



## **AGENDA**

**FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON**

**28 FEBRUARY 2023 AT 6:30 PM**

**IN LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB, 34  
CHURCH STREET, SALISBURY**

### **MEMBERS**

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

### **REQUIRED STAFF**

Assessment Manager, Mr C Zafiropoulos  
General Manager, City Development, Ms M English  
Team Leader Planning, Mr C Carrey  
Development Officer Planning, Mr S Ondeyo

### **APOLOGIES**

### **LEAVE OF ABSENCE**

### **ADOPTED MINUTES FROM PREVIOUS MEETING**

Presentation of the Minutes of the Council Assessment Panel Meeting held on 20 December 2022.

### **DECLARATIONS OF CONFLICTS OF INTEREST**



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**8.2.5      Future Meetings & Agenda Items**

## CLOSE

### **Please note:**

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**MINUTES OF COUNCIL ASSESSMENT PANEL MEETING HELD IN THE COUNCIL CHAMBER, SALISBURY COMMUNITY HUB, 34 CHURCH STREET, SALISBURY ON**

**20 DECEMBER 2022**

**MEMBERS PRESENT**

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

**STAFF**

Assessment Manager, Mr C Zafiropoulos  
Team Leader Planning, Mr C Carrey  
Development Officer Planning, Mr M Sumito  
Team Leader Business Services, Ms H Crossley

The meeting commenced at 6.30 pm.

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

**APOLOGIES**

Nil

**LEAVE OF ABSENCE**

Nil

**ADOPTED MINUTES FROM PREVIOUS MEETING**

The Minutes of the Council Assessment Panel Meeting held on 25 October 2022, be taken as read and confirmed.



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## DECLARATIONS OF CONFLICTS OF INTEREST

Nil

## REPORTS

### *Development Applications*

#### **8.1.1 22037129**

Childcare centre with associated advertising and acoustic fencing at 51 Kings Road, Salisbury Downs SA 5108 for Leyton Property C-/ Future Urban Pty Ltd

### **REPRESENTORS**

Ms J Jones, spoke to her representation.

Ms L Lucas, spoke to her representation.

Mr J Fulbrook, MP, spoke on behalf of representors.

### **APPLICANT**

Mr M Duncan (Future Urban) and Mr B Wilson (CIRQA), spoke on behalf of the applicant.

Mr M Atkinson moved, and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Planning and Design Code.
- B. Pursuant to 107 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to application number 22037129 for Childcare centre with associated advertising and acoustic fencing in accordance with the plans and details submitted with the application and subject to the following Reserved Matters and 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 102(5) of the *Planning, Development and Infrastructure Act 2016*:



1. Civil and Siteworks Plan, prepared by a qualified and experienced stormwater engineer, for all civil and stormwater works, which shall address all of the following:
  - (a) Finished floor levels for all buildings, hardstand surfaces, pavement design details and gradients; and
  - (b) Cut/fill details; and
  - (c) Retaining walls, kerbing or ramps, their design and grades; and
  - (d) To provide additional protection from stormwater within the road, the level of the driveway at the boundary is to maintain a minimum 150mm boundary rise be raised from the adjacent top of kerb in accordance with Council's standard detail SD-13; and
  - (e) Car parking dimensions, aisle widths, circulation movements and associated pavement markings and signage; and
  - (f) Pumped stormwater systems are to be designed and constructed in accordance with AS3500.3 – Section 8. This includes the provision of duplicate, alternate duty pumps, alarms and emergency storage; and
  - (g) Plans prepared are to be consistent and reflective of the advice received by third party consultants (Environmental Noise Assessment, Traffic and Parking Report, Landscape Plans and Waste Management Advice)
2. Stormwater management arrangements, including accompanying design calculations, which consider the 10% AEP minor storm and 1% AEP major storm events.
  - (a) Stormwater discharge to the downstream system is not to exceed the pre-development discharge rate for the equivalent minor and major storm events; and
  - (b) Stormwater systems shall be designed and constructed to cater for minor storm flows (10% AEP). 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 1% AEP major storm event
  - (c) Surface drainage systems are to be designed and constructed in accordance with AS3500.3 – Section 5. Surface drainage systems are to be designed to ensure overflows, in storm events with an ARI of 100 years, do not present a hazard or nuisance to people or property or discharge over any adjoining land. Roof drainage systems are to be designed in accordance with AS3500.3 – Section 3. Stormwater discharge from the site to the downstream stormwater system is not to exceed the equivalent of the pre-developed minor storm event (10% AEP)
  - (d) MUSIC modelling is to be provided to demonstrate that Council's water quality targets can be achieved. The P&D Code (Design in Urban Areas – Assessment Provision PO 42.2) includes the following Water Sensitive Design provision; Water discharged from a development site is to be of a physical, chemical and biological condition equivalent to of better than



its pre-development state. To achieve the requirements of the Code and ensure Council's water quality objectives are met, it's recommended that the following water quality targets requirements apply. These are to be verified through provision of a MUSIC model to support the proposal:

- 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.
3. A Construction Environmental Management Plan (CEMP) which shall include:
- a. Hours of Operation
  - b. Arrangements for management of stormwater, noise and dust
  - c. Measures to eliminate drag out from the site during wet weather events, including providing a stabilised
  - d. A Soil Erosion and Drainage Management Plan
  - e. Access and egress arrangements entry/exit point to the site for all construction and trade vehicles, including contained wash down area for vehicles and equipment from the site, which shall be restricted to/from Kings Road only

#### 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:
  - DA01 – Front Cover Drawing Schedule – Rev 3 – dated 15/11/2022 – prepared by ON Architecture
  - DA02 – Existing Site / Demolition – Rev 1 – dated 07/10/2022 – prepared by ON Architecture
  - DA03– Site Plan – Rev 5 – dated 05/11/2022 – prepared by ON Architecture
  - DA04 – Floor Plan – Rev 4 – dated 05/12/2022 – prepared by ON Architecture
  - DA05 – Roof Plan – Rev 3 – dated 15/11/2022 – prepared by ON Architecture
  - DA06 – Elevations – Rev 3 – dated 15/11/2022 – prepared by ON Architecture
  - DA07 – Elevations – Rev 3 – dated 15/11/2022 – prepared by ON Architecture
  - DA08 – Material Selections – Rev 2 – dated 15/11/2022 – prepared by ON Architecture
  - DA09 – Concept Images – Rev 2 – dated 15/11/2022 – prepared by ON Architecture



- DA10 – Landscape Plan – Rev 1 – dated 05/12/2022 – prepared by ON Architecture
  - DA11 – Landscape Plan – Rev 1 – dated 05/12/2022 – prepared by ON Architecture
  - JAC220698 – Stormwater Management Plan – Dated 22.11.2022 Rev D – prepared by Jack Adcock Consulting
  - 115-2 – Environmental Noise Assessment – dated 21/10/2022 – prepared by Echo Acoustic Consulting
  - 22476 – Traffic and Parking Report – dated 31/10/2022 Version 1.0 – prepared by CIRQA
  - Planning Report – dated 31/10/2022 – prepared by Future Urban
  - Response to Request for Information – dated 22/11/2022 – prepared by Future Urban
2. The external surfaces of the building shall:
    - a. be of new non-reflective materials; and
    - b. be finished in natural tones; and
    - c. be maintained in good condition at all times.
  3. The invert, crossover and driveway shall be constructed, prior to commencement of use, in accordance with Council’s Vehicle Crossover Standard Detail, Drawing SD-12, SD-13 and SD-14.
  4. The car parking layout including car park spaces, aisle widths and manoeuvring area shall be designed and constructed to comply with AS 2890.1-2009 – Off-Street Car Parking, Part 1, Austroads “Guide to Traffic Engineering Practice Part 11 – Parking”, AS 2890.2 – Facilities for Commercial Vehicles and AS 2890.6 – 2009 – Parking Facilities – Part 6: Off-street parking for people with disabilities.
  5. All driveways, car parking and manoeuvring areas as designated on the Civil Plan, Approved under Reserved Matter 1 shall be constructed with 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 commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council.
  6. 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 satisfaction of Council.
  7. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers in accordance with the Approved Landscaping Plan, prepared by ON Architecture, dated 6 December 2022. All landscaping shall be completed, prior to commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council (including the replacement of diseased or dying plants and the removal of weeds and pest plants).



8. The approved use operating times shall be limited Monday to Friday 6:30am to 6.30pm with no activity on Saturdays, Sundays and Public Holidays.
9. Noise measured at the nearest residential property boundary shall comply with the *Environment Protection (Noise) Policy 2007* at all times.
10. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or driveways at any time.
11. All waste and rubbish from the activity shall be contained and stored pending removal in covered containers which shall be kept in an area screened from public view.
12. The collection of waste via private contractor shall occur:
  - a. outside of the childcare centre operating hours approved under Planning Condition 8; and
  - b. in accordance with the Environment Protection (Noise) Policy between the hours of 9.00am and 7.00pm on Sundays or Public Holidays, and between 7.00am and 7.00pm on any other day.
13. The advertisement and advertising structure shall be maintained in good repair at all times.
14. Except where otherwise approved, the approved advertisements shall not:
  - a. Move; or
  - b. Flash; or
  - c. Reflect light so as to be an undue distraction to motorists; or
  - d. Be externally illuminated.
15. 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’.
16. The five (5) car parks immediately to the east side of the building shall be marked for staff car parking.

*Commissioner of Highways – Directed Conditions*

17. All access to/from the development shall be gained in accordance with the Site Plan, Drawing No. DA03 Revision 5 dated 05/11/2022 by On Architecture.
18. All vehicles shall enter and exit the site in a forward direction.



19. 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.
20. 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.
21. Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

#### Advice Notes

#### **1. Rights of Appeal**

The applicant has a right of appeal against the conditions which have been imposed on this Planning Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

#### **2. Building Rules Consent and Approval Still Required**

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.

#### **3. Commencement**

The development shall be lawfully commenced by substantial work on the site of the development within 2 years from the date of Development Approval. If substantial work on the site has occurred within 2 years, the development shall be substantially or fully completed within 3 years from the date of Development Approval.

#### **4. Advice regarding Council land**

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 roof 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 wilful damage.

## **5. Siting of Building Work**

It is your responsibility to ensure that any 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.

## **6. Plans Available Onsite**

The Council approved plans should be available on site at all times while performing the building work.

## **7. Fences Act**

You will need to obtain your permission from your neighbour should you wish to access their property to carry out construction work adjacent the boundary or if you wish to erect common boundary fencing or boundary retaining walls, pursuant to the *Fences Act 1975*. To find out more, please visit:  
<https://lsc.sa.gov.au/resources/fencesandthelawbooklet.pdf>

## **8. Construction Noise**

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;*
- *After 7pm or before 7am on any other day.*

## **9. EPA and Local Nuisance Matters**

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.



In addition, the applicant is responsible for ensuring the development (including demolition, civil works and construction activities) do not cause a 'local nuisance' under the *Local Nuisance and Litter Control Act 2016*

Accordingly, your site planning activities should consider:

- providing a stabilised entry/exit point to the site for all construction and trade vehicles, including contained wash down area for vehicles and equipment
- appropriately located stockpiles and storage materials
- a suitable and designated area for brick cutting and concrete works
- a contained area for paint and plastering waste and wash waters
- appropriate location of noisy equipment so as to avoid unreasonable impacts to neighbours
- dust control measures such as use of a water cart and/or covering stockpiles

Note: EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following

### 8.1.2

#### 22031812

Variation to DA 21005622 (Vary Hours of Operation) at 13 Ceafield Road, Para Hills West SA 5096 for Lyall Hill

#### REPRESSMENTORS

Cr P Jensen, spoke on behalf of Mr I Lorensini.

Mr M Brown MP, spoke on behalf of Ms G Buchanan & Ms M Spurr.

#### APPLICANT

Mr Hill, spoke to his application.

Mr R Bateup moved, and Mr Atkinson seconded, and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Planning and Design Code – V2022.19.
- B. That Development Application 22031812 for Variation to DA 21005622 (Vary Hours of Operation) is **GRANTED** Planning Consent subject to the following conditions:



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Planning Consent Conditions

1. The proposal shall be developed in accordance with the details and Council stamped approved plans lodged with the application, except where varied by the conditions herein.
2. The approved use operating times shall be limited to:
  - a) Monday to Sunday 7.00am to 7.00pm; and
  - b) 5.00pm to 7:00pm for the following activities only:
    - Returning company vehicles;
    - Removing employee vehicles from the site.
  - c) No operations on Public Holidays.

Advice Note

1. 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.

## **OTHER BUSINESS**

### **8.2.1 Status of Current Appeal Matters and Deferred Items**

Mr B Brug moved, and the Council Assessment Panel resolved that the information is received.

### **8.2.2 Council Assessment Panel 2023 Meeting Schedule**

Ms C Gill moved, and the Council Assessment Panel resolved that the Council Assessment Panel 2023 meeting schedule forming Attachment 1 to the agenda report is adopted.

### **8.2.3 Policy Issues Arising from Consideration of Development Applications**

Nil

### **8.2.4 Future Meetings & Agenda Items**

Next meeting scheduled for Tues 24 January 2023.



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## **ADOPTION OF MINUTES**

Mr Bateup 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 8.16 pm.

**PRESIDING MEMBER:** Mr T Mosel

**DATE:** 20 December 2022  
(refer to email approving minutes registered in the City of Salisbury's Record Management System - Document Number 7597682)







<b>ITEM</b>	8.1.1
	<b>COUNCIL ASSESSMENT PANEL</b>
<b>DATE</b>	28 February 2023
<b>APPLICATION NO.</b>	22037064
<b>APPLICANT</b>	Mr Justin Foti
<b>PROPOSAL</b>	Change of Use of portion of Site to Storage Facility ('Store') comprising Storage of Caravans with Associated Carparking, Fencing over 2.1m in height and Landscaping
<b>LOCATION</b>	1-9 Lolands Rd, Salisbury Plain SA 5109
<b>CERTIFICATE OF TITLE</b>	CT 5186/789
<b>AUTHOR</b>	Samuel Ondeyo, Development Officer Planning, City Development

#### 1. DEVELOPMENT APPLICATION DETAILS

<b>Zone/Policy Area</b>	Strategic Employment Zone
<b>Application Type</b>	Performance Assessed
<b>Public Notification</b>	Representations received: One Representations to be heard: One
<b>Referrals - Statutory</b>	Nil
<b>Referrals – Internal</b>	Development Engineering
<b>Planning and Design Code Version</b>	29 November 2022
<b>Assessing Officer</b>	Samuel Ondeyo, Development Officer - Planning
<b>Recommendation</b>	Approval with Conditions
<b>Meeting Date</b>	28.2.2023

#### 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 application seeks Planning Consent for the change in use of a portion of the subject allotment from vacant land to a storage facility ('store') comprising storage of caravans with associated carparking, fencing over 2.1m height and landscaping.

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

- a) The proposed development is to be Performance Assessed against the relevant provisions of the Planning and Design Code as a storage facility ('store') is not listed as an Accepted, Deemed to Satisfy or Restricted form of development;
- b) The nature of the proposed development is an envisaged form of development within the Strategic Employment Zone;
- c) The site is considered to be appropriately located for a facility of this nature;
- d) Appropriate fencing is to be established which will offer reasonable visual amenity at the street interface (open style tubular fencing), with a combination of solid colorbond and cyclone fencing to delineate and secure onsite activities;
- e) Vehicular access is designed to permit simultaneous forward entry and exit for vehicles;
- f) Sufficient on-site car parking is provided for the proposed use; and
- g) Stormwater management arrangements are acceptable subject to water quality targets being evidenced at the detail design phase.

The application was publicly notified and one (1) representation was received in opposition to the proposal, wishing to be heard by the Panel.

During the public notification process, the application was described as '*Change of Use of portion of Site to Storage Facility for Vehicles and Trailers, with Associated Storage Containers, Car Parking, Fencing over 2.1m and Landscaping*'. However, after the public notification process concluded, the Applicant elected to amend the proposal to remove the activities involving storage containers and parking of vehicles and trailers. Accordingly, the proposal is for the storage of caravans only.

### 4. SUBJECT SITE

The subject land comprises an allotment located at 1-9 Lolands Rd, Salisbury Plain. The land has a frontage of 109.6 meters to Lolands Road, a frontage of 90.29 meters to Willochra Road and a total site area of 10,537 m<sup>2</sup>.

The land is formally described as:

- Allotment 23 in Deposited Plan 6259 in the area named Salisbury Plain Hundred of Yatala, Volume 586 Folio 789.

There are no easements, encumbrances or Land Management Agreements registered on the title.



### ITEM 8.1.1

The subject site comprises a residential dwelling and ancillary domestic structures, located in the northern corner of the site – facing the Lolands Road/Willochra Road intersection. Vehicular access to the dwelling is from Willochra Road.

In addition, the site contains a substantial industrial development, occupied by Carrera Kitchens, for the manufacture of kitchen furniture. The existing industrial buildings are oriented towards Lolands Road. Vehicular access is obtained directly from Lolands Road.

