehouses. The wall towards the residential properties will be now used for storage only. The only material boards we use are MDF and particleboard for our cabinet making. We do not use any flammable gases or materials that would increase the risk of fires. In fact, in our 8 years of operation, we have not had a single fire incident.

With regards to the vehicles used on the site, Toyota Hilux will be used as the primary vehicle for normal deliveries to the customer. For major deliveries, we only use 3 tonne truck from Budget Direct and the major deliveries normally occurring once a month depending on the order. One forklift will be used mainly inside the building to load and unload the materials i.e., lift the materials closer to the machine two times a day. The forklift will also be used to unload materials delivered to the premise from 'Polytec' once a week. This will be conducted directly in front of the roller. The delivery time frame for the materials is between 9:00am to 3:00pm and they come with a small size truck. The loading and unloading of the materials delivered to our site will take approximately 5-10 mins. However, loading for customer delivery will be conducted inside the building only. Further to the vehicles used on the site, we will keep the impact i.e. noise as low as possible.

Rubbish truck will come and pick the waste product once month. The skip bin will be picked up by 3 tonne truck and prior waste collection, the skip bin will be located inside the building all the time. During the duration of the pickup time, the bin will be moved outside the roller door to be picked up by the driver. We believe that all vehicles used on the site have the ability to turn around and to move in forwards direction. This arrangement is to prevent the beeping noise when vehicle or truck is reversing. As a small family business, we only use small vehicle, small trucks not larger than 3 or 4 tonne and one forklift to service our business. We believe that the vehicles use on the site will not generate or create a significant impact to the immediate residential properties.

As previously stated, we are only in the business of making custom cabinets. We outsource all of our paint jobs, benchtops and 2 PAC doors. We do not have any heavy and noisy machines used for jobs mentioned above. All of our machines are connected to dust extractors which prevents sawdust escaping in the air. I would like to assure you that your building will not be exposed to any hazardous chemicals or noise pollution.

Kind Regards

Noorband Kitchens PTY LTD

Submitter No 4 – Patrick Marron

Dear Resident,

Thank you for sharing your concerns regarding use of 4/51-54 Stanbel Road Salisbury Plain 5109 for cabinet making. However, I would like to address some of the concerns you raised and why I believe change of building use will not cause any additional distress to you and your family.

We are a small family-owned cabinet making business and we have been running this business for the last 8 years. Almost all of our jobs are making only cabinets for one or two storey residential buildings like yours. Our machines are of high quality and latest models made by Biesse, small scale and produce very low noise levels.

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Kind Regards

Noorband Kitchens PTY LTD

Submitter No 5 – Coara James

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Kind Regards

Noorband Kitchens PTY LTD

Submitter No 6 – Nicholas Skewes

Dear Resident,

Thank you for sharing your concerns regarding use of 4/51-54 Stanbel Road Salisbury Plain 5109 for cabinet making. However, I would like to address some of the concerns you raised and why I believe change of building use will not cause any additional distress to you and your family.

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Kind Regards

Noorband Kitchens PTY LTD

Submitter No 7 – Pat and Elish Marron

Dear Resident,

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Kind Regards

Noorband Kitchens PTY LTD

Submitter No 8 – Ian and Tanya Bruce

Dear Resident,

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Noorband Kitchens PTY LTD

Submitter No 9 – Benjamin Takats

Dear Resident,

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Noorband Kitchens PTY LTD

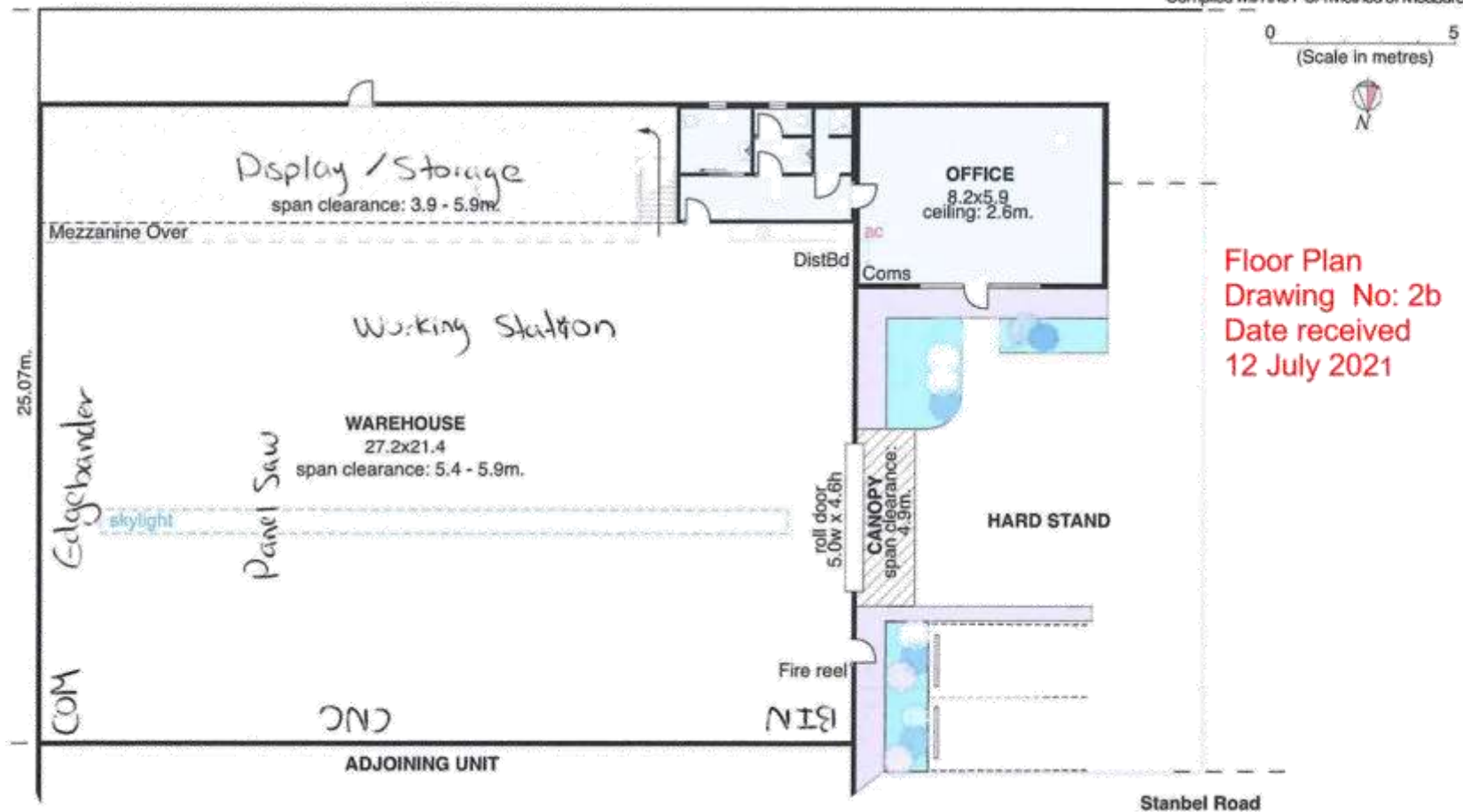


**51 - 53 Stanbel Road, Salisbury Plain
Unit 4**

ESTIMATED GROSS LETTABLE AREA

Warehouse	574 sq. metres
Offices/Amenities	78 sq. metres
<hr/>	
Total Gross L.A.	652 sq. metres
Mezzanine	98 sq. metres
Site Area	780 sq. metres

Complies with the PCA Method of Measurement



Noorband Kitchens

Unit 4, 51-53 Stanbel Road, Salisbury Plain

Environmental Noise Assessment

S6844C2

June 2021

sonus.