However, not all areas of the subject site are developed. The south-west portion of the site is undeveloped. In addition, the south east portion of the site is also undeveloped – and it is this area which forms the ‘development site’ for this proposal.

There are no Regulated Trees or heritage items located on the subject site.

Photographs of the subject site and immediate locality are provided below.

**Photo 1**  
*Looking towards the existing industrial buildings (Carrera Kitchens) on Lolands Road*





**Photo 2**  
*Looking towards the existing dwelling on the subject site from the intersection of Lolands Road and Willochra Road*



**Photo 3**  
*Looking South-east along Lolands road with the subject site positioned on right*





**Photo 4**  
*Looking South-West along Willochra Road with the subject site positioned left of center*



**Photo 6**  
*Looking towards the northern side of Lolands Road, from Willochra Road. Dwelling at No. 2 Lolands Road located on left of picture.*





**Photo 5**  
*Looking North-West along Lolands Road, with the subject site positioned left of center*



**Photo 6**  
*Looking at the development site, from Lolands Road*





## **5. LOCALITY**

The locality is principally defined by visual reference.

To the south-east of Willochra Road (located within the Strategic Employment Zone), the locality predominantly comprises commercial and industrial activities. Immediately to the east of the subject site is an established commercial development comprising a number of units occupied by a range of business types including warehouse and light industrial activities. To the north-east, across Lolands Road, there is an established motor repair station. Directly to the south, located at 30A Barndioota Road, there is a large National Storage facility ('store').




As well as the residential dwelling on the subject site, other dwellings are also located to the south-east of Willochra Road, including No. 2 Lolands Road and No. 38-44 Lolands Road. These are established dwellings which co-exist with commercial/industrial activities.

To the north-west of Willochra Road (located within the General Neighbourhood Zone), the locality comprises residential dwellings, predominantly of single storey form, at low densities. The majority of these dwellings have been designed to face away from Willochra Road (and the industrial interface) with solid fencing fronting Willochra Road.

Locality and contextual plans are provided in the following pages.



Locality Plan – Aerial**Legend (Source: Nearmap)**


	Site boundary
	Locality boundary
	Representor within the locality



Contextual Plan:

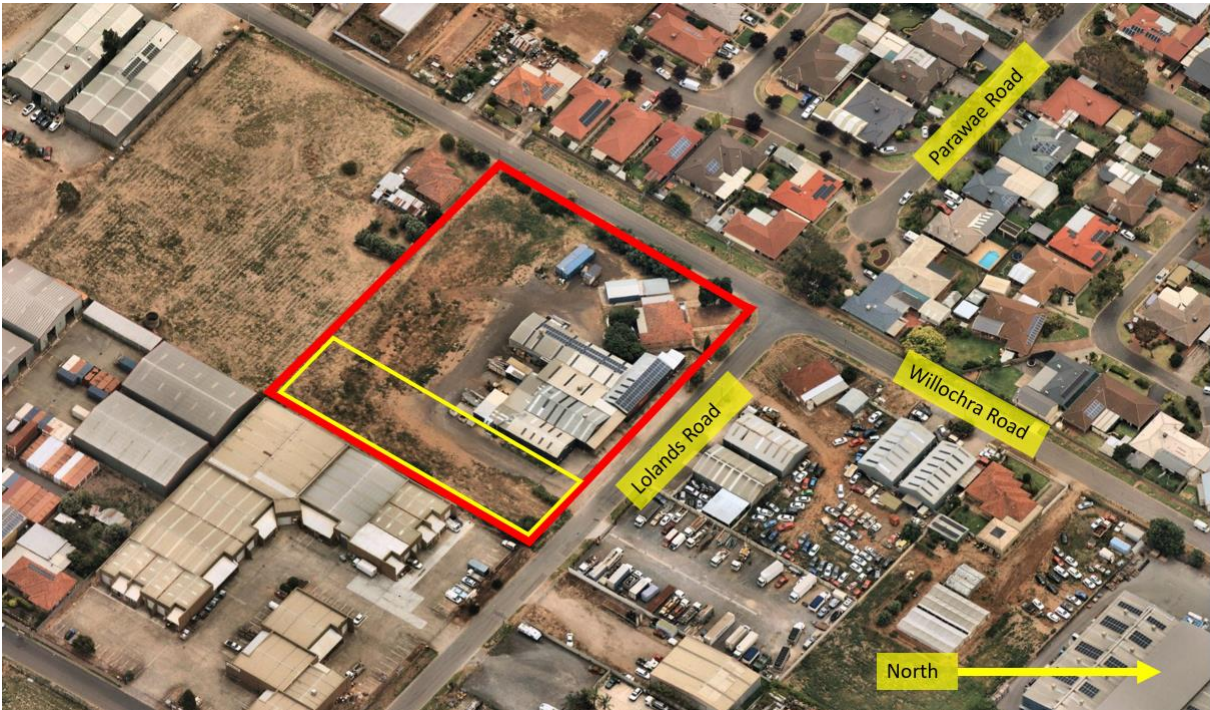


**Legend (Source: SAPPA)**

	Site boundary
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Panaroma View – Looking West



Legend (Source: NearMap)	
	Site boundary
	Development Site

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The application seeks Planning Consent for the change in use of the south-east portion of the subject allotment to support a storage facility (‘store’) for the storage of caravans with associated carparking, fencing over 2.1m in height and landscaping.

More specifically, the proposal comprises;

- Parking/storage opportunities for caravans – with leasing opportunities made available to the general public.
- Storage, maneuvering and vehicle parking areas will be sealed with an asphalt spray seal to support the proposed use.
- Forty-one (41) line marked parking spaces will be provided to support the proposed use.
- Access and egress will be provided to Lolands Road, with vehicles able to enter and exit in a forward direction.
- Provision of a 6m wide landscaping strip fronting Lolands Road;
- 2.4m high colorbond fencing will be provided to the side and rear boundaries of the development site, separating the activity from existing onsite commercial activities, and a 2.4m high tubular fence, with electric gate access will be provided to the front facing Lolands Road.



In addition, and while not in of itself ‘development’, 2.1m high colorbond fencing will be incorporated around the existing industrial buildings (Carrera Kitchens) to delineate both land use activities. This is internal fencing and will not affect existing operations, access or maneuvering.

- The facility is proposed to operate between 5am and 10pm, 7 days a week with no staff on site.
- No advertising signage is proposed with this application.

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

## 6. CLASSIFICATION

The proposed development is to be Performance Assessed against the relevant provisions of the Planning and Design Code as a storage facility (‘store’) and fencing, which are not listed as Accepted, Deemed to Satisfy or Restricted forms of development. The proposal therefore defaults to a Performance Assessed pathway.

## 7. PUBLIC NOTIFICATION

Representations received		
Representations received		Wish to be Heard
1	Magdalini, Koo and Victor Georgiadis 38-44 Willochra Road SALISBURY PLAN SA 5109	Yes

As per the Strategic Employment Zone, Table 5 – Procedural Matters (Notification) the proposed use (‘store’) is listed as excluded from notification. However, as the subject site is located adjacent to residential uses within the General Neighbourhood Zone (to the North-West), the application was required to be notified pursuant to section 107(6) of the *Planning, Development and Infrastructure Act 2016*.

Public notification occurred during the period of 22 December 2022 to 19 January 2023. The Council received one representation during the notification period, opposing the development and wishing to be heard.

A copy of the public notice and submission received are contained in Attachment 2. The Applicant’s response is provided in Attachment 3.

The content of the representation and the applicant’s response are summarized in the table below:

Summary of Representations	
Representation	Applicant’s Response
Magdalini, Koo and Victor Georgiadis	
Lack of clarity regarding nature of land use	<ul style="list-style-type: none"> <li>Proposed use is to establish a secure storage yard for vehicles i.e. caravans, camper trailers and light duty trailers and self-storage containers for domestic storage purposes. These will be made</li> </ul>



	<p>available for lease to the general public.</p> <ul style="list-style-type: none"> <li>• There is no intention to park or store larger vehicles, such as semi-trailers.</li> <li>• No other business activities are proposed, and there will be no loading, unloading or processing activities.</li> <li>• Entrance and exit for the existing business and proposed storage facility will be through Lolands Road, not Willochra Road.</li> <li>• Fencing to be colorbond offering security and noise attenuation</li> <li>• The site will be sealed, reducing dust.</li> <li>• While 24/7 access was sought, in light of the concerns raised, proposed operating hours are revised to 5am to 10pm 7 days a week, which is in keeping with the nearby National Storage facility (30A Barndioota Road) and is considered to be reasonable given low impact activities that are proposed.</li> </ul>
--	--

## 8. REFERRALS – STATUTORY

No statutory referrals are required.

## 9. REFERRALS – INTERNAL

### Development Engineer

- Councils Development Engineer has reviewed the proposed Civil and Stormwater Management Plan and has no fundamental concerns with the proposal. However, calculations are required to demonstrate that Council's water quality targets will be met. A Reserved Matter is recommended to this effect.



## 10. ASSESSMENT

Pursuant to 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, V2022.23 (29 November 2022). The following reasons are given in support of this recommendation:

- a. a storage facility ('store') is identified as an appropriate land use within the Strategic Employment Zone, subject to assessment of potential interface considerations.

### 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.

An extract of the relevant Code provisions, V2022.23 (29 November 2022), is contained in Attachment 4.

### Overlays

Overlay	Assessment
<b>Airport Building Heights (Regulated) - All structures over 15 metres</b>	Satisfied – the proposed development does not propose any building work or structures over 15 metres in height
<b>Building Near Airfields</b>	Satisfied – the proposed development will not pose a hazard to the operational and safety is requirements of commercial and military airfields.
<b>Defence Aviation Area (All structures over 90 metres)</b>	Satisfied – the proposed development does not propose any building work or structures over 90 metres in height
<b>Prescribed Wells Area</b>	Not applicable – the proposed development will not rely on a water supply from a prescribed well
<b>Regulated and Significant Tree</b>	Not applicable – the proposed development does not include Tree Damaging Activity.

### Land Use

The proposal is for a storage facility comprising storage and parking areas for caravans. Accordingly, the proposed use aligns with the definition of a 'store' as defined by *Part 7 – Land Use Definitions* of the Planning and Design Code ('the Code').

The subject land is situated within the Strategic Employment Zone of the Code. The proposed use accords with the desired outcome of development in the zone:



***Desired Outcome (DO) 1:*** a range of industrial, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.

Performance Outcome (PO) 1.1 provides further guidance on the importance of development compatibility with existing and future uses, and the corresponding Deemed-to-Satisfy / Designated Performance Feature (DTS/DPF) 1.1 explicitly identifies a ‘store’ as a contemplated use within the Zone. Accordingly, DTS/DPF 1.1 (and therefore PO 1.1) is met.

***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:*

- (a) Advertisement*
- (b) Automotive collision repair*
- (c) Electricity substation*
- (d) Energy generation facility*
- (e) Energy storage facility*
- (f) Fuel depot*
- (g) General industry*
- (h) Intermodal facility*
- (i) Light Industry*
- (j) Motor repair station*
- (k) Public service depot*
- (l) 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*

Given the subject site is located adjacent a General Neighbourhood Zone, PO 1.2 is considered relevant and states that development should be of a low impact, and avoid adverse impacts to amenity and safety:

***PO 1.2*** *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*

The development site is located approximately 100 metres from the General Neighbourhood Zone, physically separated by the existing buildings and industrial activities located on the subject site (Carrera Kitchens). In addition, and while located in the Strategic Employment Zone, the nearby residential dwellings located at 2 Lolands Road and 38-44 Willochra Road are located approximately 60 metres from the development site. Given these separation distances, and the relatively benign nature of the proposed land use, the proposal is considered to be appropriate and aligns with the intent of PO 1.2.



Accordingly, the storage facility is considered appropriate from a land use perspective, providing for a low impact activity close to the Zone periphery.

*Built Form, Scale and Siting*

The development incorporates open style tubular fencing and landscaping facing Lolands Road which will provide an appropriate level of visual amenity to the street, as well as offering passive surveillance opportunities to and from the site. While the final landscape detail has not yet been provided, a Reserved Matter is recommended to ensure this detail is provided and includes a range of appropriate species. Given this, on balance, the proposed development is seen to be consistent with PO 3.1 of the Strategic Employment Zone.

*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.*

*Interface and Operational Considerations*

The following Interface Between Land Use, General Development policies are considered most relevant to the assessment of interface impacts.

*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.*

*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:*

- (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.*

Given the nature of the proposed land use, it is considered that noise, hours of operation, lighting and dust are the most relevant impacts which warrant consideration.

As noted above, given the relatively benign nature of the proposed use, as well as the physical separation of the development site from the General Neighbourhood Zone and the existing dwellings in the Strategic Employment Zone, it is considered that noise will not have an unreasonable impact on the general amenity of the locality. Notwithstanding, a condition is recommended to ensure noise associated with the activity aligns with the EPA (Noise) Policy.



Similarly, in relation to hours of operation, it is considered that 5am – 10pm - 7 days a week is not unreasonable given the physical separation offered to the General Neighborhood Zone and to the existing dwellings in the Strategic Employment Zone. Further, it is noted the Applicant initially proposed 24-hour operations (which is not uncommon within an industrial/commercial precinct), however, opted to adjust the hours in response to the representors concerns.

While external lighting detail has not been provided, given the location of the development site, lighting is unlikely to have an adverse impact on amenity. Notwithstanding, a condition is recommended to ensure that all external lighting is managed and complies with relevant Australian Standards.

In relation to dust, it is noted that all parking and maneuvering areas are to be sealed with an asphalt spray seal. Accordingly, there are no anticipated dust impacts associated with the proposal.

On balance, the proposal is located and designed to minimise adverse impacts and therefore is not at variance to DO1 Interface between Land Uses:

***DO 1 (Interface between Land Uses):** Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.*

#### Car Parking and Vehicle Access

The General Development Policies, Transport Access and Parking – Table 1: Off Street Car Parking Requirements module of the Code provides that a ‘store’ requires 0.5 spaces per 100 sqm of total floor area. With no built form proposed, the forty-one (41) parking spaces provided are considered more than adequate to support the use.

In addition, dedicated onsite parking/storage areas are also accommodated for the caravans.

The proposed use is to be limited to one (1) new access point from Lolands Road, which is located to the east of the existing industrial access for Carrera Kitchens. The proposed access is located approximately 100 metres from the General Neighbourhood Zone, and is not expected to have an adverse impact to residential amenity. The proposed access is 8m wide and will allow for two-way simultaneous vehicle movements, thus minimizing impact or interruption to the public road. Further, all vehicles will be able to enter and exit the site in a forward direction.

Accordingly, the proposal is consistent with the following provisions of the General Development Policies, Transport Access and Parking;

***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.*

***PO 3.1** Safe and convenient access minimises impact or interruption on the operation of public roads.*



- 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.*
- PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.*
- 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.*
- 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.*
- 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.*

### Landscaping

Landscaping is proposed along the front boundary of the development site. While landscape species have yet to be provided (Reserved Matter recommended), the landscape area will enhance the visual appearance of the development and complement the open style tubular fencing, particularly when viewed from the street. Accordingly, the proposed landscape area will support an outcome which aligns with PO 5.1 and 5.2 of the Strategic Employment Zone.

- PO 5.1 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*
- PO 5.2 Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.*

### Stormwater Management

A civil and stormwater plan has been provided (prepared by Maxwell Project Services – Consulting Engineers) for the collection and disposal of surface water from the proposed development.



This has been reviewed by Council's Development Engineer and is determined to be acceptable from a stormwater management perspective, subject to confirmation that water quality targets will be met. A Reserved Matter is recommended to ensure this technical detail is provided.

## 11. CONCLUSION

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

- a) Is consistent with the land uses sought at the periphery of the Strategic Employment Zone and compatible with existing land uses in the locality;
- b) While of modest scale and appearance, will present appropriately to the street and surrounding properties. Landscaping and fencing will enhance the streetscape presentation, subject of a detailed landscape plan being provided at the design phase (Reserved Matter recommended);
- c) Will not have an unreasonable impact to amenity having regards to noise, hours of operation and dust. Lighting is recommended to be managed by way of condition; and
- d) Provides sufficient car parking spaces to accommodate the proposed use, allowing all vehicles to enter and exit the site in a forward direction.

Accordingly, it is recommended that Planning Consent be granted, subject to Reserved Matters and conditions.

## 12. 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.
- B. Section 107 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to application number 22037064 for Change of Use of portion of Site to Storage Facility ('Store') comprising Storage of Caravans with Associated Carparking, Fencing over 2.1m in height and Landscaping in accordance with the plans and details submitted with the application and subject to the following Reserved Matters and 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 102(5) of the *Planning, Development and Infrastructure Act 2016*:



1. Stormwater management arrangements, including accompanying design calculations, which consider the 10% AEP minor storm and 1% AEP major storm events.
  - (a) Stormwater discharge to the downstream system is not to exceed the pre-development discharge rate for the equivalent minor and major storm events; and
  - (b) Stormwater systems shall be designed and constructed to cater for minor storm flows (10% AEP). 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 1% AEP major storm event
  - (c) Surface drainage systems are to be designed and constructed in accordance with AS3500.3 – Section 5. Surface drainage systems are to be designed to ensure overflows, in storm events with an ARI of 100 years, do not present a hazard or nuisance to people or property or discharge over any adjoining land. Roof drainage systems are to be designed in accordance with AS3500.3 – Section 3. Stormwater discharge from the site to the downstream stormwater system is not to exceed the equivalent of the pre-developed minor storm event (10% AEP)
  - (d) Stormwater Quality Treatment modelling is to be provided to demonstrate that Council's water quality targets can be achieved. Water discharged from a development site is to be of a physical, chemical and biological condition equivalent to or better than its pre-development state. It's recommended that the following water quality targets requirements apply. These are to be verified through provision of a Stormwater Quality Treatment model to support the proposal:
    - 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
2. Final landscaping plan, prepared by a qualified and experienced landscape architect or horticulturalist, which shall include all of the following:
  - a. Final locations for all landscaped areas, including designated areas for trees, shrubs and groundcovers; and
  - b. Designated species to be used, noting should comprise species contained in the City of Salisbury Landscape Plan; and
  - c. Shade trees within the car parking areas; and
  - d. Pot sizes, confirming the tree planting shall comprise advanced growth species at time of planting; and
  - e. Maintenance methods including irrigation, barriers and protection from vehicles and pedestrians.



Planning 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
ME2768 – Sheet 01 of 06	Site Plan	20/2/2023	Maxwell Project Services
ME2768 – Sheet 03 of 06	Street View	20/2/2023	Maxwell Project Services

*The approved documents referred to above may be subject to minor variation, pursuant to Regulation 65 of the Planning, Development and Infrastructure (General) Regulations 2017.*

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

*All documents referred to under Reserved Matters 1 and 2 inclusive constitute approved documents and form part of this Consent.*

2. The invert, crossover and driveway shall be constructed, prior to commencement of use, in accordance with Council's Vehicle Crossover Standard Detail, Drawing SD-12, SD-13 and SD-14.
3. The car parking layout including car park spaces, aisle widths and manoeuvring area shall be designed and constructed to comply with AS 2890.1-2009 – Off-Street Car Parking, Part 1, Austroads "Guide to Traffic Engineering Practice Part 11 – Parking", AS 2890.2 – Facilities for Commercial Vehicles and AS 2890.6 – 2009 – Parking Facilities – Part 6: Off-street parking for people with disabilities.
4. All driveways, car parking and manoeuvring areas shall be constructed with 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 commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council.
5. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers in accordance with the Landscape Plan approved under Reserved Matter 2. All landscaping shall be completed, prior to commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council (including the replacement of diseased or dying plants and the removal of weeds and pest plants).
6. The approved use operating times shall be limited to 5.00am to 10.00pm.
7. Noise measured at the nearest residential property boundary shall comply with the Environment Protection (Noise) Policy 2007 at all times.
8. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or driveways at any time.



9. 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’.

Advice Notes

**1. Rights of Appeal**

The applicant has a right of appeal against the conditions which have been imposed on this Planning Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

**2. Building Rules Consent and Approval Still Required**

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.

**3. Commencement**

The development shall be lawfully commenced by substantial work on the site of the development within 2 years from the date of Development Approval. If substantial work on the site has occurred within 2 years, the development shall be substantially or fully completed within 3 years from the date of Development Approval.

**4. Advice regarding Council land**

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 wilful damage.

### 5. **Siting of Building Work**

It is your responsibility to ensure that any 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.

### 6. **Plans Available Onsite**

The Council approved plans should be available on site at all times while performing the building work.

### 7. **Fences Act**

You will need to obtain your permission from your neighbour should you wish to access their property to carry out construction work adjacent the boundary or if you wish to erect common boundary fencing or boundary retaining walls, pursuant to the *Fences Act 1975*.

To find out more, please visit:

<https://lsc.sa.gov.au/resources/fencesandthelawbooklet.pdf>

### 8. **Construction Noise**

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;*
- *After 7pm or before 7am on any other day.*

### 9. **EPA and Local Nuisance Matters**

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.

In addition, the applicant is responsible for ensuring the development (including demolition, civil works and construction activities) do not cause a 'local nuisance' under the *Local Nuisance and Litter Control Act 2016*



Accordingly, your site planning activities should consider:

- providing a stabilised entry/exit point to the site for all construction and trade vehicles, including contained wash down area for vehicles and equipment
- appropriately located stockpiles and storage materials
- a suitable and designated area for brick cutting and concrete works
- a contained area for paint and plastering waste and wash waters
- appropriate location of noisy equipment so as to avoid unreasonable impacts to neighbours
- dust control measures such as use of a water cart and/or covering stockpiles

Note: EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following

## **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



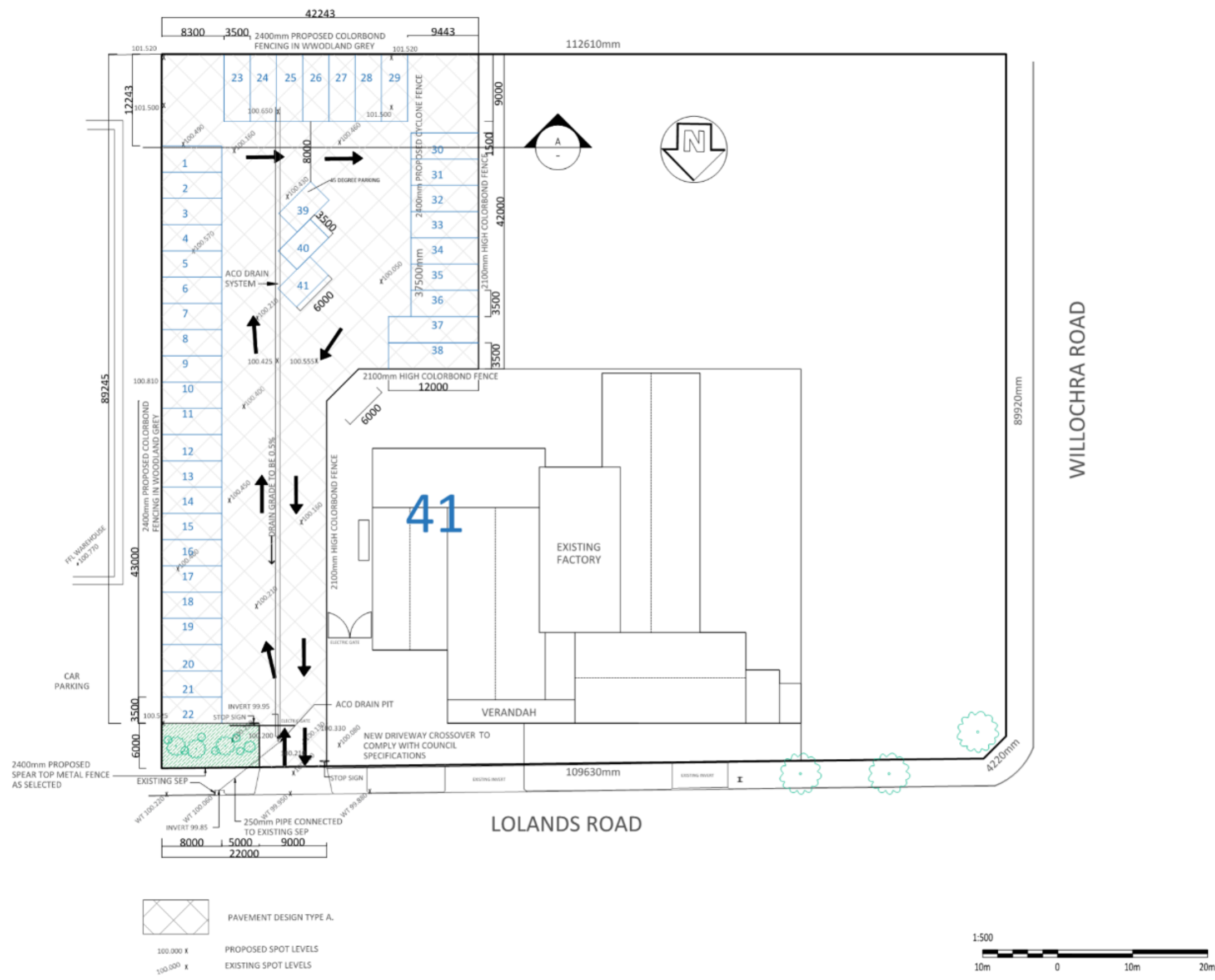




## **Appendix 1**

### *Proposal Plans and Supporting Documentation*



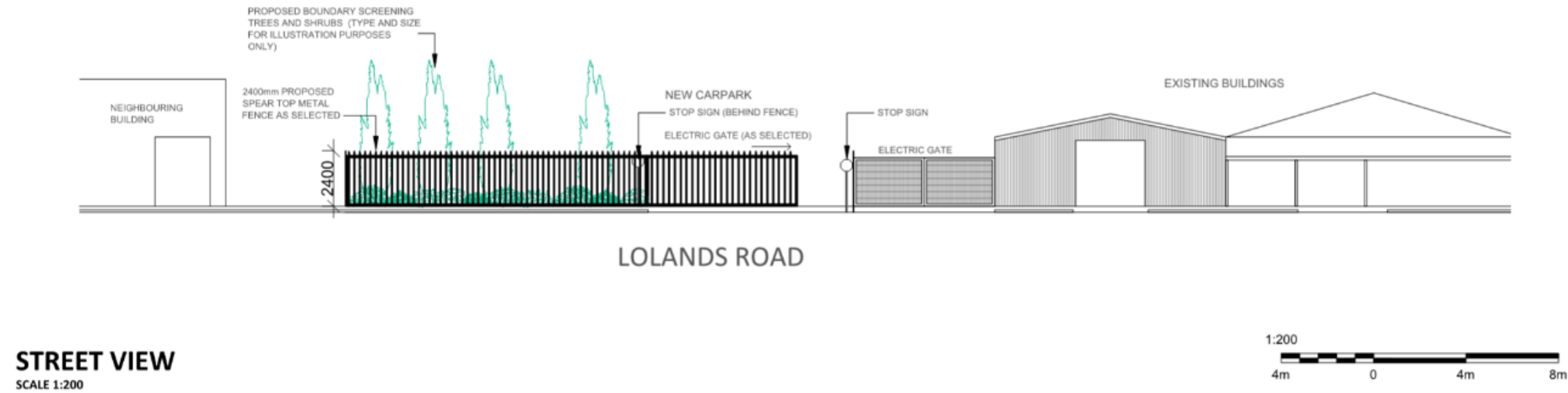


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Email: engineering@maxwellprojectservices.com.au	
CLIENT: CARRERA KITCHENS	
PROJECT TITLE: CARPARK	
SITE ADDRESS: 9 LOLLANDS RD. SALISBURY PLAINS	
DRAWING TITLE: SITE PLAN	
SHEET NO: 01 OF 06	DESIGNED/DRAWN BY: TW
SCALE: 1:500 @ A3	CHECKED BY: JC
DRAWING NO: ME2768	DATE: 20/02/2023
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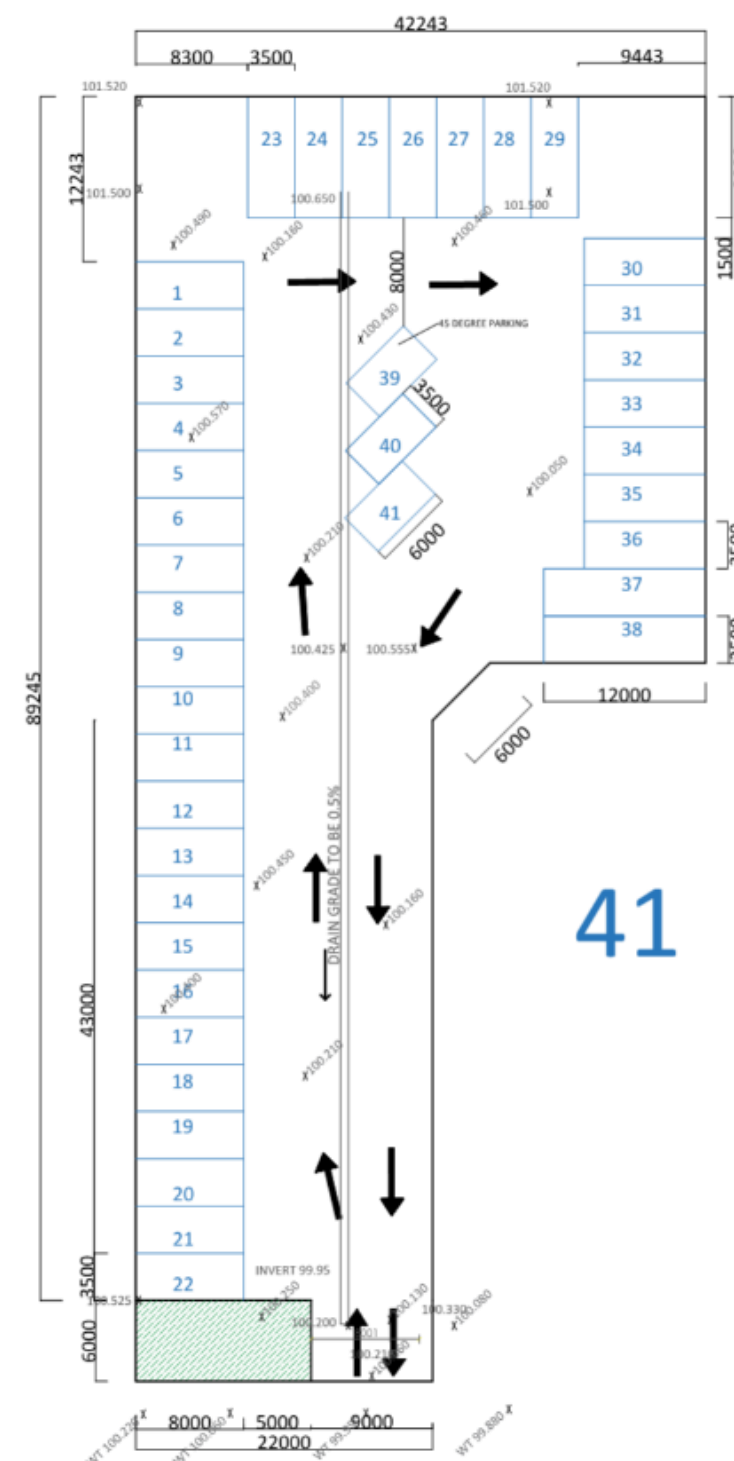
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CLIENT: CARRERA KITCHENS	
PROJECT TITLE: CARPARK	
SITE ADDRESS: 9 LOLANDS RD. SALISBURY PLAINS	
DRAWING TITLE: STREET VIEW & CONTAINERS	
SHEET NO: 03 OF 06	DESIGNER/DRAWN BY: TW
SCALE: 1:200 @ A3	APPROVED BY: JC
JOB NUMBER: ME2768	DATE: 20/02/2023

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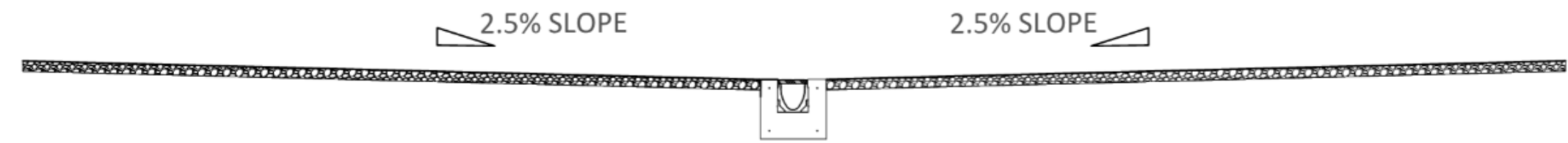


**MAXWELL PROJECT SERVICES - CONSULTING ENGINEERS**  
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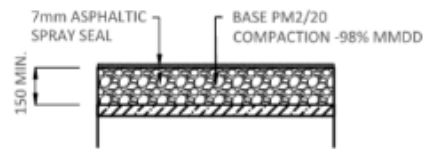
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PROJECT TYPE:	CARPARK		
SITE ADDRESS:	9 LOLANDS RD. SALISBURY PLAINS		
DRAWING TITLE:	ACO DRAIN NOTES		
SHEET NO:	02 OF 06	DESIGNED/DRAWN BY:	TW
SCALE:	1:500 @ A3	CHECKED BY:	JC
JOB NUMBER:	ME2768	DATE:	20/02/2023

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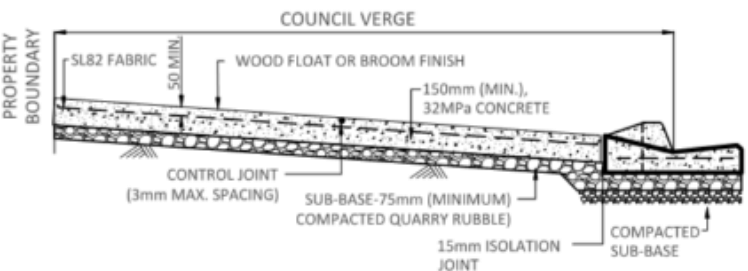


SECTION A-A  
SCALE 1: 100



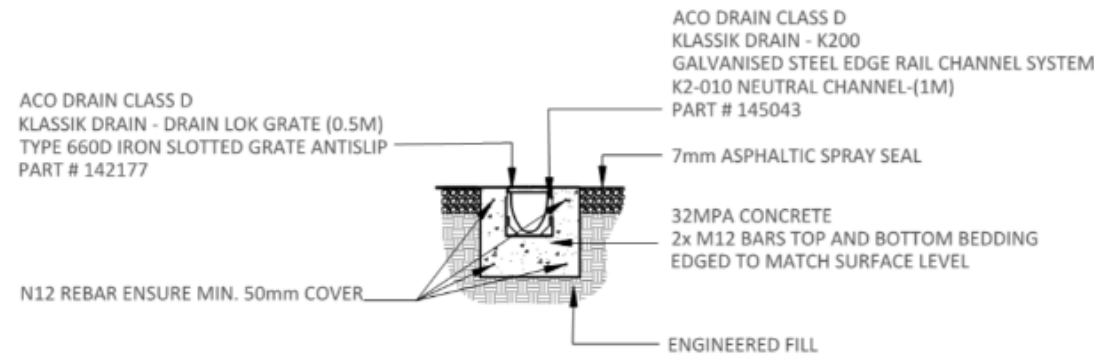
PAVEMENT TYPE A.  
SCALE: N.T.S.