Chris Turnbull
Director
Phone: +61 (0) 417 845 720
Email: ct@sonus.com.au

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17 Ruthven Avenue
Adelaide 5000 SA
www.sonus.com.au



Document Title : Noorband Kitchens – Unit 4 51-53 Stanbel Road Salisbury Plains
Environmental Noise Assessment

Document Reference : S6844C2

Date : June 2021

Author : Alexander Lee, MAAS

Reviewer : Chris Turnbull, MAAS

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INTRODUCTION

An environmental noise assessment has been made of the proposed Noorband Kitchens facility at Unit 4, 51-53 Stanbel Road Salisbury Plain.

The proposed facility is a change of land use for the subject site and would include operation of the following activities:

- Use of cabinet making equipment within the building;
- Occasional (approximately 1 per week) deliveries to the site by tray top truck and unloading using a forklift; and
- Dispatch of completed cabinets moved onto a truck by hand.

Of the activities described above, it is the use of the cabinet making equipment within the building, which is the new noise source. Occasional truck deliveries and dispatches already occur as part of the approved warehouse at the subject site.

The assessment involves the prediction of the noise level at the closest noise sensitive receivers and provides a comparison against objective noise criteria. The closest noise sensitive locations are the residences to the immediate southwest of the site, as shown in Appendix A.

The assessment has been based on:

- The drawing of the subject site attached in Appendix B;
- The operating hours of the site not being before 7:00am to 4:00pm Monday to Friday and 8:00am to 3:00pm Saturdays; and,
- Noise measurements inside an existing Noorband Kitchens facility conducted on 3 June 2021.

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Environmental Noise Assessment
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CRITERIA

Planning and Design Code

The subject site is located within the Strategic Employment Zone of the South Australian Planning and Design Code (*the Code*), while the nearby residences are within the General Neighborhood Zone.

The Code has been reviewed and particular regard has been given to the following provisions:

PART 4 – GENERAL DEVELOPMENT POLICIES

Interface between Land Uses

Desired Outcome (DO)

DO 1 Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature								
General Land Use Compatibility									
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.								
Activities Generating Noise or Vibration									
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: 1. the nature of the development 2. measures to mitigate off-site impacts 3. the extent to which the development is desired in the zone 4. measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.	DTS/DPF 2.1 Development operating within the following hours: <table border="1"> <thead> <tr> <th>Class of Development</th><th>Hours of operation</th></tr> </thead> <tbody> <tr> <td>Consulting room</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr> <tr> <td>Office</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr> <tr> <td>Shop, other than any one or combination of the following: 1. restaurant 2. cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday</td></tr> </tbody> </table>	Class of Development	Hours of operation	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Shop, other than any one or combination of the following: 1. restaurant 2. cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
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Shop, other than any one or combination of the following: 1. restaurant 2. cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday								
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.								

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <ol style="list-style-type: none"> 1. locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers 2. when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers 3. housing plant and equipment within an enclosed structure or acoustic enclosure 4. providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone. 	<p>DTS/DPF 4.2 None are applicable.</p>

**Environment Protection (Noise) Policy 2007**

The Code references the *Environment Protection (Noise) Policy*. The current version is the *Environment Protection (Noise) Policy 2007* (the Policy). The Policy provides the most relevant objective criteria for environmental noise from the proposed development and is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to satisfy all provisions of the Code relating to environmental noise.

Where there is a change of activity at a site, the Policy specifically requires an assessment of the noise from new activity. It provides criteria for the new activity, which are more onerous than criteria applied for existing activity. This is partly to take into account the potential cumulative effect of other noise sources. The Policy provides goal noise levels based on the principally promoted land uses of the zones in which the site and the residences are located. For receivers in zones which promote residential use, the Policy provides an average L_{eq} goal noise level of 52 dB(A) during the day (between 7:00am and 10:00pm) for new activities.

When measuring or predicting noise levels for comparison with the Policy, penalties may be applied to the average goal noise levels for each characteristic of tone, impulse, low frequency and modulation of the noise source. To apply a penalty, the characteristic must be considered dominant in the existing acoustic environment. The application of penalties is discussed further in the Assessment section of this report.

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ASSESSMENT

The noise level at nearby residences from the proposed site activity has been predicted based on measurements within an existing Noorband Kitchens facility. Short term attended noise measurements were conducted on 3 June 2021 within the existing warehouse, capturing the total noise level from simultaneous use of the CNC machine, edge machine, circular saw, air compressor and dust extraction equipment. It is understood that this equipment is proposed to be moved to the facility at Stanbel Road. Based on the measurements, a noise level of 81 dB(A) has been assumed for continuous activity within the building at Stanbel Road.

Based on the measured noise level, a model of the site has been developed using SoundPlan software. The noise model considers the level of activity within the building, the various building elements, the distance to receivers and the effect of shielding from barriers and other buildings.

The predictions of noise from use of the facility have been made using the noise model and the assumption that activity occurs within the warehouse continuously, with the roller door open.

Based on the noise model, it is predicted that the criterion of 52 dB(A) will easily be achieved at the nearby residences. The highest predicted noise level at a residence is 43 dB(A). A 5 dB(A) penalty for modulation might be considered appropriate, increasing the prediction to 48 dB(A).



CONCLUSION

An environmental noise assessment has been made of the proposed Noorband Kitchens facility at Unit 4, 51-53 Stanbel Road, Salisbury Plain.

The assessment considers the noise levels resulting at the nearest residences from new activity at the site. This includes use of cabinet making machinery within the building. The predicted noise levels from the development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* without any specific acoustic treatment.

Based on the above, it is considered that the development has been *located and designed to mitigate adverse effects on ... neighbouring and proximate land uses, designed to minimise adverse impacts and not unreasonably impact the amenity of sensitive receivers* through noise, thereby achieving the relevant provisions of the Code.

Noorband Kitchens
Environmental Noise Assessment
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APPENDIX A: Site locality and nearby residences.