- NOTE:-
1. ASPHALTIC SPRAY SEAL TO AS 2150.
  2. BASE - PM2/20QG (>98% MODIFIED COMPACTION)
  3. ALL LAYERS SHALL BE >98% MODIFIED COMPACTION AS PER AS 1289.5.2.1 - 2017



CONCRETE VEHICLE CROSSOVER SECTION  
SCALE: N.T.S.

- NOTE:-
1. CROSS OVER PAVEMENTS:- REFERENCES AS3727, GUIDE TO RESIDENTIAL PAVEMENTS; CMAA T44, T45 & T46.
  2. ALL KERBING CONCRETE TO CONTAIN BLACK OXIDE UPTO THE RATE OF 10Kgs/Cu.M., TO MATCH EXISTING.
  3. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH COUNCIL'S "TECHNICAL SPECIFICATION FOR CONCRETE WORK".
  4. SEWER INSPECTION POINT TO BE ADJUSTED TO SUIT NEW LEVEL.
  5. THIS DETAIL REPRESENTS PAVEMENT DETAILS ONLY AND VERTICAL ALIGNMENT IS NOT TO BE TAKEN FROM THIS DRAWING.



DRAIN DETAIL  
SCALE: N.T.S.

STORM WATER PIPE DESIGN TO AS/NZS 3500.3: 2018			
CATCHMENT AREA	A	=	2366 Sq. m
INTENSITY	I	=	44.4 mm/HR
RUNOFF COEFFICIENT	C	=	1
DESIGN FLOW	C	=	C*I*A/3600 L/s
		=	1*44.4*2366/3600
		=	29.18 L/s
PIPE MATERIAL		=	PVC
COLEBROOK-WHITE ROUGHNESS COEFFICIENT	k	=	0.015
FROM TABLE 5.4.11.2			
HYDRAULIC GRADE 1 IN 7	HG	=	100
FROM AS/NZS 3500.3 FIGURES 5.4.11.2(a)			
PIPE SIZE	DIA	=	163mm
FROM AS/NZS 3500.3 FIGURE 5.4.11.2(a)			
NEAREST AVAILABLE SIZE	DIA	=	225mm

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MAXWELL PROJECT SERVICES - CONSULTING ENGINEERS			
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Phone: 08 8426 0352		Mobile: 0406 168 560	
Email: engineering@maxwellprojectservices.com.au			
CLIENT:	CARRERA KITCHENS		
PROJECT TYPE:	CARPARK		
SITE ADDRESS:	9 LOLANDS RD. SALISBURY PLAINS		
DRAWING TITLE:	SECTION & DETAILS		
SHEET NO.:	04 OF 06	DESIGNED/DRAWN BY:	TW
SCALE:	AS SHOWN @ A3	CHECKED BY:	JC
JOB NUMBER:	ME2768	DATE:	20/02/2023
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PAVEMENT - NOTES

GENERAL NOTES

1.

THE CONTRACTOR SHALL CHECK ALL SERVICE LOCATIONS PRIOR TO COMMENCING WORK.
2.

SAWCUT EXISTING PAVEMENT AT LIMIT OF WORKS TO ENSURE NEAT MATCH TO NEW WORKS.
3.

CARE SHALL BE TAKEN WHEN EXCAVATING IN THE VICINITY OF SERVICES.
4.

EXCAVATION WITHIN 4.5m RADIUS OF TREES SHALL BE CARRIED OUT WITH HAND HELD EQUIPMENT. CUTTING OF TREE ROOTS GREATER THAN 25mm DIA SHALL BE CARRIED OUT UNDER THE SUPERVISION OF AN ARBORIST.
5.

THE CONTRACTOR SHALL MAINTAIN ALL WORK SITES IN A SAFE STABLE, AND TRAFFICABLE CONDITION.
6.

THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL SHORING, PLANKING, AND STRUTTING, DEWATERING DEVICES, BARRICADES, SIGNS, LIGHTS, ETC NECESSARY TO KEEP WORKS IN A SAFE AND STABLE CONDITION AND FOR THE PROTECTION OF THE PUBLIC.
7.

THE CONTRACTOR SHALL ENSURE THAT NO POLLUTED OR SEDIMENT LADEN RUNOFF ENTERS ANY DRAIN OR WATERCOURSE. THE CONTRACTOR SHALL ENSURE THAT PRECAUTIONS ARE TAKEN TO PREVENT EMISSION OF DUST, WHETHER FROM THE OPERATION OF CONSTRUCTION EQUIPMENT OR OTHERWISE.
8.

THE CONTRACTOR SHALL ADJUST ALL AFFECTED SERVICE COVERS TO MATCH NEW PAVEMENT LEVELS.
9.

WHERE OPTIC FIBRE EXISTS THE CONTRACTOR SHALL COORDINATE EXCAVATION WORKS WITH RELEVANT AUTHORITY.
10.

THE CONTRACTOR SHALL UNDERTAKE WORKS IN ACCORDANCE WITH THE RELEVANT CONFINED SPACE STANDARDS AND REGULATIONS WHERE APPROPRIATE.
11.

THE CONTRACTOR SHALL NOT EXCAVATE LESS THAN 2M FROM AN EXISTING BUILDING FOOTINGS WITHOUT CONTACT ENGINEER.
12.

THE CONTRACTOR SHALL ESTABLISH GRASSED AREAS IN ACCORDANCE WITH COUNCIL REQUIREMENTS.
13.

THE CONTRACTOR SHALL COORDINATE WORKS WITH RELEVANT PUBLIC TRANSPORT AUTHORITY.
14.

ISOLATION JOINTS SHALL BE CONSTRUCTED AROUND THE PERIMETER OF THE NEW PAVING WORKS, AGAINST BUILDINGS, AROUND PITS, COVERS, POLES, KERB, PAVEMENT LIGHTS AND EXISTING PAVERS.
15.

EXPANSION JOINTS SHALL BE CONSTRUCTED IN REINFORCED CONCRETE PAVEMENT BASE AT MAXIMUM 10m SPACINGS, PERPENDICULAR TO THE KERB LINE, UNLESS SHOWN OTHERWISE.
16.

THE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATIONS ISSUED BY THE SUPERINTENDENT AND WITH SUCH OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.
17.

THE DRAWINGS SHALL NOT BE SCALED
18.

ALL DIMENSIONS RELEVANT TO SET OUT SHALL BE CONFIRMED AND VERIFIED BY THE CONTRACTOR BEFORE CONSTRUCTION IS COMMENCED. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES TO THE SUPERINTENDENT.
19.

EXISTING CONTOURS, LEVELS AND FEATURES ARE INDICATIVE ONLY AND ARE BASED UPON SURVEY DRAWINGS AND DATA SUPPLIED BY CLIENT.
20.

PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE THE CONTRACTOR SHALL CONTACT THE RELEVANT AUTHORITIES TO ASCERTAIN THE POSSIBLE LOCATION OF FURTHER SERVICES AND DETAILED LOCATION AND DEPTH OF ALL SERVICES AND ARRANGE FOR THEIR RELOCATION WHERE NECESSARY.
21.

UPON COMPLETION THE WHOLE SITE SHALL BE CLEANED UP AND ALL RUBBISH REMOVED AND THE SITE LEFT IN A CLEAN AND TIDY CONDITION TO THE SATISFACTION OF THE SUPERINTENDENT.

BULK EXCAVATION AND PAVEMENT NOTES

1.

TOPSOIL SHALL BE STRIPPED WITHIN THE LIMIT OF EARTHWORKS TO AS 3798. QUANTITIES OF SELECT TOPSOIL MATERIAL FOR FUTURE LANDSCAPE WORKS SHALL BE STOCKPILED AS DIRECTED BY THE SITE SUPERVISOR OR EQUIVALENT.
2.

AFTER BULK EXCAVATION HAS BEEN COMPLETED THE FORMED SURFACE SHALL BE PROOF ROLLED AND TESTED IN ACCORDANCE WITH **AS 1289.5.2.1 - 2017**. AFTER TOPSOIL STRIP IN FILL ZONES HAS BEEN COMPLETED THE SURFACE SHALL BE PROOF ROLLED AND TESTED IN ACCORDANCE WITH **AS 1289.5.2.1 - 2017**. ALL AREAS TO BE INSPECTED BY ENGINEER.
3.

ANY SOFT, WET OR UNSUITABLE SUBGRADE MATERIALS, AS DEFINED IN THE SPECIFICATION, SHALL BE REMOVED AND REPLACED WITH AN APPROVED MATERIAL.
4.

ALL SURPLUS EXCAVATED MATERIALS SHALL BE PLACED ON SITE AS DIRECTED BY THE SITE SUPERVISOR OR EQUIVALENT.
5.

APPROVED FILL MATERIALS SHALL BE PLACED IN UNIFORM LAYERS, EACH LAYER THICKNESS SHALL BE SUCH THAT THE BOTTOM OF EACH LAYER IS COMPACTED TO THE SPECIFIED RELATIVE COMPACTION , COMPACTED, TESTED AND PROOF ROLLED IN ACCORDANCE WITH **AS 1289.5.2.1 - 2017**. THE FINISHED EARTHWORKS LEVEL SHALL BE PROOF ROLLED AND TESTED AS SPECIFIED IN **AS 1289.5.2.1 - 2017** PRIOR TO PAVEMENT CONSTRUCTION.
6.

DURING CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTING AND MAINTAINING A TEMPORARY SITE DRAINAGE SYSTEM AND TO MAINTAIN THE SITE IN A DRY AND STABLE CONDITION. DETAILS OF THE DRAINAGE SYSTEM SHALL BE SUBMITTED FOR THE APPROVAL OF THE SITE SUPERVISOR OR EQUIVALENT.
7.

UNLESS NOTED OTHERWISE ALL BATTERS SHAPED TO FINAL PROFILE SHALL BE CONSTRUCTED AT A SLOPE OF 1 IN 2 (CUT AND FILL), TEMPORARY CONSTRUCTION BATTERS SHALL BE LIMITED TO 1 IN 1.5. STEEPER SLOPES SHALL NOT BE CONSTRUCTED UNLESS APPROVED BY THE SUPERINTENDENT. STABILIZATION AND EROSION PROTECTION SHALL BE PROVIDED AS DIRECTED BY THE SUPERINTENDENT, AT THE CONTRACTOR'S EXPENSE.THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF TEMPORARY WORKS.
8.

AREAS REQUIRING FILL ARE TO BE PLACED IN LOOSE 200mm THICK LAYERS AND COMPACTED TO 98% MODIFIED COMPACTION TO **AS 1289.5.2.1 - 2017**. FILL IS TO BE PM2/20G OR SIMILAR APPROVED MATERIAL. ALL FILL IS TO BE TESTED FOR COMPACTION BY A SUITABLY QUALIFIED GEOTECHNICAL ENGINEER IN ACCORDANCE WITH AS3798. ALL RESULTS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO PLACEMENT OF PAVEMENTS
9.

ALL UNDERGROUND SERVICES SHALL BE LAID PRIOR TO FINAL SEALING OF ANY PAVEMENTS.
10.

ASPHALT TO LAYED TO **AS 2150:2020**

ATTENTION TO CONTRACTOR

1.

THE CONTRACTOR SHALL REINSTATE ANY AFFECTED FOOTPATH, VEHICLE CROSSING & NATURE STRIP TO THE REQUIREMENTS OF THE MUNICIPAL COUNCIL.
2.

THE CONSULTANT IS RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE WORKS. ANY PROBLEMS ARISING DURING CONSTRUCTION SHALL BE DIRECTED TO THE ENGINEER.
3.

THE CONTRACTOR IS DIRECTLY RESPONSIBLE FOR SETOUT. SHOULD ACTUAL SITE CONDITIONS CONFLICT IN ANY WAY WITH THAT DOCUMENTED, THE CONTRACTOR MUST CONTACT THE OFFICE OF THE CONSULTANT FOR CLARIFICATION BEFORE PROCEEDING.

ENVIRONMENTAL

ALL TREES MUST BE PRESERVED & PROTECTED AT ALL TIMES UNLESS OTHERWISE NOTED ON THE DESIGN PLANS.

ROAD OPENING PERMIT

THE CONTRACTOR SHALL OBTAIN A ROAD OPENING PERMIT FOR ANY WORKS WITHIN THE ROAD RESERVE AND COMPLY WITH ALL REQUIREMENTS.

SHOULD ANY SPECIFICATION/ DETAIL BE UNCLEAR CONTACT ENGINEER PRIOR TO PROCEEDING

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axwell

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CLIENT: CARRERA KITCHENS

PROJECT TYPE: CARPARK

SITE ADDRESS: 9 LOLANDS RD. SALISBURY PLAINS

DRAWING TITLE: PAVEMENT NOTES

SHEET NO: 05 OF 06

SCALE: AS SHOWN @ A3

JOB NUMBER: ME2768

DRAWN BY: TW

CHECKED BY: JC

DATE: 20/02/2023

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Council Assessment Panel Agenda - 28 February 2023