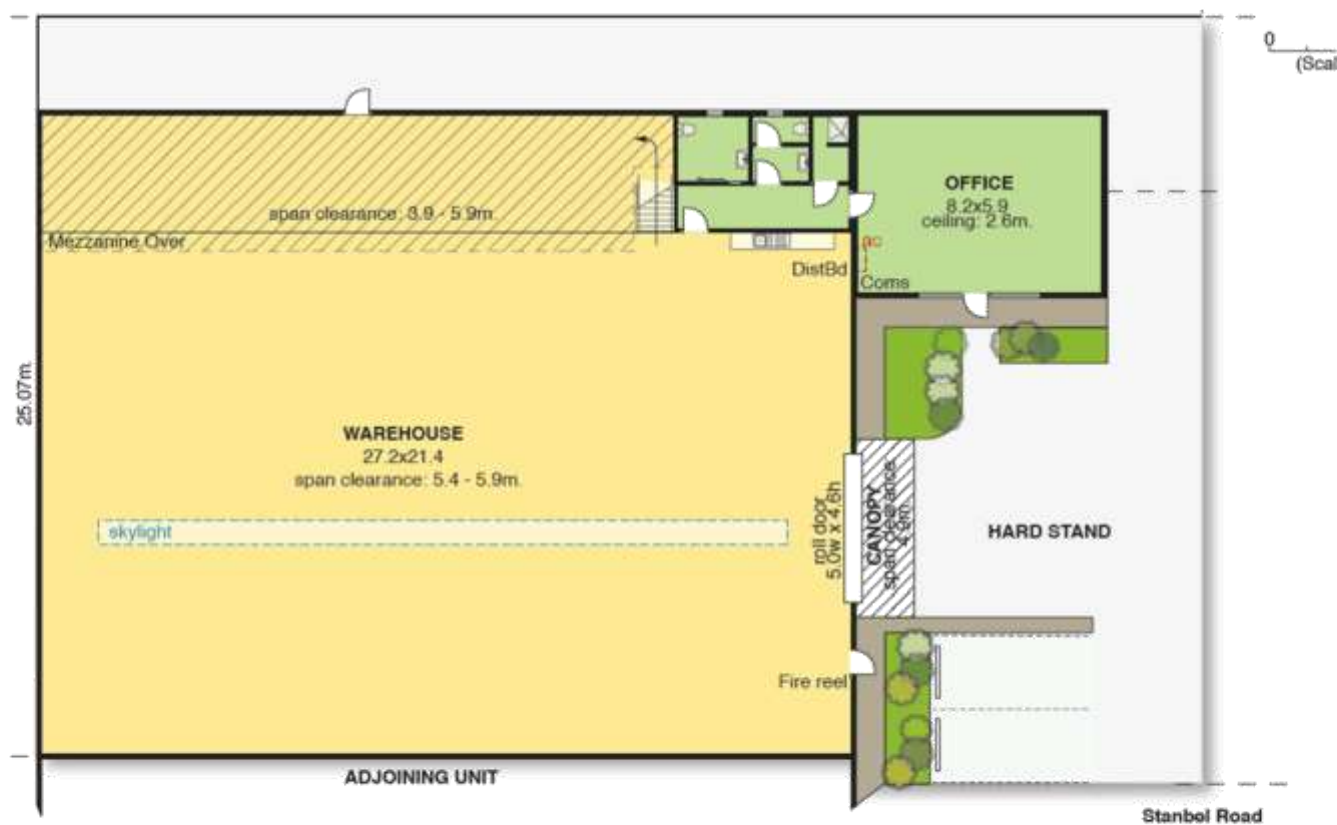


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APPENDIX C: Site Plan



Attachment 4

Extract of Planning and Design Code

Policy24 - Enquiry

UNIT 4 51-53 STANBEL RD SALISBURY PLAIN SA 5109**Address:**Click to view a detailed interactive [SAPPA](#) to [SAILIS](#)

To view a detailed interactive property map in SAPPA click on the map below

**Property Zoning Details****Local Variation (TNV)****Concept Plan (81)****Overlay****Airport Building Heights (Regulated) (All structures over 15 metres)****Building Near Airfields****Defence Aviation Area (All structures over 90 metres)****Hazards (Flooding General)****Prescribed Wells Area****Regulated Trees****Traffic Generating Development****Zone****Strategic Employment****Development Pathways**

- **Strategic Employment**

1. Accepted Development

Means that the development type does not require planning consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Brush fence
- Building work on railway land
- Internal building work
- Partial demolition of a building or structure
- Shade sail
- Solar photovoltaic panels (roof mounted)
- Water tank (above ground)
- Water tank (underground)

2. Code Assessed - Deemed to Satisfy

Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Advertisement
- Replacement building
- Temporary accommodation in an area affected by bushfire

3. Code Assessed - Performance Assessed

Performance Assessed development types listed below are those for which the Code identifies relevant policies.

Additional development types that are not listed as Accepted, Deemed to Satisfy or Restricted default to a Performance assessed Pathway. Please contact your local council for more information.

- Advertisement

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- Consulting room
- Demolition
- General industry
- Land division
- Light industry
- Office
- Outbuilding
- Retail fuel outlet
- Retaining wall
- Service trade premises
- Shop
- Store
- Telecommunications facility
- Tree-damaging activity
- Warehouse

4. Impact Assessed - Restricted

Means that the development type requires approval. Classes of development that are classified as Restricted are listed in Table 4 of the relevant Zones.

Property Policy Information for above selection

Part 2 - Zones and Sub Zones

Strategic Employment Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.
DO 2	Employment-generating uses are arranged to: <ul style="list-style-type: none"> (a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities (b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries (c) create new and enhance existing business clusters (d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes (e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.
DO 3	A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.

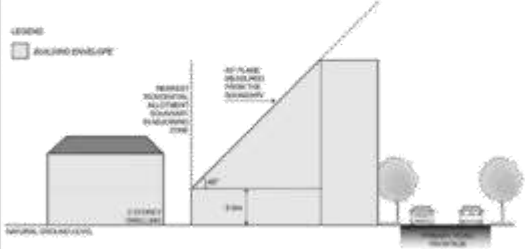
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.	DTS/DPF 1.1 Development comprises one or more of the following: <ul style="list-style-type: none"> (a) Advertisement (b) Automotive collision repair (c) Electricity substation (d) Energy generation facility (e) Energy storage facility (f) Fuel depot

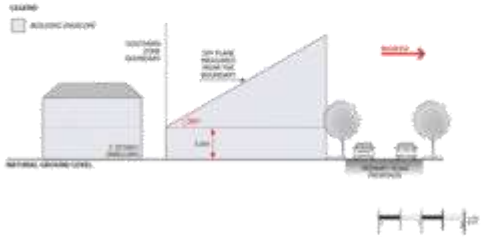
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	<ul style="list-style-type: none"> (a) General industry (b) Intermodal facility (c) Light industry (d) Motor repair station (e) Public service depot (f) Rail marshalling yard (m) Renewable energy facility (other than a wind farm) (n) Retail fuel outlet (o) Service trade premises (p) Shop (q) Store (r) Telecommunications facility (s) Training facility (t) Warehouse
<p>PO 1.2</p> <p>Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.</p>	<p>DTS/DPF 1.2</p> <p>Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes:</p> <ul style="list-style-type: none"> (a) Bulky goods outlet (b) Consulting room (c) Indoor recreation facility (d) Light industry (e) Motor repair station (f) Office (g) Place of worship (h) Research facility (i) Service trade premises (j) Store (k) Training facility (l) Warehouse
<p>PO 1.3</p> <p>Shops provide convenient day-to-day services and amenities to local businesses and workers, support the sale of products manufactured on-site and otherwise complement the role of Activity Centres.</p>	<p>DTS/DPF 1.3</p> <p>Shop where one of the following applies:</p> <ul style="list-style-type: none"> (a) with a gross leasable floor area up to 250m² (b) is a bulky goods outlet (c) is a restaurant (d) is ancillary to and located on the same allotment as an industry.
<p>PO 1.4</p> <p>Residential development is subordinate and necessary to support the efficient management, security and/or operational aspects of a non-residential land use.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>
<p>PO 1.5</p> <p>Telecommunication facilities are located to mitigate impacts on visual amenity on residential areas.</p>	<p>DTS/DPF 1.5</p> <p>Telecommunications facility in the form of a monopole:</p> <ul style="list-style-type: none"> (a) up to a height of 30m (b) no closer than 50m to neighbourhood-type zone.
<p>PO 1.6</p> <p>Bulky good outlets and standalone shops are located to provide convenient access.</p>	<p>DTS/DPF 1.6</p> <p>Bulky goods outlets and standalone shops are located on sites with a frontage to a State Maintained Road.</p>
Site Dimensions and Land Division	
<p>PO 2.1</p> <p>Land division creates allotments of a size and shape suitable for a range of industrial, transport, warehouse and other similar or complementary land uses that support employment generation.</p>	<p>DTS/DPF 2.1</p> <p>Allotments:</p> <ul style="list-style-type: none"> (a) connected to an approved common waste water disposal service have and an area of 2500m² or more and a frontage width of 30m or more (b) that will require the disposal of waste water on-site have an area of

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	3000m ² or more and a frontage width of 30m or more.
Built Form and Character	
PO 3.1 Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.	DTS/DPF 3.1 None are applicable.
PO 3.2 Building facades facing a boundary of a zone primarily intended to accommodate sensitive receivers, a public road, or public open space incorporate design elements to add visual interest by considering the following: (a) using a variety of building finishes (b) avoiding elevations that consist solely of metal cladding (c) using materials with a low reflectivity (d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.	DTS/DPF 3.2 None are applicable.
PO 3.3 Buildings are set back from the primary street boundary to contribute to a consistent streetscape.	DTS/DPF 3.3 The building line of a building is no closer to the primary street frontage than: (a) the average of existing buildings on adjoining sites with the same primary street frontage and, if there is only one such building, the setback of that building or (b) where no building exists on an adjoining site: (i) 8m or more for buildings up to 6m high (ii) not less than 10m for buildings greater than 6m high.
PO 3.4 Buildings are set back from secondary street boundaries to accommodate the provision of landscaping between buildings and the road to enhance the appearance of land and buildings when viewed from the street.	DTS/DPF 3.4 Building walls are set back 4m or more from a secondary street boundary.
PO 3.5 Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.	DTS/DPF 3.5 Building walls are set back 3m or more from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.
Interface Height	
PO 4.1 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 4.1 Buildings are constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where this boundary is the primary street boundary): 
PO 4.2	DTS/DPF 4.2

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Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	<p>Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram:</p> 										
<p>PQ 4.3</p> <p>Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.</p>	<p>DTS/DPF 4.3</p> <p>None are applicable.</p>										
Landscaping											
<p>PQ 5.1</p> <p>Landscaping is provided along public roads and thoroughfares and zone boundaries to enhance the visual appearance of development and soften the impact of large buildings when viewed from public spaces and adjacent land outside the zone.</p>	<p>DTS/DPF 5.1</p> <p>Other than to accommodate a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land, a landscaped area is provided within the development site (excluding any land required for road widening purposes):</p> <ul style="list-style-type: none"> (a) where a building is set back less than 3m from the street boundary - within the area remaining between a relevant building and the street boundary or (b) in accordance with the following: <table border="1" data-bbox="821 1153 1359 1778"> <thead> <tr> <th>Minimum width</th><th>Description</th></tr> </thead> <tbody> <tr> <td>8m</td><td>Along any boundary with the Open Space Zone associated with the River Torrens.</td></tr> <tr> <td>5m</td><td>Along any boundary with a Highway, Freeway or Expressway.</td></tr> <tr> <td>5m</td><td>Along and boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following: <ul style="list-style-type: none"> (a) Employment (Bulk Handling) Zone; (b) Commercial and Business Zone; (c) Resource Extraction Zone. </td></tr> <tr> <td>3m</td><td>Along the any boundary on the perimeter of the zone that fronts a public road or thoroughfare.</td></tr> </tbody> </table>	Minimum width	Description	8m	Along any boundary with the Open Space Zone associated with the River Torrens.	5m	Along any boundary with a Highway, Freeway or Expressway.	5m	Along and boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following: <ul style="list-style-type: none"> (a) Employment (Bulk Handling) Zone; (b) Commercial and Business Zone; (c) Resource Extraction Zone. 	3m	Along the any boundary on the perimeter of the zone that fronts a public road or thoroughfare.
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3m	Along the any boundary on the perimeter of the zone that fronts a public road or thoroughfare.										

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	3m	Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).		
PD 5.2 Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.	DTS/DPF 5.2 Landscape areas comprise: (a) not less than 10 percent of the site (b) a dimension of at least 1.5m.			
PD 5.3 Landscape areas incorporate a range of plant species of varying heights at maturity, including tree species with a canopy above clear stems, to complement the scale of relevant buildings.	DTS/DPF 5.3 None are applicable.			
Fencing				
PD 6.1 Fencing exceeding 2.1m in height is integrated and designed to complement the appearance of land and buildings and does not form a dominant visual feature from adjacent streets to enhance the character of employment areas.	DTS/DPF 6.1 Fencing exceeding 2.1m in height is: (a) located behind a façade of an associated building located on the same site or (b) located behind a landscaped area along relevant street frontages or (c) consists of visually permeable materials with landscaping behind.			
Advertisements				
PD 7.1 Freestanding advertisements do not create a visually dominant element within the locality.	DTS/DPF 7.1 Freestanding advertisements: (a) do not exceed 6m in height (b) do not have a sign face exceeding 8m ² per side.			
Concept Plans				
PD 8.1 Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 8.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: <table border="1"><thead><tr><th>Description</th></tr></thead><tbody><tr><td>Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints</td></tr></tbody></table> In relation to DTS/DPF 8.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.	Description	Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints	
Description				
Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints				

Table 5 - Procedural Matters (PM) - Notification

The following table identifies, pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*, classes of performance assessed development that are excluded from notification. The table also identifies any exemptions to the placement of notices when notification is required.

Interpretation

A class of development listed in Column A is excluded from notification provided that it does not fall within a corresponding exclusion prescribed in Column B. In instances where development falls within multiple classes within Column A, each clause is to be read independently such that if a development is excluded from notification by any clause, it is, for the purposes of notification excluded irrespective of any other clause.

Class of Development (Column A)	Exceptions (Column B)
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1. A kind of development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) building work on railway land (d) carport (e) fence (f) outbuilding (g) retaining wall (h) shade sail (i) solar photovoltaic panels (roof mounted) (j) telecommunications facility (k) temporary public service depot (l) verandah (m) water tank.	Except development that does not satisfy any of the following: 1. Strategic Employment Zone DTS/DPF 4.1 2. Strategic Employment Zone DTS/DPF 4.2.
3. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) general industry (c) light industry (d) office (e) motor repair station (f) retail fuel outlet (g) store (h) warehouse.	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
4. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) replacement building (d) temporary accommodation in an area affected by bushfire (e) tree damaging activity.	None specified.
5. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
6. Shop.	Except: 1. where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone or 2. shop that does not satisfy Strategic Employment Zone DTS/DPF 1.3.
7. Telecommunications facility.	Except telecommunications facility that does not satisfy Strategic Employment Zone DTS/DPF 1.5.
Placement of Notices - Exemptions for Performance Assessed Development	
None specified.	

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Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome

DO 1	Management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.
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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.	DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas. In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development: (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the Airport Building Heights (Regulated) Overlay (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the Airport Building Heights (Regulated) Overlay.	The airport-operator company for the relevant airport within the meaning of the Airports Act 1996 of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the Airports Act 1996 of the Commonwealth.	To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Building Near Airfields Overlay

Assessment Provisions (AP)

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Desired Outcome	
DO 1	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.</p>	<p>DTS/DPF 1.1</p> <p>Development:</p> <p>(a) primarily or wholly for residential purposes</p> <p>(b) for non-residential purposes that does not incorporate outdoor floodlighting.</p>
<p>PO 1.2</p> <p>Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.</p>	<p>DTS/DPF 1.2</p> <p>All development except where it comprises one or more of the following located not less than 3km from the boundaries of an airport used by commercial or military aircraft:</p> <p>(a) food packing/processing plant</p> <p>(b) horticulture</p> <p>(c) intensive animal husbandry</p> <p>(d) showground</p> <p>(e) waste management facility</p> <p>(f) waste transfer station</p> <p>(g) wetland</p> <p>(h) wildlife sanctuary.</p>
<p>PO 1.3</p> <p>Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.</p>	<p>DTS/DPF 1.3</p> <p>The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Defence Aviation Area Overlay**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.