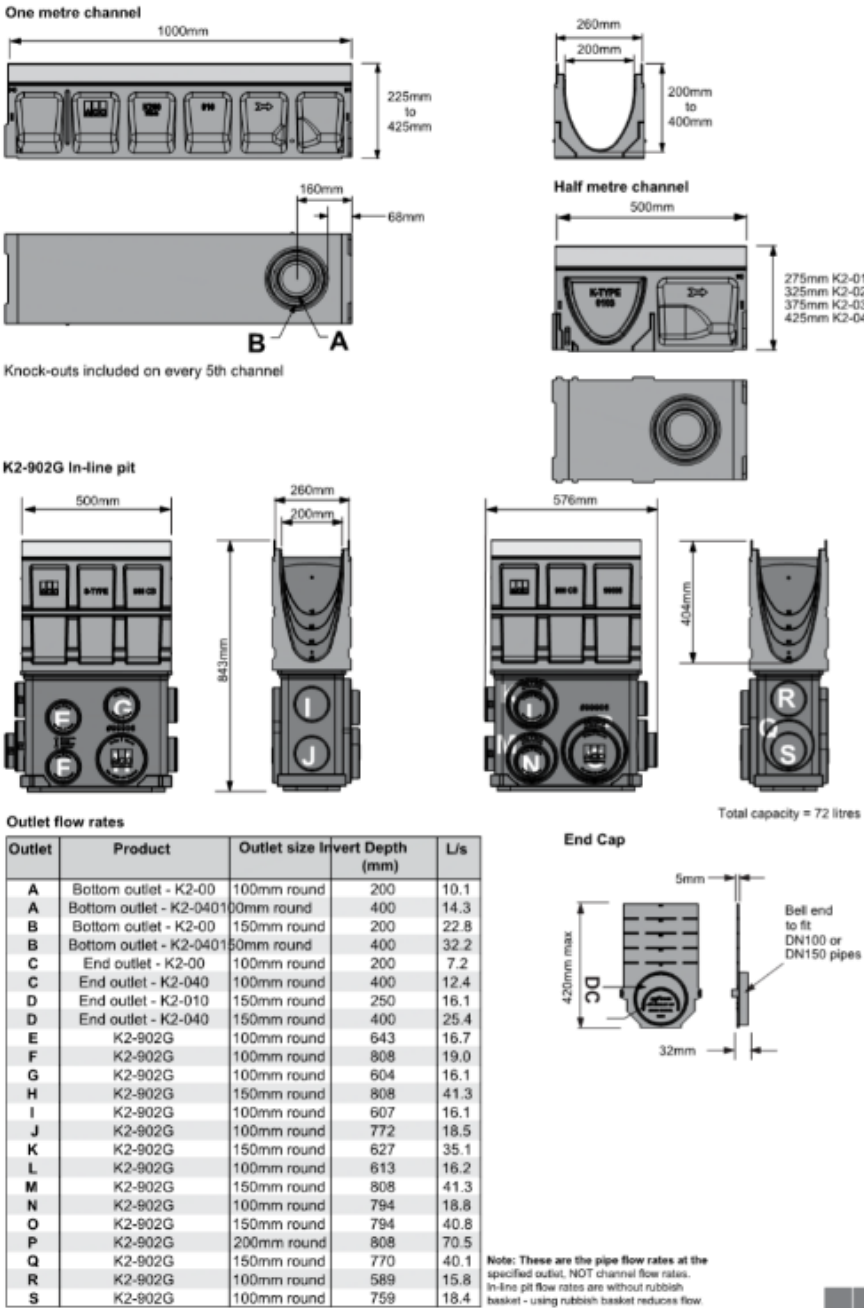
City of Salisbury

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation



ACO DRAIN®

KlassikDrain - K200 Galvanised steel edge rail channel system



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ACO DRAIN®

KlassikDrain - K200 Galvanised steel edge rail channel system

Description	Part No.	Invert2 (mm)	Weight (kg)	Description	Part No.	Invert2 (mm)	Weight (kg)
K2-00 Neutral channel - (1m)	145041	200	37.9	K2-28 Sloped channel - (1m)	145028	340	51.4
K2-1 Sloped channel - (1m)	145001	205	37.9	K2-29 Sloped channel - (1m)	145029	345	51.9
K2-2 Sloped channel - (1m)	145002	210	38.4	K2-30 Sloped channel - (1m)	145030	350	52.4
K2-3 Sloped channel - (1m)	145003	215	38.9	K2-030 Neutral channel - (0.5m)	145047	350	52.4
K2-4 Sloped channel - (1m)	145004	220	39.4	K2-0303 Neutral channel - (0.5m)	145048	350	30.8
K2-5 Sloped channel - (1m)	145005	225	39.9	K2-31 Sloped channel - (1m)	145031	355	52.9
K2-6 Sloped channel - (1m)	145006	230	40.4	K2-32 Sloped channel - (1m)	145032	360	53.4
K2-7 Sloped channel - (1m)	145007	235	40.9	K2-33 Sloped channel - (1m)	145033	365	53.9
K2-8 Sloped channel - (1m)	145008	240	41.4	K2-34 Sloped channel - (1m)	145034	370	54.4
K2-9 Sloped channel - (1m)	145009	245	41.9	K2-35 Sloped channel - (1m)	145035	375	54.9
K2-10 Sloped channel - (1m)	145010	250	42.4	K2-36 Sloped channel - (1m)	145036	380	55.4
K2-010 Neutral channel - (1m)	145043	250	42.4	K2-37 Sloped channel - (1m)	145037	385	55.9
K2-0103 Neutral channel - (0.5m)	145044	250	25.4	K2-38 Sloped channel - (1m)	145038	390	56.4
K2-11 Sloped channel - (1m)	145011	255	42.9	K2-39 Sloped channel - (1m)	145039	395	56.9
K2-12 Sloped channel - (1m)	145012	260	43.4	K2-40 Sloped channel - (1m)	145040	400	57.4
K2-13 Sloped channel - (1m)	145013	265	43.9	K2-040 Neutral channel - (1m)	145049	400	57.4
K2-14 Sloped channel - (1m)	145014	270	44.4	K2-0403 Neutral channel - (0.5m)	145050	400	34.9
K2-15 Sloped channel - (1m)	145015	275	44.9	K2-902G In-line pit (0.5m) <sup>1</sup>	141819	8434	30.8
K2-16 Sloped channel - (1m)	145016	280	45.4	Type 900 In-line plastic rubbish basket	13999	-	0.5
K2-17 Sloped channel - (1m)	145017	285	45.9	Universal end cap	96821	4204	0.6
K2-18 Sloped channel - (1m)	145018	290	46.4	Debris strainer for 100mm knockout	93488	-	0.1
K2-19 Sloped channel - (1m)	145019	295	46.9	Installation device	97478	-	1.8
K2-20 Sloped channel - (1m)	145020	300	47.4	Grate removal tool	01318	-	0.1
K2-020 Neutral channel - (1m)	145045	300	47.4	QuickLok bar	10457	-	0.1
K2-0203 Neutral channel - (0.5m)	145046	300	29.0				
K2-21 Sloped channel - (1m)	145021	305	47.9				
K2-22 Sloped channel - (1m)	145022	310	48.4				
K2-23 Sloped channel - (1m)	145023	315	48.9				
K2-24 Sloped channel - (1m)	145024	320	49.4				
K2-25 Sloped channel - (1m)	145025	325	49.9				
K2-26 Sloped channel - (1m)	145026	330	50.4				
K2-27 Sloped channel - (1m)	145027	335	50.9				

- Notes:
- This channel offers bottom knockout feature; 100mm & 150mm round.
  - Inverts shown are male end, for female invert depths - subtract 5mm from male invert (except neutral channels where it will be the same as the male invert). To calculate overall channel depth add 25mm to invert depth.
  - In-line pit assembly (polymer concrete top with galvanised steel edge rail, plastic base & removable QuickLok Bar). Select appropriate QuickLok grate to suit.
  - Overall depth of in-line pit and end caps.

Specifications	Flexural Strength:	26 MPa	drainage. K200 sloped channels shall have a built-in slope of 0.5%. All channels shall be interlocking with a male/female joint.
General	Tensile Strength:	14 MPa	Grates
	Water Absorption:	0.07%	
Materials	Frost Proof:	YES	Installation
	Coefficient of Expansion/Contraction:	2.02x10 <sup>-6</sup> /°C	
	Water Vapour Transmission:	0.0364g/m2	
	Non Flammable:	YES	
	Roughness (Mannings):	n=0.011	
	Resistant to Weathering:	YES	
	Dilute Acid and Alkali Resistant:	YES	
	SF Sealant Groove:	YES	
	Channels	K200 channel shall be 200mm nominal internal width with an overall width of 260mm. Channel invert shall have a V-profile to allow efficient	
	Compressive Strength:	98 MPa	

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New Zealand  
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Email: engineering@maxwellprojectservices.com.au

CLIENT:	CARRERA KITCHENS
PROJECT TYPE:	CARPARK
SITE ADDRESS:	9 LOLANDS RD. SALISBURY PLAINS
DRAWING TITLE:	ACO DRAIN NOTES
SHEET NO.:	06 OF 06
SCALE:	AS SHOWN @ A3
JOB NUMBER:	ME2768
DATE:	20/02/2023

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## **Appendix 2**

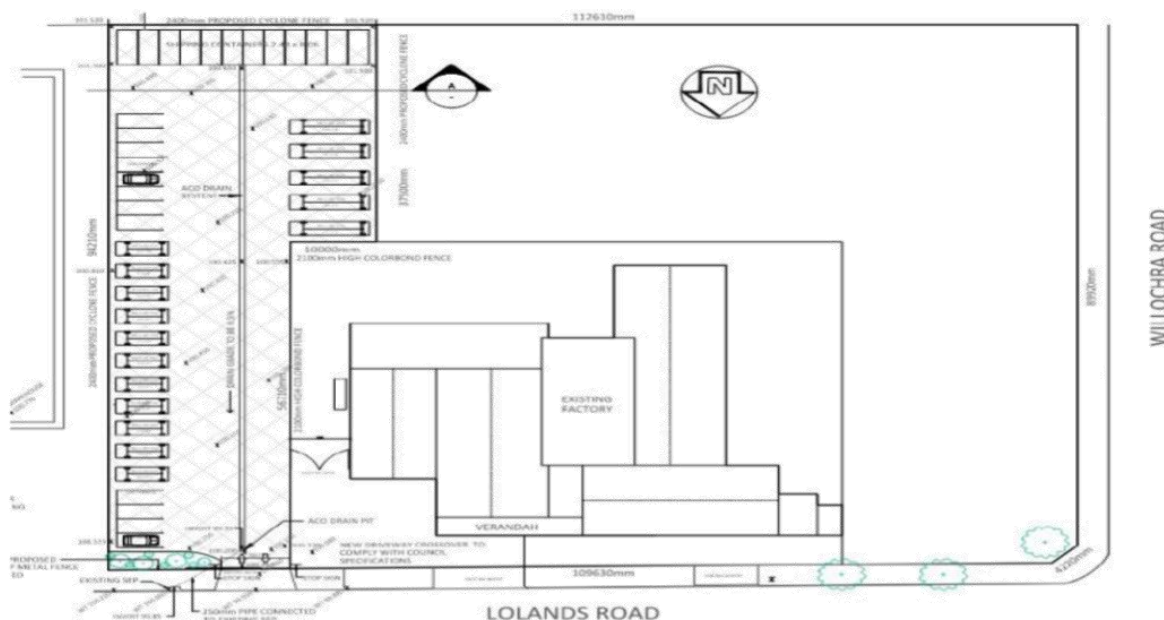
### *Copy of Sign Displayed on the Land and Representations*



Planning, Development & Infrastructure Act 2010 - Notice under Section 107(3)(a)(ii)

# Proposed Development

1-9 LOLANDS RD SALISBURY PLAIN SA 5109



## APPLICANT

Justin Foti

## APPLICATION NUMBER

22037064

## NATURE OF DEVELOPMENT

Change of Use of portion of Site to Storage Facility for Vehicles and Trailers with Associated Storage Containers, Carparking, Fencing over 2.1m and Landscaping

VIEW THE PLANS AND HAVE YOUR SAY ON THE APPLICATION

[www.plan.sa.gov.au/en/public\\_notices](http://www.plan.sa.gov.au/en/public_notices)

MAKE A REPRESENTATION

**Up until 11:59pm on the 19-01-2023**



## FOR MORE INFORMATION

### CONTACT

City of Salisbury

### PHONE

08 8406 8222

### EMAIL

[representations@salisbury.sa.gov.au](mailto:representations@salisbury.sa.gov.au)

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



## Details of Representations

### Application Summary

Application ID	22037064
Proposal	Change of Use of portion of Site to Storage Facility for Vehicles and Trailers with Associated Storage Containers, Carparking, Fencing over 2.1m and Landscaping
Location	1-9 LOLANDS RD SALISBURY PLAIN SA 5109

### Representations

**Representor 1** - Magdalini and Koo and Victor Georgiadis

Name	Magdalini and Koo and Victor Georgiadis
Address	38-44 WILLOCHRA ROAD SALISBURY PLAIN SA, 5109 Australia
Submission Date	19/01/2023 12:42 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

#### Reasons

### Attached Documents

Da22037064Representation-MKAndVGeorgiadis-19Jan2023-4703114.pdf



# **REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT**

*Planning, Development and Infrastructure Act 2016*



<b>Applicant:</b>	Justin Foti
<b>Development Number:</b>	22037064
<b>Nature of Development:</b>	Change of Use of portion of Site to Storage Facility for Vehicles and Trailers with Associated Storage Containers, Carparking, Fencing over 2.1m and Landscaping
<b>Zone:</b>	Strategic Employment
<b>Subject Land:</b>	1-9 Lolands Road Salisbury Plain
<b>Contact Officer:</b>	Sammy Ondeyo
<b>Phone Number:</b>	8406 8222
<b>Close Date:</b>	Thursday 19 <sup>th</sup> January 2023

My name*: Magdalini Georgiadis Kod Georgiadis Victor Georgiadis.	My phone number: [REDACTED]
My postal address*: Lot 24 38 Willochra Road Salisbury Plain, S.A.	My email*: do not have one. —

\* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development <input type="checkbox"/> I support the development with some concerns (detail below) <input checked="" type="checkbox"/> I oppose the development
-----------------	--

The specific reasons I believe that planning consent should be <del>granted</del> /refused are: Please read attached notes/pages.
--

[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.

*Each person making a submission should indicate whether they wish to appear personally, or be represented by another party, in support of their submission. Please note that should you nominate to be heard in support of your representation, you will be required to attend a Council Assessment Panel meeting held at the Council offices, scheduled on the fourth Tuesday of each month at 6.30pm (unless otherwise advised).*

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 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:  \_\_\_\_\_

Date: 17/1/2023

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/



Kon & Magdalini Georgiadis 17/1/23 (1)  
 Lot 24, 138 Willachra Rd, Salisbury Plain.

1. We object to <sup>the</sup> following development.
2. It seems, based on the zoning change, Mr Foti intends to start some sort of school for training purposes.
3. This proved disastrous in the past.
4. Whether he does or does not, our concerns remain the same.
5. The nature of the business is not clearly clarified.
6. There is a lack of transparency as to the nature of the trailers, also the nature of the vehicles. Are the trailers for heavy vehicles; such as semi-trailer trucks, tip trucks, big rigs, semi-trucks and eighteen-wheelers etc?
7. Is there going to be loading and unloading of goods all day, all night and disturbing our peace and well-being?
8. We have concerns about noise pollution and earth vibrations during the day or night!



(2)

9. Fumes and toxic wastes are of great concern to us, if the wrong types of vehicles are in use on the site. Eg, road surface sealing vehicles which are used to repair roads.

These vehicles are very loud and disturbing to hear when they begin their furnaces.

The process causes a foul, strong, sickening toxic odour and smoke into the car which is unbearable to breathe. (Which Mr Foti has done before without our parents being informed!)

10. The large waste bins that are situated at the back of Foti's current existing business, 'Carrera Kitchens', and which are constant in use of the said business, and the daily vehicle traffic associated with his current existing business, Carrera Kitchens, will be redirected closer to our house as a result if this proposed development goes ahead.

To clarify, we do not wish, when his waste bins are regularly emptied, to have the saw-dust debris, blowing towards our house, or our back-yard.

cont.



10. Also we believe the heavy vehicles <sup>(3)</sup> in conjunction with Carrerra Kitchen will enter and leave by using a different entry and exit point, which would be on Willochra Road. There-fore we <sup>will</sup> be exposed to more noise pollution and earth vibrations, during the day in conjunction with the said new development. We also believe dust will be raised as a result of these big vehicles passing through, making turns, u-turns etc, on a ground which is currently mostly raw earth/dirt. We do not wish to be exposed to breathing problems by the dust blowing towards our house and back & front yards. The daily washing of clothes and linen would also be compromised (as this has happened before hand, many times

## 11. Other concerns

- a. Are the storage containers for domestic use or Commercial/business use?
- b. Are the <sup>trailers</sup> containers for domestic use or commercial/business use.
- c. If there is going to be a conglomeratic



11 cont. Of vehicles and trailers going in and out all day long/night; We strongly disagree/oppose to the development.

- 12.
- We are residents right next door.
  - Our house is separated by a fence to the said development.
  - There are 3 people who reside on the premises.
  - The two occupants are of high care, with Government support for their every day needs.
  - They are entitled to a quality of life where there is a peaceful environment in their residential home and surrounding property.
  - I will add, that the Salisbury Council changed the zoning to light Industry, which obviously has to have a light environmental impact, to surrounding residential properties.



⑤

- The zoning was residential when our parents bought the property, and the council urged for a house to be built.
  - Therefore many houses were built in Salisbury Plain.
13. I Victor Georgiadis reside at the property and am a full time carer for Kon Georgiadis, who is bed bound and of high care. His needs are constantly met during the day and night.
- It is detrimental to my father's health and well being to not live his life in a peaceful environment with respect and integrity.
  - It is detrimental to my health and well being to be able to fulfill this caring role as I cannot be subjected to a negative environment, which will produce anxiety and stress, which will <sup>affect</sup> my performance with the caring of my dad.



(6)

14. Questions I have in mind,
- "Will I be able to open windows for air flow in the house?"
  - "Will I be able to hang out the washing at any time of the day?"
  - "Will I be able to use the wheel chair for dad to sit outside in his garden, which gives him pleasure?" and without being subjected to all the reasons we have opposed to the said development.
15. And.... I might add, that these problems, especially with the dust pollution, are already happening & will exacerbate with a new development.
16. Kon Georgiadis suffers from dysphasia and his health would be compromised due to the dust pollution if air borne particles are breathed in.



⑦

17. It would seem unconscionable if the health and well being of the occupancies be compromised.
18. Mr Foti does not reside on his property. Just as he has the right to go home to a peaceful environment, we also have the right to a life as comfortable as possible; as indeed if Kon, my father, were to be in a nursing home, his care and needs would be of the ut-most importance and would not be subjected to the endless negative possibilities of the said proposal.
19. Again, we wish to make it clear, we oppose to the business it self, and the applicants' intention to change the zoning to strategic Employment.
- This will not be in line to the current existing zoning.



It would create conflict of interest, complications, and would compromise the development of future businesses and industry. (8)

20. I wish to make it known, Mr Foti in the past, had 2 businesses on his property that did not comply to the guide lines of the zoning. They were not put upon us in writing by anyone!

21.. One was an earth moving school. Graders, bobcats and heavy vehicles created dust all day and we could not open our window for fresh air.