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Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operations of Defence Aviation Areas.	DTS/DPF 1.1 Building height does not exceed the relevant height specified by the Defence Aviation Area Overlay.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with Defence Aviation Areas.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.
Environmental Protection	
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

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Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Prescribed Wells Area Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Sustainable water use in prescribed wells areas.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>All development, but in particular involving any of the following:</p> <ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry <p>has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies either of the following:</p> <ul style="list-style-type: none"> (a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the Landscape South Australia Act 2019.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the Landscape South Australia Act 2019:</p> <ul style="list-style-type: none"> (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry. <p>Commercial forestry that requires a forest water licence under Part 8 Division 6 of the Landscape South Australia Act 2019.</p>	<p>The Chief Executive of the Department of the Minister responsible for the administration of the Landscape South Australia Act 2019.</p>	<p>To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably.</p>	<p>Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.</p>

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

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Desired Outcome	
DO 1	Conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
<p>PO 1.1</p> <p>Regulated trees are retained where they:</p> <ul style="list-style-type: none"> (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species and / or (c) provide an important habitat for native fauna. 	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Significant trees are retained where they:</p> <ul style="list-style-type: none"> (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor or a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area. 	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>A tree damaging activity not in connection with other development satisfies (a) and (b):</p> <ul style="list-style-type: none"> (a) tree damaging activity is only undertaken to: <ul style="list-style-type: none"> (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: <ul style="list-style-type: none"> A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value <p>and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity</p> (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or (vi) maintain the aesthetic appearance and structural integrity of the tree (b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been 	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>

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determined to be ineffective.	
<p>PO 1.4</p> <p>A tree-damaging activity in connection with other development satisfies all the following:</p> <p>(a) It accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible</p> <p>(b) In the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.</p>	<p>DTS/DPF 1.4</p> <p>None are applicable.</p>
Ground work affecting trees	
<p>PO 2.1</p> <p>Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
Land Division	
<p>PO 3.1</p> <p>Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.</p>	<p>DTS/DPF 3.1</p> <p>Land division where:</p> <p>(a) there are no regulated or significant trees located within or adjacent to the plan of division</p> <p>or</p> <p>(b) the application demonstrates that an area exists to accommodate subsequent development of proposed allotments after an allowance has been made for a tree protection zone around any regulated tree within and adjacent to the plan of division.</p>

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

Performance Outcomes (PO) and Deemed to Satisfy (DTS) / Designated Performance Feature (DPF) Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	

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<p>PO 1.1</p> <p>Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.</p>	<p>DTS/DPF 1.1</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more.
<p>PO 1.2</p> <p>Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.</p>	<p>DTS/DPF 1.2</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more.
<p>PO 1.3</p> <p>Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.</p>	<p>DTS/DPF 1.3</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road:</p> <ul style="list-style-type: none"> (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m² or more (c) retail development with a gross floor area of 2,000m² or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m² or more (e) industry with a gross floor area of 20,000m² or more (f) educational facilities with a capacity of 250 students or more. 	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

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PO 1.5 Lagoons for the storage or treatment of milking shed effluent is adequately separated from roads to minimise impacts from odour on the general public.	DTS/DPF 1.5 Lagoons for the storage or treatment of milking shed effluent are set back 20m or more from public roads.
Waste	
PO 2.1 Storage of manure, used litter and other wastes (other than waste water lagoons) is sited, designed, constructed and managed to: (a) avoid attracting and harbouring vermin (b) avoid polluting water resources (c) be located outside 1% AEP flood event areas.	DTS/DPF 2.1 None are applicable.
Soil and Water Protection	
PO 3.1 To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are appropriately set back from: (a) public water supply reservoirs (b) major watercourses (third order or higher stream) (c) any other watercourse, bore or well used for domestic or stock water supplies.	DTS/DPF 3.1 Intensive animal husbandry operations are set back: (a) 800m or more from a public water supply reservoir (b) 200m or more from a major watercourse (third order or higher stream) (c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.
PO 3.2 Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that: (a) have sufficient capacity to hold effluent and runoff from the operations on site (b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.	DTS/DPF 3.2 None are applicable.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.

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Hours of Operation											
<p>PO 2.1</p> <p>Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land. 	<p>DTS/DPF 2.1</p> <p>Development operating within the following hours:</p> <table border="1"> <thead> <tr> <th>Class of Development</th><th>Hours of operation</th></tr> </thead> <tbody> <tr> <td>Consulting room</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr> <tr> <td>Office</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr> <tr> <td>Shop, other than any one or combination of the following:</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday</td></tr> <tr> <td> <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone </td><td></td></tr> </tbody> </table>	Class of Development	Hours of operation	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Shop, other than any one or combination of the following:	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday	<ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone 	
Class of Development	Hours of operation										
Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday										
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Shop, other than any one or combination of the following:	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday										
<ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone 											
Overshadowing											
<p>PO 3.1</p> <p>Overshadowing of habitable room windows of adjacent residential land uses in:</p> <ul style="list-style-type: none"> a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight. 	<p>DTS/DPF 3.1</p> <p>North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</p>										
<p>PO 3.2</p> <p>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:</p> <ul style="list-style-type: none"> a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight. 	<p>DTS/DPF 3.2</p> <p>Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:</p> <ul style="list-style-type: none"> a. for ground level private open space, the smaller of the following: <ul style="list-style-type: none"> i. half the existing ground level open space or ii. 35m² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space. 										
<p>PO 3.3</p> <p>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <ul style="list-style-type: none"> (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed. 	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>										
<p>PO 3.4</p> <p>Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.</p>	<p>DTS/DPF 3.4</p> <p>None are applicable.</p>										
Activities Generating Noise or Vibration											

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<p>PO 4.1</p> <p>Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.1</p> <p>Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.</p>				
<p>PO 4.2</p> <p>Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <ul style="list-style-type: none"> (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone. 	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>				
<p>PO 4.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.3</p> <p>The pump and/or filtration system ancillary to a dwelling erected on the same site is:</p> <ul style="list-style-type: none"> (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment. 				
<p>PO 4.4</p> <p>External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.</p>	<p>DTS/DPF 4.4</p> <p>Adjacent land is used for residential purposes.</p>				
<p>PO 4.5</p> <p>Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.5</p> <p>None are applicable.</p>				
<p>PO 4.6</p> <p>Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 4.6</p> <p>Development incorporating music includes noise attenuation measures that will achieve the following noise levels:</p> <table border="1"> <thead> <tr> <th>Assessment location</th><th>Music noise level</th></tr> </thead> <tbody> <tr> <td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise ($L_{A0,15min}$) in any octave band of the sound spectrum ($LOCT10,15 < LOCT90,15 + 8dB$)</td></tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{A0,15min}$) in any octave band of the sound spectrum ($LOCT10,15 < LOCT90,15 + 8dB$)
Assessment location	Music noise level				
Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise ($L_{A0,15min}$) in any octave band of the sound spectrum ($LOCT10,15 < LOCT90,15 + 8dB$)				
Air Quality					
<p>PO 5.1</p> <p>Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>				