- Washing could not be hung out, and we were confined indoors.
- The rumbling and vibrations caused our walls and windows to tremble, and some appliances did not work.
- The constant noise was unbearable, causing anxiety and grief.

2 The second business, was called "Super Sealing". For a whole year we were subjected to daily toxic



22  
cont.

Smoke and fumes entering our house,  
due to on sight burning of chemical  
products.

Yours faithfully,

Anna Kasdalis

Victor Georgiadis

Power of Attorneys for Mr. and  
Mrs. Georgiadis.



## **Appendix 3**

### *Applicant's Response to Representations*



APPLICANT: JUSTIN FOTI

APPLICATION ID : 22037064

LOC ATION : 1-9 LOLANDS RD, SALISBURY PLAIN

RESPONSE TO REPRESENTATION FROM MAGDALINI, KON AND VICTOR GEORGIADIS OF 38-44  
WILLOCHRA RD, SALISBURY PLAINS

Mr & Mrs. Geogiadis,

Please see below for response to your concerns / queries regarding the application for change of use to portion of the land at 1-9 Lolands Rd, Salisbury Plain.

- This application is for a change of use to the identified portion of vacant land and not a submission for change of zoning.
- The purpose for the change of use for this section of land is to establish a secure storage yard business for various vehicles – the intended vehicles being caravans, camper trailers, and light duty trailers but not restricted to light or medium rigid trucks should they apply for a space and space being available in the proposed area.
- As outlined in the plans submitted; all entry and exit of vehicles for both the storage facility and Carrera Kitchens will be from the Lolands Rd access gate on the North – Eastern side of the property.
- It is the intention of the storage business to potentially offer secured storage containers for domestic use, as indicated on the plans submitted these are to be located on the southern boundary of the section of land that is to be the secured storage facility.
- The proposed storage facility will be enclosed by colourbond fencing to 2.1m in height to offer both extra security to customers and reduce noise pollution to surrounding areas.
- The proposed storage facility will have a sealed surface to reduce dust generation from vehicles
- There is no application or intention to establish an earthmoving training school or similar type of business as outlined in your representation.
- There is no intention to provide parking for semi- trailers or big rig 18 wheelers.



- There is no application or intention for the loading or unloading or storage of loose materials such as soils, compost or sands in the identified area.
- There is no application or intention to offer a business such as "super sealing" a parking bay without the approval of council.
- The vacant land outside of the proposed secured storage facility and directly next to your boundary fence will remain as is.
- The location of the proposed secure storage yard will have no impact on the current operations of the business 'Carrera Kitchens' that is already established on the premises.
- The general waste bins, recycling and sawdust bins will remain in their current locations on the premises. There is no intention to move these from the current locations.
- The sawdust bins associated with Carrera Kitchens are no longer emptied on the premises; they are picked up and transported with a cover over them to another location to be emptied.
- The delivery truck for Carrera Kitchens will continue to enter the premises to access various loading zones of Carrera Kitchens from the Lolands rd access gate, there is no intention to use the Willochra Rd access gates.
- Carrera Kitchens has recently applied a renewed surface to the rear access driveway for its delivery trucks in order to reduce the amount of dust generated.

Should you have any further queries or require more details on the information I have submitted in this response I would be more than accommodating to meet you in person or through correspondence to clarify this for you.

Respectfully,

Justin Foti

For and on behalf of the Foti family.



Mr & Mrs Georgiadis,

Hours of operation for storage yard.

Given the proposed facility is within a strategic employment zone It was our intention to offer 24 hour access to potential customers as point of difference to competitive facilities nearby

However, regarding your residency being within a short distance of the proposed facility and your previous concerns, we would revise our operating hours to 5am – 10pm 7 days a week. This is in keeping with the operating hours of National Storage, who are located directly at the rear of your property and a similar distance.

This facility's intention is to offer secure parking space for caravans and camper trailers but not limiting to other vehicles – customers would be dropping off or picking up their vehicles within a brief period, therefore any noise disturbances should be minimal and low impacting.

Also, Customers would not be allowed to undertake repairs or maintenance on their vehicles without authorized permission and during reasonable hours on any given day. We would even propose to the customer the works be done in a specific zone in the facility at the furthest point from your residence should it be available for them.

I hope this clarification is of a clear nature.

Respectfully,

Justin Foti



**From:** Justin Foti <[justin@carrerakitchens.com.au](mailto:justin@carrerakitchens.com.au)>  
**Sent:** Wednesday, 1 February 2023 5:05 PM  
**To:** Sammy Ondeyo  
**Subject:** RE: Response to representation

Hi Sammy,

I should be a bit clearer in this regard – what I meant by repairs was if a customer needs to replace an awning / fix a brake light / repair something inside the van or camper. “simple” non-invasive repairs that wouldn’t impede on other customers vehicles.

We won’t be allowing workshop based repairs; things like respraying, brake oil changes, washdowns, structural repairs (welding) to be done in the facility.....

Kind Regards,

Justin Foti  
*Operations Manager*  
Email: [justin@carrerakitchens.com.au](mailto:justin@carrerakitchens.com.au)



**Sales / Display Centre**  
254 Prospect Rd, Prospect. South Australia  
Ph: 08 8342 0944  
Fax: 08 8342 0966

**Manufacturing**  
1-9 Lolands rd, Salisbury Plain. South Australia  
Ph: 08 8342 0955  
Fax: 08 8281 4209

Email: [admin@carrerakitchens.com.au](mailto:admin@carrerakitchens.com.au)  
Web: [www.carrerakitchens.com.au](http://www.carrerakitchens.com.au)

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## **Appendix 4**

### *Extract of Planning and Design Code*



Policy24 - Enquiry

**1-9 LOLANDS RD SALISBURY PLAIN SA 5109****Address:**Click to view a detailed interactive [SAILIS](#) in SAILIS

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

**Property Zoning Details****Local Variation (TNV)**

Concept Plan (Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints)

**Overlay**

Airport Building Heights (Regulated) (All structures over 15 metres)

Building Near Airfields

Defence Aviation Area (All structures over 90 metres)

Prescribed Wells Area

Regulated and Significant Tree

**Zone**

Strategic Employment

**Selected Development(s)**

Store

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.

If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

**Property Policy Information for above selection**

Store - Code Assessed - Performance Assessed

**Part 2 - Zones and Sub Zones****Strategic Employment Zone****Assessment Provisions (AP)**



## Policy24 - Enquiry

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"> <li>(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</li> <li>(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</li> <li>(c) create new and enhance existing business clusters</li> <li>(d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes</li> <li>(e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.</li> </ul>
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"> <li>(a) Advertisement</li> <li>(b) Automotive collision repair</li> <li>(c) Electricity substation</li> <li>(d) Energy generation facility</li> <li>(e) Energy storage facility</li> <li>(f) Fuel depot</li> <li>(g) General industry</li> <li>(h) Intermodal facility</li> <li>(i) Light Industry</li> <li>(j) Motor repair station</li> <li>(k) Public service depot</li> <li>(l) Rail marshalling yard</li> <li>(m) Renewable energy facility (other than a wind farm)</li> <li>(n) Retail fuel outlet</li> <li>(o) Service trade premises</li> <li>(p) Shop</li> <li>(q) Store</li> <li>(r) Telecommunications facility</li> <li>(s) Training facility</li> <li>(t) Warehouse</li> </ul>
PO 1.2	DTS/DPF 1.2

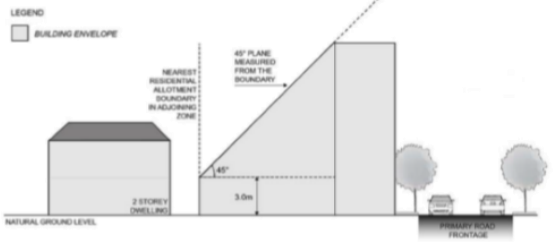
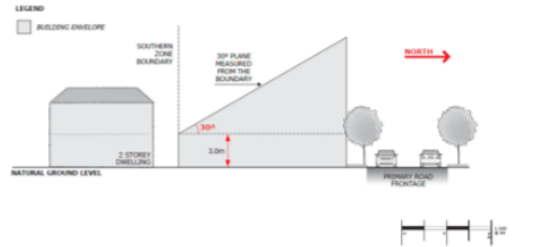


## Policy24 - Enquiry

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.	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:  <ul style="list-style-type: none"> <li>(a) Bulky goods outlet</li> <li>(b) Consulting room</li> <li>(c) Indoor recreation facility</li> <li>(d) Light industry</li> <li>(e) Motor repair station</li> <li>(f) Office</li> <li>(g) Place of worship</li> <li>(h) Research facility</li> <li>(i) Service trade premises</li> <li>(j) Store</li> <li>(k) Training facility</li> <li>(l) Warehouse.</li> </ul>
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:  <ul style="list-style-type: none"> <li>(a) using a variety of building finishes</li> <li>(b) avoiding elevations that consist solely of metal cladding</li> <li>(c) using materials with a low reflectivity</li> <li>(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.</li> </ul>	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:  <ul style="list-style-type: none"> <li>(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</li> <li>(b) where no building exists on an adjoining site: <ul style="list-style-type: none"> <li>(i) 8m or more for buildings up to 6m high</li> <li>(ii) not less than 10m for buildings greater than 6m high.</li> </ul> </li> </ul>
PO 3.4  Buildings are set back from secondary street boundaries to accommodate the provision of landscaping between buildings	DTS/DPF 3.4  Building walls are set back 4m or more from a secondary street boundary.



## Policy24 - Enquiry

and the road to enhance the appearance of land and buildings when viewed from the street.	
<p>PO 3.5</p> <p>Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.</p>	<p>DTS/DPF 3.5</p> <p>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.</p>
Interface Height	
<p>PO 4.1</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.1</p> <p>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):</p>  <p>LEGEND</p> <p>■ BUILDING ENVELOPE</p> <p>NATURAL GROUND LEVEL</p> <p>2 STOREY DWELLING</p> <p>NEAREST RESIDENTIAL ALLOTMENT BOUNDARY IN ADJOINING ZONE</p> <p>45° PLANE MEASURED FROM THE BOUNDARY</p> <p>3.0m</p> <p>PRIMARY ROAD FRONTAGE</p>
<p>PO 4.2</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.2</p> <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>LEGEND</p> <p>■ BUILDING ENVELOPE</p> <p>NATURAL GROUND LEVEL</p> <p>2 STOREY DWELLING</p> <p>SOUTHERN ZONE BOUNDARY</p> <p>30° PLANE MEASURED FROM THE BOUNDARY</p> <p>3.0m</p> <p>PRIMARY ROAD FRONTAGE</p> <p>NORTH</p>
<p>PO 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>PO 5.1</p>	<p>DTS/DPF 5.1</p>



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<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>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> <p>(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:</p> <table border="1" data-bbox="826 510 1390 1532"> <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:  (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> <tr> <td>3m</td><td>Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).</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:  (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.	3m	Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).
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:  (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.												
3m	Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).												
<p>PO 5.2</p> <p>Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.</p>	<p>DTS/DPF 5.2</p> <p>Landscape areas comprise:</p> <p>(a) not less than 10 percent of the site (b) a dimension of at least 1.5m.</p>												
<p>PO 5.3</p> <p>Landscape areas incorporate a range of plant species of varying heights at maturity, including tree species with a canopy above</p>	<p>DTS/DPF 5.3</p> <p>None are applicable.</p>												



## Policy24 - Enquiry

clear stems, to complement the scale of relevant buildings.			
Concept Plans			
<p>PO 8.1</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 to support the orderly development of land through staging of development and provision of infrastructure.</p>	<p>DTS/DPF 8.1</p> <p>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</p> <table><tr><th>Description</th></tr><tr><td>Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints</td></tr></table> <p>In relation to DTS/DPF 8.1, in instances where:</p> <p>(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.</p> <p>(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.</p>	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**

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. 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): <ul style="list-style-type: none"> <li>(a) advertisement</li> <li>(b) air handling unit, air conditioning system or exhaust fan</li> <li>(c) building work on railway land</li> <li>(d) carport</li> <li>(e) fence</li> <li>(f) outbuilding</li> </ul>	Except development that does not satisfy any of the following: <ul style="list-style-type: none"> <li>1. Strategic Employment Zone DTS/DPF 4.1</li> <li>2. Strategic Employment Zone DTS/DPF 4.2.</li> </ul>



## Policy24 - Enquiry

<ul style="list-style-type: none"> <li>(g) retaining wall</li> <li>(h) shade sail</li> <li>(i) solar photovoltaic panels (roof mounted)</li> <li>(j) telecommunications facility</li> <li>(k) temporary public service depot</li> <li>(l) verandah</li> <li>(m) water tank.</li> </ul>	
<p>3. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) consulting room</li> <li>(b) general industry</li> <li>(c) light industry</li> <li>(d) office</li> <li>(e) motor repair station</li> <li>(f) retail fuel outlet</li> <li>(g) store</li> <li>(h) warehouse.</li> </ul>	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
<p>4. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) internal building works</li> <li>(b) land division</li> <li>(c) replacement building</li> <li>(d) temporary accommodation in an area affected by bushfire</li> <li>(e) tree damaging activity.</li> </ul>	None specified.
<p>5. Demolition.</p>	<p>Except any of the following:</p> <ul style="list-style-type: none"> <li>1. the demolition of a State or Local Heritage Place</li> <li>2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.</li> </ul>
<p>6. Shop.</p>	<p>Except:</p> <ul style="list-style-type: none"> <li>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</li> <li>2. shop that does not satisfy Strategic Employment Zone DTS/DPF 1.3.</li> </ul>
<p>7. Telecommunications facility.</p>	Except telecommunications facility that does not satisfy Strategic Employment Zone DTS/DPF 1.5.
<b>Placement of Notices - Exemptions for Performance Assessed Development</b>	
None specified.	
<b>Placement of Notices - Exemptions for Restricted Development</b>	



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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.

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.

#### 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.



Policy24 - Enquiry

**Building Near Airfields Overlay****Assessment Provisions (AP)**

<b>Desired Outcome</b>	
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.

<b>Performance Outcome</b>	<b>Deemed-to-Satisfy Criteria / Designated Performance Feature</b>
<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> <ul style="list-style-type: none"> <li>(a) primarily or wholly for residential purposes</li> <li>(b) for non-residential purposes that does not incorporate outdoor floodlighting.</li> </ul>
<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"> <li>(a) food packing/processing plant</li> <li>(b) horticulture</li> <li>(c) intensive animal husbandry</li> <li>(d) showground</li> <li>(e) waste management facility</li> <li>(f) waste transfer station</li> <li>(g) wetland</li> <li>(h) wildlife sanctuary.</li> </ul>

**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.

<b>Class of Development / Activity</b>	<b>Referral Body</b>	<b>Purpose of Referral</b>	<b>Statutory Reference</b>
None	None	None	None

**Defence Aviation Area Overlay**

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Printed on 29/11/2022



Policy24 - Enquiry

**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 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

**Part 4 - General Development Policies****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	DTS/DPF 1.1

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Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	<p>One of the following is satisfied:</p> <p>(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></p> <p>(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.</p>
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## Design

## 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 contributes to the character of the immediate area</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 Feature
All development	
External Appearance	
<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>
On-site Waste Treatment Systems	
<p>PO 6.1</p> <p>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.</p>	<p>DTS/DPF 6.1</p> <p>Effluent disposal drainage areas do not:</p> <p>(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</p> <p>(b) use an area also used as a driveway</p> <p>(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-</p>



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	Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
<b>Carparking Appearance</b>	
<p>PO 7.1</p> <p>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:</p> <ul style="list-style-type: none"> <li>(a) limiting protrusion above finished ground level</li> <li>(b) screening through appropriate planting, fencing and mounding</li> <li>(c) limiting the width of openings and integrating them into the building structure.</li> </ul>	<p>DTS/DPF 7.1</p> <p>None are applicable.</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 7.4</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>
<b>Earthworks and sloping land</b>	
<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"> <li>(a) excavation exceeding a vertical height of 1m</li> <li>(b) filling exceeding a vertical height of 1m</li> <li>(c) a total combined excavation and filling vertical height of 2m or more.</li> </ul>

**Infrastructure and Renewable Energy Facilities**



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**Assessment Provisions (AP)**

<b>Desired Outcome</b>	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

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

<b>Performance Outcome</b>	<b>Deemed-to-Satisfy Criteria / Designated Performance Feature</b>
<b>Water Supply</b>	
PO 11.1 Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1 Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
<b>Wastewater Services</b>	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following:  (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following:  (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

**Interface between Land Uses****Assessment Provisions (AP)**

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

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Activities Generating Noise or Vibration	
<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"> <li>(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</li> <li>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</li> <li>(c) housing plant and equipment within an enclosed structure or acoustic enclosure</li> <li>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</li> </ul>	<p>DTS/DPF 4.2</p> <p>None are applicable.</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>
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</p>	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>



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lawfully approved sensitive receivers) by:	
<ul style="list-style-type: none"> <li>(a) incorporating appropriate treatment technology before exhaust emissions are released</li> <li>(b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.</li> </ul>	
Light Spill	
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 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.

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 1.4 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.
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"> <li>(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</li> <li>or</li> <li>(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.</li> </ul>
PO 3.5	DTS/DPF 3.5



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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.	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.
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 6.6 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.

**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.
<b>Residential Development</b>	



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<b>Detached Dwelling</b>	<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>
<b>Group Dwelling</b>	<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>
<b>Residential Flat Building</b>	<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>
<b>Row Dwelling where vehicle access is from the primary street</b>	<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>
<b>Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)</b>	<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>
<b>Semi-Detached Dwelling</b>	<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>
<b>Aged / Supported Accommodation</b>	
<b>Retirement village</b>	<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>
<b>Supported accommodation</b>	0.3 spaces per bed.
<b>Residential Development (Other)</b>	
<b>Ancillary accommodation</b>	No additional requirements beyond those associated with the main dwelling.
<b>Residential park</b>	<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</p>



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	<p>bedroom) - 2 spaces per dwelling.</p> <p>0.2 spaces per dwelling for visitor parking.</p>
<b>Student accommodation</b>	0.3 spaces per bed.
<b>Workers' accommodation</b>	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
<b>Tourist</b>	
<b>Caravan park / tourist park</b>	<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>
<b>Tourist accommodation</b>	1 car parking space per accommodation unit / guest room.
<b>Commercial Uses</b>	
<b>Auction room/ depot</b>	1 space per 100m <sup>2</sup> of building floor area plus an additional 2 spaces.
<b>Automotive collision repair</b>	3 spaces per service bay.
<b>Call centre</b>	8 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Motor repair station</b>	3 spaces per service bay.
<b>Office</b>	4 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Retail fuel outlet</b>	3 spaces per 100m <sup>2</sup> gross leasable floor area.
<b>Service trade premises</b>	<p>2.5 spaces per 100m<sup>2</sup> of gross leasable floor area</p> <p>1 space per 100m<sup>2</sup> of outdoor area used for display purposes.</p>
<b>Shop (no commercial kitchen)</b>	<p>5.5 spaces per 100m<sup>2</sup> 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.</p> <p>5 spaces per 100m<sup>2</sup> 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.</p>
<b>Shop (in the form of a bulky goods outlet)</b>	2.5 spaces per 100m <sup>2</sup> of gross leasable floor area.



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<b>Shop (in the form of a restaurant or involving a commercial kitchen)</b>	<p>Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat.</p> <p>Premises with take-away service but with no seats - 12 spaces per 100m<sup>2</sup> of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point.</p> <p>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.</p>
<b>Community and Civic Uses</b>	
<b>Childcare centre</b>	0.25 spaces per child
<b>Library</b>	4 spaces per 100m <sup>2</sup> of total floor area.
<b>Community facility</b>	10 spaces per 100m <sup>2</sup> of total floor area.
<b>Hall / meeting hall</b>	0.2 spaces per seat.
<b>Place of worship</b>	1 space for every 3 visitor seats.
<b>Pre-school</b>	1 per employee plus 0.25 per child (drop off/pick up bays)
<b>Educational establishment</b>	<p>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.</p> <p>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.</p> <p>For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.</p>
<b>Health Related Uses</b>	
<b>Hospital</b>	<p>4.5 spaces per bed for a public hospital.</p> <p>1.5 spaces per bed for a private hospital.</p>
<b>Consulting room</b>	4 spaces per consulting room excluding ancillary facilities.
<b>Recreational and Entertainment Uses</b>	
<b>Cinema complex</b>	0.2 spaces per seat.
<b>Concert hall / theatre</b>	0.2 spaces per seat.



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<b>Hotel</b>	1 space for every 2m <sup>2</sup> of total floor area in a public bar plus 1 space for every 6m <sup>2</sup> 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.
<b>Indoor recreation facility</b>	6.5 spaces per 100m <sup>2</sup> of total floor area for a Fitness Centre 4.5 spaces per 100m <sup>2</sup> of total floor area for all other Indoor recreation facilities.
<b>Industry/Employment Uses</b>	
<b>Fuel depot</b>	1.5 spaces per 100m <sup>2</sup> total floor area 1 spaces per 100m <sup>2</sup> of outdoor area used for fuel depot activity purposes.
<b>Industry</b>	1.5 spaces per 100m <sup>2</sup> of total floor area.
<b>Store</b>	0.5 spaces per 100m <sup>2</sup> of total floor area.
<b>Timber yard</b>	1.5 spaces per 100m <sup>2</sup> of total floor area 1 space per 100m <sup>2</sup> of outdoor area used for display purposes.
<b>Warehouse</b>	0.5 spaces per 100m <sup>2</sup> total floor area.
<b>Other Uses</b>	
<b>Funeral Parlour</b>	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
<b>Radio or Television Station</b>	5 spaces per 100m <sup>2</sup> 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
	Minimum number of spaces	Maximum number of spaces	
	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.		



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Development generally			
<b>All classes of development</b>	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			
<b>Non-residential development</b> excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	5 spaces per 100m <sup>2</sup> of gross leasable floor area.	<p>City Living Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street ) Zone</p> <p>Urban Neighbourhood Zone</p>
<b>Non-residential development</b> excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	6 spaces per 100m <sup>2</sup> of gross leasable floor area.	<p>Strategic Innovation Zone</p> <p>Suburban Activity Centre Zone</p> <p>Suburban Business Zone</p> <p>Business Neighbourhood Zone</p> <p>Suburban Main Street Zone</p> <p>Urban Activity Centre Zone</p>
<b>Tourist accommodation</b>	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	<p>City Living Zone</p> <p>Urban Activity Centre Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p>



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			Urban Corridor (Main Street ) Zone Urban Neighbourhood Zone
<b>Residential development</b>			
<b>Residential component of a multi-storey building</b>	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
<b>Residential flat building</b>	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  Urban Activity Centre Zone  Urban Corridor (Boulevard) Zone  Urban Corridor (Business) Zone  Urban Corridor (Living) Zone  Urban Corridor (Main Street ) Zone  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><b>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</b></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<sup>(2)</sup></p> <p>(b) is within 400 metres of a bus interchange<sup>(1)</sup></p> <p>(c) is within 400 metres of an O-Bahn interchange<sup>(1)</sup></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>



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(d)	is within 400 metres of a passenger rail station <sup>(1)</sup>	
(e)	is within 400 metres of a passenger tram station <sup>(1)</sup>	
(f)	is within 400 metres of the Adelaide Parklands.	

[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.]



1 LOLANDS RD SALISBURY PLAIN SA 5109

**Address:**Click to view a detailed interactive [SAPS](#) in [SAILIS](#)

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

**Property Zoning Details****Zone**

Strategic Employment

**Overlay**

Airport Building Heights (Regulated) (All structures over 15 metres)

Building Near Airfields

Defence Aviation Area (All structures over 90 metres)

Prescribed Wells Area

Regulated and Significant Tree

**Local Variation (TNV)**

Concept Plan (Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints)

**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)
- Temporary public service depot
- 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



**Policy24****P&D Code (in effect) Version 2023.2 02/02/2023****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
- 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)

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"> <li>(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</li> <li>(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</li> <li>(c) create new and enhance existing business clusters</li> <li>(d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes</li> <li>(e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.</li> </ul>
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	DTS/DPF 1.1

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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.		Development comprises one or more of the following:	
		<ul style="list-style-type: none"> <li>(a) Advertisement</li> <li>(b) Automotive collision repair</li> <li>(c) Electricity substation</li> <li>(d) Energy generation facility</li> <li>(e) Energy storage facility</li> <li>(f) Fuel depot</li> <li>(g) General industry</li> <li>(h) Intermodal facility</li> <li>(i) Light Industry</li> <li>(j) Motor repair station</li> <li>(k) Public service depot</li> <li>(l) Rail marshalling yard</li> <li>(m) Renewable energy facility (other than a wind farm)</li> <li>(n) Retail fuel outlet</li> <li>(o) Service trade premises</li> <li>(p) Shop</li> <li>(q) Store</li> <li>(r) Telecommunications facility</li> <li>(s) Training facility</li> <li>(t) Warehouse</li> </ul>	
PO 1.2	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.	DTS/DPF 1.2	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:
		<ul style="list-style-type: none"> <li>(a) Bulky goods outlet</li> <li>(b) Consulting room</li> <li>(c) Indoor recreation facility</li> <li>(d) Light industry</li> <li>(e) Motor repair station</li> <li>(f) Office</li> <li>(g) Place of worship</li> <li>(h) Research facility</li> <li>(i) Service trade premises</li> <li>(j) Store</li> <li>(k) Training facility</li> <li>(l) Warehouse.</li> </ul>	
PO 1.3	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.	DTS/DPF 1.3	Shop where one of the following applies:
		<ul style="list-style-type: none"> <li>(a) with a gross leasable floor area up to 250m<sup>2</sup></li> <li>(b) is a bulky goods outlet</li> <li>(c) is a restaurant</li> <li>(d) is ancillary to and located on the same allotment as an industry.</li> </ul>	
PO 1.4	Residential development is subordinate and necessary to support the efficient management, security and/or operational aspects of a non-residential land use.	DTS/DPF 1.4	None are applicable.
PO 1.5	Telecommunication facilities are located to mitigate impacts on visual amenity on residential areas.	DTS/DPF 1.5	Telecommunications facility in the form of a monopole:
		<ul style="list-style-type: none"> <li>(a) up to a height of 30m</li> <li>(b) no closer than 50m to neighbourhood-type zone.</li> </ul>	
PO 1.6	Bulky good outlets and standalone shops are located to provide convenient access.	DTS/DPF 1.6	Bulky goods outlets and standalone shops are located on sites with a frontage to a State Maintained Road.
Site Dimensions and Land Division			
PO 2.1		DTS/DPF 2.1	

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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.		Allotments:	
		<div><div>(a)</div>connected to an approved common waste water disposal service have and an area of 2500m<sup>2</sup> or more and a frontage width of 30m or more</div> <div><div>(b)</div>that will require the disposal of waste water on-site have an area of 3000m<sup>2</sup> or more and a frontage width of 30m or more.</div>	
Built Form and Character			
PO 3.1		DTS/DPF 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.		None are applicable.	
PO 3.2		DTS/DPF 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:		None are applicable.	
<div><div>(a)</div>using a variety of building finishes</div> <div><div>(b)</div>avoiding elevations that consist solely of metal cladding</div> <div><div>(c)</div>using materials with a low reflectivity</div> <div><div>(d)</div>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.</div>			
PO 3.3		DTS/DPF 3.3	
Buildings are set back from the primary street boundary to contribute to a consistent streetscape.		The building line of a building is no closer to the primary street frontage than:	
		<div><div>(a)</div>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</div> or <div><div>(b)</div>where no building exists on an adjoining site:<div><div>(i)</div>8m or more for buildings up to 6m high</div><div><div>(ii)</div>not less than 10m for buildings greater than 6m high.</div></div>	
PO 3.4		DTS/DPF 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.		Building walls are set back 4m or more from a secondary street boundary.	
PO 3.5		DTS/DPF 3.5	
Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.		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		DTS/DPF 4.1	
Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.		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):	
		<div><div>LEGEND</div><div><div><div></div></div>BUILDING ENVELOPE</div><div><div><div><div><div></div><div>2 STORY DWELLING</div></div><div><div>NEAREST RESIDENTIAL ALLOTMENT BOUNDARY IN ADJOINING ZONE</div></div><div><div>45° PLANE MEASURED FROM THE BOUNDARY</div></div><div><div>3.0m</div></div></div></div><div><div>NATURAL GROUND LEVEL</div><div><div>PRIMARY ROAD FRONTAGE</div></div></div></div></div>	

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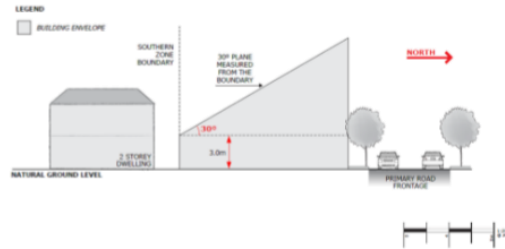
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<div>PO 4.2</div> <div>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</div>	<div>DTS/DPF 4.2</div> <div>Buildings on sites with a southern boundary adjoining an allotment used for residential purposes 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:</div> <div></div>										
<div>PO 4.3</div> <div>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.</div>	<div>DTS/DPF 4.3</div> <div>None are applicable.</div>										
Landscaping											
<div>PO 5.1</div> <div>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.</div>	<div>DTS/DPF 5.1</div> <div>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):</div> <div><div><div>(a)</div><div>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</div><div>or</div><div>(b)</div><div>in accordance with the following:</div></div><table><tr><th>Minimum width</th><th>Description</th></tr><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:<div><div>(a)</div><div>Employment (Bulk Handling) Zone;</div><div>(b)</div><div>Commercial and Business Zone;</div><div>(c)</div><div>Resource Extraction Zone.</div></div></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></table></div>	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: <div><div>(a)</div><div>Employment (Bulk Handling) Zone;</div><div>(b)</div><div>Commercial and Business Zone;</div><div>(c)</div><div>Resource Extraction Zone.</div></div>	3m	Along the any boundary on the perimeter of the zone that fronts a public road or thoroughfare.
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: <div><div>(a)</div><div>Employment (Bulk Handling) Zone;</div><div>(b)</div><div>Commercial and Business Zone;</div><div>(c)</div><div>Resource Extraction Zone.</div></div>										
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).		
PO 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.				
PO 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					
PO 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					
PO 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 <sup>2</sup> per side.				
Concept Plans					
PO 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><tr><th>Description</th></tr><tr><td>Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints</td></tr></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**

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.



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Class of Development (Column A)	Exceptions (Column B)
1. 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



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None specified.	
Placement of Notices - Exemptions for Restricted Development	
None specified.	

### Part 3 - Overlays

#### Airport Building Heights (Regulated) Overlay

##### Assessment Provisions (AP)

Desired Outcome (DO)

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 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.

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## Building Near Airfields Overlay

## Assessment Provisions (AP)

Desired Outcome (DO)

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

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> <ul style="list-style-type: none"> <li>(a) primarily or wholly for residential purposes</li> <li>(b) for non-residential purposes that does not incorporate outdoor floodlighting.</li> </ul>
<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"> <li>(a) food packing/processing plant</li> <li>(b) horticulture</li> <li>(c) intensive animal husbandry</li> <li>(d) showground</li> <li>(e) waste management facility</li> <li>(f) waste transfer station</li> <li>(g) wetland</li> <li>(h) wildlife sanctuary.</li> </ul>
<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)

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 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

## Prescribed Wells Area Overlay

## Assessment Provisions (AP)

Desired Outcome (DO)

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

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



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"> <li>(a) horticulture</li> <li>(b) activities requiring irrigation</li> <li>(c) aquaculture</li> <li>(d) industry</li> <li>(e) intensive animal husbandry</li> <li>(f) commercial forestry</li> </ul> <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"> <li>(a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or</li> <li>(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>.</li> </ul>

#### 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"> <li>(a) horticulture</li> <li>(b) activities requiring irrigation</li> <li>(c) aquaculture</li> <li>(d) industry</li> <li>(e) intensive animal husbandry</li> <li>(f) commercial forestry.</li> </ul> <p>Commercial forestry that requires a forest water licence under Part 8 Division 6 of the <i>Landscape South Australia Act 2019</i>.</p>	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)

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	



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PO 1.1		DTS/DPF 1.1	
Regulated trees are retained where they:		None are applicable.	
<div><div>(a)</div>make an important visual contribution to local character and amenity</div> <div><div>(b)</div>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</div> <div><div>(c)</div>provide an important habitat for native fauna.</div>			
PO 1.2		DTS/DPF 1.2	
Significant trees are retained where they:		None are applicable.	
<div><div>(a)</div>make an important contribution to the character or amenity of the local area</div> <div><div>(b)</div>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</div> <div><div>(c)</div>represent an important habitat for native fauna</div> <div><div>(d)</div>are part of a wildlife corridor of a remnant area of native vegetation</div> <div><div>(e)</div>are important to the maintenance of biodiversity in the local environment and / or</div> <div><div>(f)</div>form a notable visual element to the landscape of the local area.</div>			
PO 1.3		DTS/DPF 1.3	
A tree damaging activity not in connection with other development satisfies (a) and (b):		None are applicable.	
<div><div>(a)</div>tree damaging activity is only undertaken to:</div> <div><div><div>(i)</div>remove a diseased tree where its life expectancy is short</div><div><div>(ii)</div>mitigate an unacceptable risk to public or private safety due to limb drop or the like</div><div><div>(iii)</div>rectify or prevent extensive damage to a building of value as comprising any of the following:</div><div><div><div>A.</div>a Local Heritage Place</div><div><div>B.</div>a State Heritage Place</div><div><div>C.</div>a substantial building of value</div></div></div> <div>and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity</div> <div><div>(iv)</div>reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire</div> <div><div>(v)</div>treat disease or otherwise in the general interests of the health of the tree and / or</div> <div><div>(vi)</div>maintain the aesthetic appearance and structural integrity of the tree</div> <div><div>(b)</div>in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective.</div>			
PO 1.4		DTS/DPF 1.4	
A tree-damaging activity in connection with other development satisfies all the following:		None are applicable.	
<div><div>(a)</div>it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible</div> <div><div>(b)</div>in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.</div>			
Ground work affecting trees			
PO 2.1		DTS/DPF 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.		None are applicable.	