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<p>PO 5.2</p> <p>Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:</p> <p>(a) incorporating appropriate treatment technology before exhaust emissions are released</p> <p>(b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.</p>	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>
Light Spill	
<p>PO 6.1</p> <p>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 6.1</p> <p>None are applicable.</p>
<p>PO 6.2</p> <p>External lighting is not hazardous to motorists and cyclists.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>
Solar Reflectivity / Glare	
<p>PO 7.1</p> <p>Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
Electrical Interference	
<p>PO 8.1</p> <p>Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.</p>	<p>DTS/DPF 8.1</p> <p>The building or structure:</p> <p>(a) is no greater than 10m in height, measured from existing ground level or</p> <p>(b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.</p>
Interface with Rural Activities	
<p>PO 9.1</p> <p>Sensitive receivers are located and designed to mitigate impacts from lawfully existing horticultural and farming activities (or lawfully approved horticultural and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.</p>	<p>DTS/DPF 9.1</p> <p>None are applicable.</p>
<p>PO 9.2</p> <p>Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities and do not prejudice the continued operation of these activities.</p>	<p>DTS/DPF 9.2</p> <p>None are applicable.</p>
<p>PO 9.3</p> <p>Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.</p>	<p>DTS/DPF 9.3</p> <p>Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.</p>
<p>PO 9.4</p> <p>Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage and disposal facilities and do not prejudice the continued operation of these activities.</p>	<p>DTS/DPF 9.4</p> <p>Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other ownership.</p>

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<p>PO 9.5</p> <p>Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.</p>	<p>DTS/DPF 9.5</p> <p>Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following:</p> <ul style="list-style-type: none"> (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes (e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.
<p>PO 9.6</p> <p>Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.</p>	<p>DTS/DPF 9.6</p> <p>None are applicable.</p>
<p>PO 9.7</p> <p>Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.</p>	<p>DTS/DPF 9.7</p> <p>None are applicable.</p>
Interface with Mines and Quarries (Rural and Remote Areas)	
<p>PO 10.1</p> <p>Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.</p>	<p>DTS/DPF 10.1</p> <p>Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the Mining Act 1971.</p>

Land Division

Assessment Provisions (AP)

Desired Outcome	
DO 1	<p>Land division:</p> <ul style="list-style-type: none"> (a) creates allotments with the appropriate dimensions and shape for their intended use (b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure (c) integrates and allocates adequate and suitable land for the preservation of site features of value, including significant vegetation, watercourses, water bodies and other environmental features (d) facilitates solar access through allotment orientation (e) creates a compact urban form that supports active travel, walkability and the use of public transport (f) avoids areas of high natural hazard risk.
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1	DTS/DPF 1.1

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(d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	
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Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access

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	<p>point or an access point for which consent has been granted as part of an application for the division of land or</p> <p>(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.</p>
<p>PO 3.2</p> <p>Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
<p>PO 3.3</p> <p>Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>
<p>PO 3.4</p> <p>Access points are sited and designed to minimise any adverse impacts on neighbouring properties.</p>	<p>DTS/DPF 3.4</p> <p>None are applicable.</p>
<p>PO 3.5</p> <p>Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p>	<p>DTS/DPF 3.5</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <p>(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</p> <p>(b) where newly proposed, is set back:</p> <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 3.6</p> <p>Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).</p>	<p>DTS/DPF 3.6</p> <p>Driveways and access points:</p> <p>(a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided</p> <p>(b) for sites with a frontage to a public road greater than 20m:</p> <ul style="list-style-type: none"> (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
<p>PO 3.7</p> <p>Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.</p>	<p>DTS/DPF 3.7</p> <p>Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing:</p> <ul style="list-style-type: none"> (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
<p>PO 3.8</p> <p>Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>

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PO 3.9	DTS/DPF 3.9
Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	None are applicable.
Access for People with Disabilities	
PO 4.1	DTS/DPF 4.1
Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	None are applicable.
Vehicle Parking Rates	
PO 5.1	DTS/DPF 5.1
Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:	Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:
(a) availability of on-street car parking	(a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements
(b) shared use of other parking areas	(b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas
(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared	(c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
(d) the adaptive reuse of a State or Local Heritage Place.	
Vehicle Parking Areas	
PO 6.1	DTS/DPF 6.1
Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2	DTS/DPF 6.2
Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	None are applicable.
PO 6.3	DTS/DPF 6.3
Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	None are applicable.
PO 6.4	DTS/DPF 6.4
Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	None are applicable.
PO 6.5	DTS/DPF 6.5
Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	None are applicable.
PO 6.6	DTS/DPF 6.6
Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	Loading areas and designated parking spaces are wholly located within the site.
PO 6.7	DTS/DPF 6.7
On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1	DTS/DPF 7.1
Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist	None are applicable.

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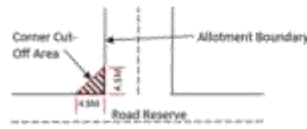
safety or causing conflict with other vehicles.	
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)
	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.
	Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.

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	<p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Residential Flat Building	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p> <p>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</p>
Row Dwelling where vehicle access is from the primary street	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Semi-Detached Dwelling	<p>Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.</p>
Aged / Supported Accommodation	
Retirement village	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	<p>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</p> <p>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	<p>Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation.</p> <p>Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.</p> <p>A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.</p>
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	

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Auction room/ depot	1 space per 100m ² of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m ² of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m ² of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m ² gross leasable floor area.
Service trade premises	2.5 spaces per 100m ² of gross leasable floor area 1 space per 100m ² of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m ² of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m ² of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m ² of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m ² of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per 100m ² of total floor area.
Community facility	10 spaces per 100m ² of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.

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	For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Health Related Uses	
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m ² of total floor area in a public bar plus 1 space for every 6m ² of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m ² of total floor area for a Fitness Centre 4.5 spaces per 100m ² of total floor area for all other indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m ² total floor area 1 spaces per 100m ² of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m ² of total floor area.
Store	0.5 spaces per 100m ² of total floor area.
Timber yard	1.5 spaces per 100m ² of total floor area 1 space per 100m ² of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m ² total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m ² of total building floor area.

Table 2 - Off-Street Car Parking Requirements in Designated Areas

The following parking rates apply in any zone, subzone or other area described in the 'Designated Areas' column subject to the following:

- (a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria)
- or
- (b) the development satisfies Table 2 – Criteria (or is exempt from those criteria) and is located in an area where a lawfully established carparking fund operates, in which case the number of spaces are reduced by an amount equal to the number of spaces offset by contribution to the fund.

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Class of Development	Car Parking Rate		Designated Areas
	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.		
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	5 spaces per 100m ² of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	6 spaces per 100m ² of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone

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			Urban Neighbourhood Zone
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom - 0.25 spaces per dwelling	None specified.	City Living Zone
	1 bedroom dwelling - 0.75 spaces per dwelling		Strategic Innovation Zone
	2 bedroom dwelling - 1 space per dwelling		Urban Activity Centre Zone
	3 or more bedroom dwelling - 1.25 spaces per dwelling		Urban Corridor (Boulevard) Zone
	0.25 spaces per dwelling for visitor parking.		Urban Corridor (Business) Zone
			Urban Corridor (Living) Zone
Residential flat building	Dwelling with no separate bedroom - 0.25 spaces per dwelling	None specified.	Urban Corridor (Main Street) Zone
	1 bedroom dwelling - 0.75 spaces per dwelling		Urban Neighbourhood Zone
	2 bedroom dwelling - 1 space per dwelling		City Living Zone
	3 or more bedroom dwelling - 1.25 spaces per dwelling		Urban Activity Centre Zone
	0.25 spaces per dwelling for visitor parking.		Urban Corridor (Boulevard) Zone
			Urban Corridor (Business) Zone

Table 2 - Criteria:

The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

Criteria	Exceptions
<p>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</p> <p>(a) is within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾</p> <p>(b) is within 400 metres of a bus interchange⁽¹⁾</p> <p>(c) is within 400 metres of an O-Bahn interchange⁽¹⁾</p> <p>(d) is within 400 metres of a passenger rail station⁽¹⁾</p> <p>(e) is within 400 metres of a passenger tram station⁽¹⁾</p> <p>(f) is within 400 metres of the Adelaide Parklands.</p>	<p>(a) All zones in the City of Adelaide</p> <p>(b) Strategic Innovation Zone in the following locations:</p> <p>(i) City of Burnside</p> <p>(ii) City of Marion</p> <p>(iii) City of Mitcham</p> <p>(c) Urban Corridor (Boulevard) Zone</p> <p>(d) Urban Corridor (Business) Zone</p> <p>(e) Urban Corridor (Living) Zone</p> <p>(f) Urban Corridor (Main Street) Zone</p> <p>(g) Urban Neighbourhood Zone</p>

[NOTE(S): (1) Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate
	Where a development comprises more than one development type, then the overall bicycle

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	parking rate will be taken to be the sum of the bicycle parking rates for each development type.
Consulting Room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational establishment	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors. For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m ² of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m ² of gross leasable floor area plus 2 spaces plus 1 space per 1000m ² of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m ² of gross leasable floor area plus 1 space for every 600m ² of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

Schedule to Table 3

Designated Area	Relevant part of the State
	The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
All zones	City of Adelaide
Business Neighbourhood Zone	Metropolitan Adelaide
Strategic Innovation Zone	
Suburban Activity Centre Zone	
Suburban Business Zone	
Suburban Main Street Zone	
Urban Activity Centre Zone	
Urban Corridor (Boulevard) Zone	
Urban Corridor (Business) Zone	

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Urban Corridor (Living) Zone
 Urban Corridor (Main Street) Zone
 Urban Neighbourhood Zone

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome	
DO 1	Mitigation of the potential environmental and amenity impacts of waste treatment and management facilities.

Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations areas and underlying soil and groundwater.	DTS/DPF 2.1 None are applicable.
PO 2.2 Wastewater lagoons are set back from watercourses to minimise environmental harm and adverse effects on water resources.	DTS/DPF 2.2 Wastewater lagoons are set back 50m or more from watercourse banks.
PO 2.3 Wastewater lagoons are designed and sited to: (a) avoid intersecting underground waters; (b) avoid inundation by flood waters; (c) ensure lagoon contents do not overflow; (d) include a liner designed to prevent leakage.	DTS/DPF 2.3 None are applicable.
PO 2.4 Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.4 Waste operations areas are set back 100m or more from watercourse banks.

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environmental significance and land used for public recreation and enjoyment.	open space reserve, forest reserve, national park or a Conservation Zone.
PO 7.4 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to flooding.	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2 Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 8.2 None are applicable.

Workers' accommodation and Settlements**Assessment Provisions (AP)**

Desired Outcome	
DO 1	Appropriately designed and located accommodation for seasonal and short-term workers in rural areas that minimises environmental and social impacts.

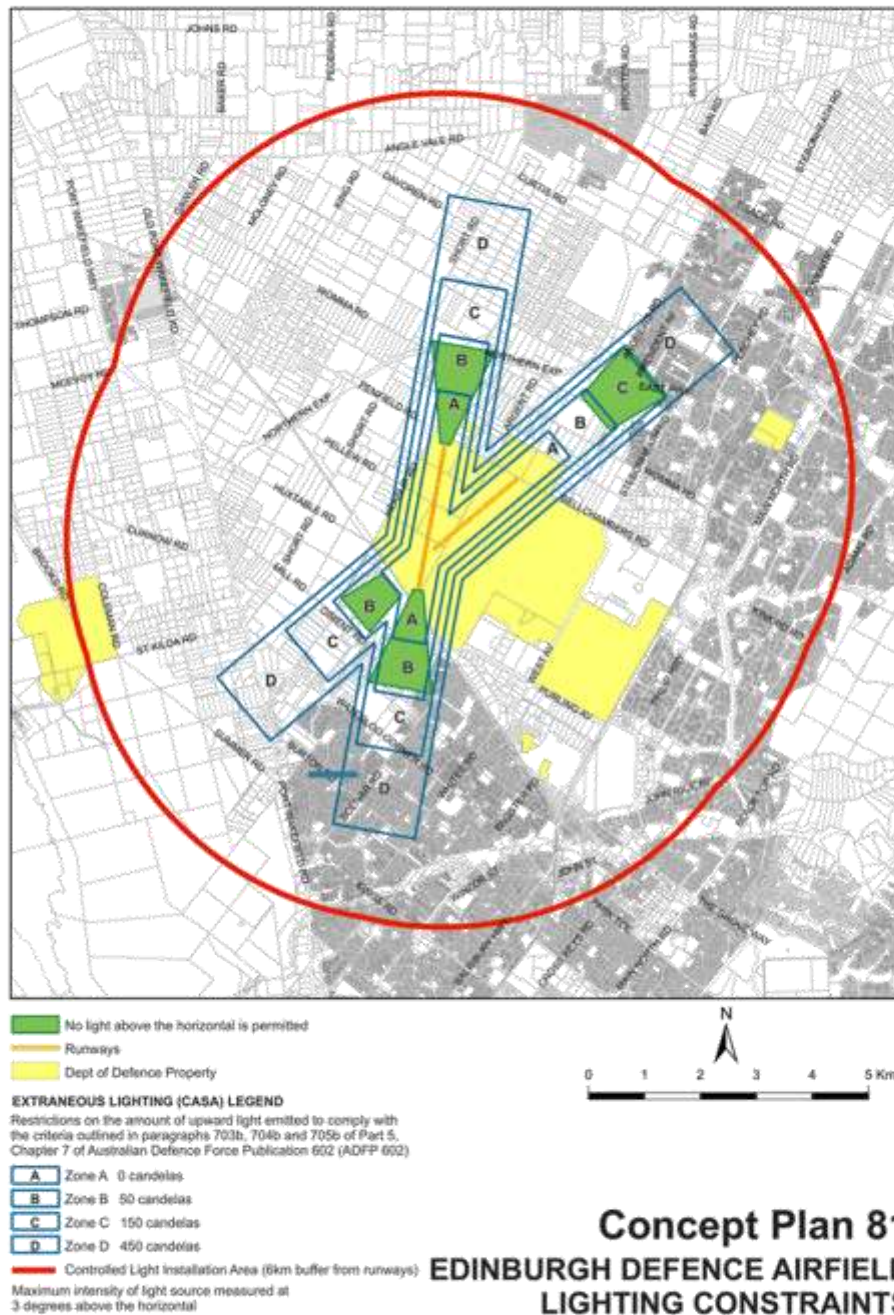
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Workers' accommodation and settlements are obscured from scenic routes, tourist destinations and areas of conservation significance or otherwise designed to complement the surrounding landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Workers' accommodation and settlements are sited and designed to minimise nuisance impacts on the amenity of adjacent users of land.	DTS/DPF 1.2 None are applicable.
PO 1.3 Workers' accommodation and settlements are built with materials and colours that blend with the landscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Workers' accommodation and settlements are supplied with service infrastructure such as power, water and effluent disposal sufficient to satisfy the living requirements of workers.	DTS/DPF 1.4 None are applicable.

Part 12 - Concept Plans

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Playford

Concept Plan 81 Edinburgh Defence Airfield Lighting Constraints



ITEM	8.2.1
	COUNCIL ASSESSMENT PANEL
DATE	27 July 2021
HEADING	Planning & Design Code - Guide to Interpretation
AUTHOR	Aaron Curtis, Team Leader - Planning, City Development
CITY PLAN LINKS	4.2 We deliver quality outcomes that meet the needs of our community

SUMMARY This report provides information to aid the Panel's interpretation of the Planning & Design Code in reference to Development Applications lodged pursuant to the *Planning, Development and Infrastructure Act 2016*

RECOMMENDATION

1. That the report be noted.

ATTACHMENTS

There are no attachments to this report.

1. PDI ACT

- 1.1 The *Planning, Development and Infrastructure Act 2016* (hereafter the Act) establishes a Planning and Design Code (hereafter the Code). Pursuant to Section 102 of the Act, development shall be assessed against the relevant provisions of the Code.
- 1.2 Section 66 of the Act provides that the Code must set out a comprehensive set of policies, rules and classifications which may be selected and applied in the various parts of the State.
- 1.3 In particular, the Code shall:
 - a) Incorporate a scheme that includes use of zones, subzones and overlays;
 - b) Specify policies and rules that will govern the use and development of an area within a particular class of zone;
 - c) Address specified or defined issues that may apply in any zone or subzone;
 - d) Include definitions of land use and establish land use classes.
- 1.4 Section 66 of the Act further provides that:
 - a) Policies and rules for development in a zone, subzone or overlay should be clear and straightforward;
 - b) It should be clear which provisions in a zone are being modified by a subzone or overlay and how those provisions are being modified;
 - c) The only spatial layers to be used are zones, subzones and overlays;

- d) Any policy or rule may apply in relation to development generally or any class of development.

2. PLANNING & DESIGN CODE

Rules of Interpretation

- 2.1 Part 1 of the Code provides Rules of Interpretation. Part 1 sets out how the Code implements the requirements of Section 66 of the *Act*, instructs the user on how the Code is to be read and applied to development assessed under the *Act* and provides for other matters relevant to the interpretation and operation of the Code.

Categories of Development

- 2.2 The Code divides development into three categories of development, as *Accepted development* (Section 104(1) of the *Act*), *Deemed to Satisfy development* (Section 105a of the *Act*) and *Restricted Development* (Section 108(1)(a) of the *Act*). These categories are assigned in the Zones as Tables 1, 2 and 4 respectively.
- 2.3 All development not classified as *Accepted*, *Deemed to Satisfy* or *Restricted* will be categorised as code assessed development, pursuant to Sections 105(b) and 107 of the *Act* and shall be assessed on its merits against the Code.
- 2.4 Table 3 of the Zone applies policies to performance assessed development titled “*Applicable Policies for Performance Assessed Development Table*”. Each zone specifies the policies and rules that apply to classes of development within the Zone, including by the application of policies within subzones and overlays. The policies in Table 3 constitute the policies applicable to the particular class of development within the Zone to the exclusion of all other policies within the Code and no other policies are applicable.
- 2.5 Development that does not fall within one of the specified classes of development in Table 3 will be designated in the table as “*All Other Code Assessed Development*”.

Desired Outcomes and Performance Outcomes

- 2.6 Zone, subzone, overlay and general development policies are comprised of desired outcomes and performance outcomes. Desired outcomes are policies that aid the interpretation of performance outcomes by setting a general policy agenda for a zone, subzone, overlay or general development policies module. Where a relevant authority is uncertain as to whether or how a performance outcome applies to a development, the desired outcome(s) may inform its consideration of the relevance and application of a performance outcome.
- 2.7 Performance outcomes are policies to facilitate assessment according to specified factors, including land use, site dimensions and land division, built form character and hazard risk minimisation.

Designated performance features

- 2.8 In order to assist a relevant authority to interpret the performance outcomes, in some cases the policy includes a standard outcome which will generally meet the corresponding performance outcome (a *designated performance feature or DPF*). A DPF provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome but does not need to necessarily be satisfied to meet the performance outcome and does not derogate from the discretion to determine that the outcome is met in another way or from the need to assess development on its merits against all relevant policies.
- 2.9 The extent of a departure from a DPF may be used as a reference point in considering whether a Performance Outcome is met, however, it is not necessarily determinative. The relevant authority should also consider and apply the performance outcome on its own terms and exercise a planning judgement.
- 2.10 If a development complies with the relevant DPF, it will likely satisfy the criteria sought by the Performance Outcome. In another way, it is likely to be difficult to justify refusal of a development which meets the relevant DPF on the basis that it doesn't satisfy the corresponding performance outcome. Conversely, where a development does not comply with a DPF, it will not necessarily follow that it fails to meet the Performance Outcome. Rather, the relevant authority will still need to consider and assess whether the Performance Outcome is met, notwithstanding the failure to meet the DPF.

Technical and Numeric Variations

- 2.11 The Code may set or determine various technical and/or numeric requirements in relation to specified classes of development. Section 66(4) of the *Act* provides that the Code may include provisions that provide for the adaptation of the rules that apply in relation to a specified zone or subzone or as an overlay to provide for necessary and appropriate local variations in specified circumstances.
- 2.12 One type of adaption of the rules is a variation of a technical or numeric requirement that would otherwise apply under a zone, subzone or overlay that applies to a particular location. An example is a front setback or a minimum allotment size for a specified area.

Hierarchy of Policies/Modification of Provisions

- 2.13 Part 1 also sets out a hierarchy of policies as per the image below.



2.14 If there is an inconsistency between provisions in the relevant policies for a particular development, for purposes of Section 66(3)(b) of the *Act*, the following rules will apply to the extent of any inconsistency:

- (a) The provisions of an overlay will apply over all other policies applying in the particular case;
- (b) A subzone policy will apply over a zone policy or a general development policy; and
- (c) A zone policy will prevail over a general development policy.

Notification of applications for planning consent

2.15 The Zones contain a table titled “*Procedural Matters (PM) – Notification*”. Pursuant to Section 107(6) of the *Act*, the Table excludes classes of performance assessed development from notification. Except where performance assessed development is excluded from notification in the Table, public notification will apply.

Other rules of interpretation

2.16 A term used in the Code may have a meaning specifically assigned to that term by the *Act*, the *Acts Interpretation Act 1915* or within Parts 7 and 8 of the Code. Part 7 contains land use definitions that are used in the Code in relation to the use of land. Part 8 contains administrative terms which assist in the interpretation of policy used in the Code.

3. CONCLUSION

3.1 The report provides information to aid the Panel’s interpretation of the Code in reference to Development Applications lodged pursuant to the *Planning, Development and Infrastructure Act 2016*.

3.2 Further resources to assist the Panel in the assessment process can be found at:
https://plan.sa.gov.au/resources/planning/planning_and_design_code
https://plan.sa.gov.au/development_applications/getting_approval/how_applications_are_assessed/assessment_pathways
<https://code.plan.sa.gov.au/>
<https://sappa.plan.sa.gov.au/>

CO-ORDINATION

Officer:	GMCiD	A/MDS
Date:	13.07.21	12.07.21