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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

## Part 4 - General Development Policies

### Advertisements

#### Assessment Provisions (AP)

Desired Outcome (DO)

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	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following:  (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: A. do not have any part rising above parapet height B. are not attached to the roof of the building

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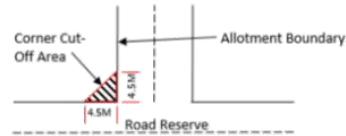
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	<p>(c) where they are not flush with a wall:</p> <ul style="list-style-type: none"> <li>(i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure</li> <li>(ii) if attached to a two-storey building: <ul style="list-style-type: none"> <li>A. has no part located above the finished floor level of the second storey of the building</li> <li>B. does not protrude beyond the outer limits of any verandah structure below</li> <li>C. does not have a sign face that exceeds 1m2 per side.</li> </ul> </li> </ul> <p>(d) if located below canopy level, are flush with a wall</p> <p>(e) if located at canopy level, are in the form of a fascia sign</p> <p>(f) if located above a canopy:</p> <ul style="list-style-type: none"> <li>(i) are flush with a wall</li> <li>(ii) do not have any part rising above parapet height</li> <li>(iii) are not attached to the roof of the building.</li> </ul> <p>(g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure</p> <p>(h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building</p> <p>(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.</p>
<p>PO 1.2</p> <p>Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.</p>	<p>DTS/DPF 1.2</p> <p>Where development comprises an advertising hoarding, the supporting structure is:</p> <ul style="list-style-type: none"> <li>(a) concealed by the associated advertisement and decorative detailing or</li> <li>(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.</li> </ul>
<p>PO 1.3</p> <p>Advertising does not encroach on public land or the land of an adjacent allotment.</p>	<p>DTS/DPF 1.3</p> <p>Advertisements and/or advertising hoardings are contained within the boundaries of the site.</p>
<p>PO 1.4</p> <p>Where possible, advertisements on public land are integrated with existing structures and infrastructure.</p>	<p>DTS/DPF 1.4</p> <p>Advertisements on public land that meet at least one of the following:</p> <ul style="list-style-type: none"> <li>(a) achieves Advertisements DTS/DPF 1.1</li> <li>(b) are integrated with a bus shelter.</li> </ul>
<p>PO 1.5</p> <p>Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.</p>	<p>DTS/DPF 1.5</p> <p>None are applicable.</p>
Proliferation of Advertisements	
<p>PO 2.1</p> <p>Proliferation of advertisements is minimised to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.1</p> <p>No more than one freestanding advertisement is displayed per occupancy.</p>
<p>PO 2.2</p> <p>Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.2</p> <p>Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.</p>
<p>PO 2.3</p> <p>Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.</p>	<p>DTS/DPF 2.3</p> <p>Advertisements satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) are attached to a building</li> <li>(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</li> <li>(c) do not result in more than one sign per occupancy that is not flush with a wall.</li> </ul>

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Advertising Content			
PO 3.1	Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1	Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the 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 (d) 70 or 80 km/h road - 8.5m.
PO 5.6	Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 5.6	Advertising:  (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

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## Animal Keeping and Horse Keeping

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Animals are kept at a density that is not beyond the carrying capacity of the land and in a manner that minimises their adverse effects on the environment, local amenity and surrounding development.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
Horse Keeping	
PO 2.1 Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.	DTS/DPF 2.1 None are applicable.
PO 2.2 Stables, horse shelters or associated yards are sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	DTS/DPF 2.2 Stables, horse shelters and associated yards are sited in accordance with all of the following:  (a) 30m or more from any sensitive receivers (existing or approved) on land in other ownership (b) where an adjacent allotment is vacant and in other ownership, 30m or more from the boundary of that allotment.
PO 2.3 All areas accessible to horses are separated from septic tank effluent disposal areas to protect the integrity of that system. Stable flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 2.3 Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.
PO 2.4 To minimise environmental harm and adverse impacts on water resources, stables, horse shelters and associated yards are appropriately set back from a watercourse.	DTS/DPF 2.4 Stables, horse shelters and associated yards are set back 50m or more from a watercourse.
PO 2.5 Stables, horse shelters and associated yards are located on slopes that are stable to minimise the risk of soil erosion and water runoff.	DTS/DPF 2.5 Stables, horse shelters and associated yards are not located on land with a slope greater than 10% (1-in-10).

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Kennels			
PO 3.1	Kennel flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 3.1	The floors of kennels satisfy all of the following:  (a) are constructed of impervious concrete (b) are designed to be self-draining when washed down.
PO 3.2	Kennels and exercise yards are designed and sited to minimise noise nuisance to neighbours through measures such as:  (a) adopting appropriate separation distances (b) orientating openings away from sensitive receivers.	DTS/DPF 3.2	Kennels are sited 500m or more from the nearest sensitive receiver on land in other ownership.
PO 3.3	Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.	DTS/DPF 3.3	Kennels are sited in association with a permanent dwelling on the land.
Wastes			
PO 4.1	Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.	DTS/DPF 4.1	None are applicable.
PO 4.2	Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.	DTS/DPF 4.2	Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.

## Aquaculture

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Aquaculture facilities are developed in an ecologically, economically and socially sustainable manner to support an equitable sharing of marine, coastal and inland resources and mitigate conflict with other water-based and land-based uses.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land-based Aquaculture	
PO 1.1	DTS/DPF 1.1 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.  Land-based aquaculture and associated components are located to satisfy all of the following:  (a) 200m or more from a sensitive receiver in other ownership (b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers.
PO 1.2	DTS/DPF 1.2



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Land-based aquaculture and associated components are sited and designed to prevent surface flows from entering ponds in a 1% AEP sea flood level event.		None are applicable.	
PO 1.3	Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	DTS/DPF 1.3	None are applicable.
PO 1.4	Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4	None are applicable.
PO 1.5	Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5	None are applicable.
PO 1.6	Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6	None are applicable.
PO 1.7	Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7	None are applicable.
Marine Based Aquaculture			
PO 2.1	Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including:  (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1	None are applicable.
PO 2.2	Marine aquaculture is sited in areas with adequate water current to disperse sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	DTS/DPF 2.2	None are applicable.
PO 2.3	Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.	DTS/DPF 2.3	None are applicable.
PO 2.4	Marine aquaculture (other than inter-tidal aquaculture) is located an appropriate distance seaward of the high water mark.	DTS/DPF 2.4	Marine aquaculture development is located 100m or more seaward of the high water mark.
PO 2.5	Marine aquaculture is sited and designed to not obstruct or interfere with:  (a) areas of high public use (b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports (c) areas of outstanding visual or environmental value (d) areas of high tourism value (e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties (f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water.	DTS/DPF 2.5	None are applicable.
PO 2.6	Marine aquaculture is sited and designed to minimise interference and	DTS/DPF 2.6	None are applicable.



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obstruction to the natural processes of the coastal and marine environment.			
PO 2.7	DTS/DPF 2.7		
Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as:	None are applicable.		
(a) using feed hoppers painted in subdued colours and suspending them as close as possible to the surface of the water			
(b) positioning structures to protrude the minimum distance practicable above the surface of the water			
(c) avoiding the use of shelters and structures above cages and platforms unless necessary to exclude predators and protected species from interacting with the farming structures and/or stock inside the cages, or for safety reasons			
(d) positioning racks, floats and other farm structures in unobtrusive locations landward from the shoreline.			
PO 2.8	DTS/DPF 2.8		
Access, launching and maintenance facilities utilise existing established roads, tracks, ramps and paths to or from the sea where possible to minimise environmental and amenity impacts.	None are applicable.		
PO 2.9	DTS/DPF 2.9		
Access, launching and maintenance facilities are developed as common user facilities and are co-located where practicable to mitigate adverse impacts on coastal areas.	None are applicable.		
PO 2.10	DTS/DPF 2.10		
Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the <i>National Parks and Wildlife Act 1972</i> .	Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the <i>National Parks and Wildlife Act 1972</i> .		
PO 2.11	DTS/DPF 2.11		
Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by:	None are applicable.		
(a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and complement the coastal landscape			
(b) making provision for appropriately sited and designed vehicular access arrangements, including using existing vehicular access arrangements as far as practicable			
(c) incorporating appropriate waste treatment and disposal.			
Navigation and Safety			
PO 3.1	DTS/DPF 3.1		
Marine aquaculture sites are suitably marked to maintain navigational safety.	None are applicable.		
PO 3.2	DTS/DPF 3.2		
Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	None are applicable.		
Environmental Management			
PO 4.1	DTS/DPF 4.1		
Marine aquaculture is maintained to prevent hazards to people and wildlife, including breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species.	None are applicable.		
PO 4.2	DTS/DPF 4.2		
Marine aquaculture is designed to facilitate the relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows.	None are applicable.		
PO 4.3	DTS/DPF 4.3		
Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	None are applicable.		

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<p>PO 4.4</p> <p>Aquaculture operations incorporate measures for the removal and disposal of litter, disused material, shells, debris, detritus, dead animals and animal waste to prevent pollution of waters, wetlands, or the nearby coastline.</p>	<p>DTS/DPF 4.4</p> <p>None are applicable.</p>

## Beverage Production in Rural Areas

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Mitigation of potential amenity and environmental impacts of value-adding beverage production facilities such as wineries, distilleries, cideries and breweries.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Odour and Noise	
<p>PO 1.1</p> <p>Beverage production activities are designed and sited to minimise odour impacts on rural amenity.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Beverage production activities are designed and sited to minimise noise impacts on sensitive receivers.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>Fermentation, distillation, manufacturing, storage, packaging and bottling activities occur within enclosed buildings to improve the visual appearance within a locality and manage noise associated with these activities.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>Breweries are designed to minimise odours emitted during boiling and fermentation stages of production.</p>	<p>DTS/DPF 1.4</p> <p>Brew kettles are fitted with a vapour condenser.</p>
<p>PO 1.5</p> <p>Beverage production solid wastes are stored in a manner that minimises odour impacts on sensitive receivers in other ownership.</p>	<p>DTS/DPF 1.5</p> <p>Solid waste from beverage production is collected and stored in sealed containers and removed from the site within 48 hours.</p>
Water Quality	
<p>PO 2.1</p> <p>Beverage production wastewater management systems (including wastewater irrigation) are set back from watercourses to minimise adverse impacts on water resources.</p>	<p>DTS/DPF 2.1</p> <p>Wastewater management systems are set back 50m or more from the banks of watercourses and bores.</p>
<p>PO 2.2</p> <p>The storage or disposal of chemicals or hazardous substances is undertaken in a manner to prevent pollution of water resources.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>

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PO 2.3	Stormwater runoff from areas that may cause contamination due to beverage production activities (including vehicle movements and machinery operations) is drained to an onsite stormwater treatment system to manage potential environmental impacts.	DTS/DPF 2.3	None are applicable.
PO 2.4	Stormwater runoff from areas unlikely to cause contamination by beverage production and associated activities (such as roof catchments and clean hard-paved surfaces) is diverted away from beverage production areas and wastewater management systems.	DTS/DPF 2.4	None are applicable.
Wastewater Irrigation			
PO 3.1	Beverage production wastewater irrigation systems are designed and located to not contaminate soil and surface and ground water resources or damage crops.	DTS/DPF 3.1	None are applicable.
PO 3.2	Beverage production wastewater irrigation systems are designed and located to minimise impact on amenity and avoid spray drift onto adjoining land.	DTS/DPF 3.2	Beverage production wastewater is not irrigated within 50m of any dwelling in other ownership.
PO 3.3	Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as: <ul style="list-style-type: none"> <li>(a) waterlogged areas</li> <li>(b) land within 50m of a creek, swamp or domestic or stock water bore</li> <li>(c) land subject to flooding</li> <li>(d) steeply sloping land</li> <li>(e) rocky or highly permeable soil overlaying an unconfined aquifer.</li> </ul>	DTS/DPF 3.3	None are applicable.

### Bulk Handling and Storage Facilities

#### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Facilities for the bulk handling and storage of agricultural, mineral, petroleum, rock, ore or other similar commodities are designed to minimise adverse impacts on transport networks, the landscape and surrounding land uses.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1	DTS/DPF 1.1
Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.	Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers:



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		(a)	bulk 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: 300m or more from residential premises not associated with the facility
		(b)	bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300m or more from residential premises not associated with the facility
		(c)	bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500m or more
		(d)	coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more b. 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: 1000m or more.
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)

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

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

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

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Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	<p>One of the following is satisfied:</p> <ul style="list-style-type: none"> <li>(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></li> <li>(b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.</li> </ul>

## Design

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) durable - fit for purpose, adaptable and long lasting</li> <li>(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</li> <li>(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.</li> </ul>

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
<p>PO 1.1</p> <p>Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
<p>PO 1.2</p> <p>Where zero or minor setbacks are desirable, development provides shelter over footpaths (<u>in the form of verandahs, awnings, canopies and the like, with adequate lighting</u>) to positively contribute to the walkability, comfort and safety of the public realm.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>
<p>PO 1.3</p> <p>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.</p>	<p>DTS/DPF 1.3</p> <p>None are applicable.</p>
<p>PO 1.4</p> <p>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:</p> <ul style="list-style-type: none"> <li>(a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces</li> </ul>	<p>DTS/DPF 1.4</p> <p>Development does not incorporate any structures that protrude beyond the roofline.</p>



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(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.		
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 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 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 is 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 (e) contribute to biodiversity.	DTS/DPF 3.1 None are applicable.	
PO 3.2 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.	DTS/DPF 3.2 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	DTS/DPF 4.3 None are applicable.	

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building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.			
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:  (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 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 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 and reduce solar heat absorption and reflection.	DTS/DPF 7.4	None are applicable.
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	None are applicable.
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	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.	DTS/DPF 7.7	None are applicable.
Earthworks and sloping land			

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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 are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).	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 nor increases 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 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.	DTS/DPF 9.1	None are applicable.
PO 9.2	Landscaping incorporated on the low side of retaining walls is 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.
Overlooking / Visual Privacy (in building 3 storeys or less)			
PO 10.1	Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 10.1	Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:  (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.
PO 10.2	Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 10.2	One of the following is satisfied:  (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

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		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: (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	
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.	DTS/DPF 11.1	Each dwelling with a frontage to a public street:  (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m <sup>2</sup> facing the primary street.
PO 11.2	Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 11.2	Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and amenity			
PO 12.1	Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 12.1	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.
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.	DTS/DPF 12.2	None are applicable.
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.	DTS/DPF 13.1	Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m <sup>2</sup> (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)  (d) in the case of a garage or carport, the garage or carport: (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

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Dwelling additions			
PO 16.1	DTS / DPF 16.1		
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.	Dwelling additions:		
	(a)	are not constructed, added to or altered so that any part is situated closer to a public street	
	(b)	do not result in:	
	(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	
	(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	
	(vi)	upper level windows facing side or rear boundaries unless:	
	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	
	B.	have sill heights greater than or equal to 1.5m above finished floor level or	
	C.	incorporate screening to a height of 1.5m above finished floor level	
	(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:	
	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	
	B.	1.7m above finished floor level in all other cases.	
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:		
	(a)	80 per cent reduction in average annual total suspended solids	
	(b)	60 per cent reduction in average annual total phosphorus	
	(c)	45 per cent reduction in average annual total nitrogen.	
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:		
	(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 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	
	(b)	manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.	
Car parking, access and manoeuvrability			
PO 19.1	DTS/DPF 19.1		
Enclosed parking spaces are of a size and dimensions to be functional,	Residential car parking spaces enclosed by fencing, walls or other structures		

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accessible and convenient.		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	
		(ii) a minimum width of 3.0m	
		(iii) a minimum garage door width of 2.4m	
		(b) double width car parking spaces (side by side):	
		(i) a minimum length of 5.4m	
		(ii) a minimum width of 5.4m	
		(iii) minimum garage door width of 2.4m per space.	
PO 19.2		DTS/DPF 19.2	
Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.		Uncovered car parking spaces have:	
		(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	
PO 19.3		DTS/DPF 19.3	
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.		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.	
PO 19.4		DTS/DPF 19.4	
Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.		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:	
		(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	
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:	
		(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, land or right of way is at least 6.2m wide along the boundary of the allotment / site	
PO 19.6		DTS/DPF 19.6	
Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.		Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:	
		(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.	

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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):  (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><tr><th>Number of bedrooms</th><th>Minimum internal floor area</th></tr><tr><td>Studio</td><td>35m<sup>2</sup></td></tr><tr><td>1 bedroom</td><td>50m<sup>2</sup></td></tr><tr><td>2 bedroom</td><td>65m<sup>2</sup></td></tr><tr><td>3+ bedrooms</td><td>80m<sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m<sup>2</sup> for every additional bedroom</td></tr></table>	Number of bedrooms	Minimum internal floor area	Studio	35m <sup>2</sup>	1 bedroom	50m <sup>2</sup>	2 bedroom	65m <sup>2</sup>	3+ bedrooms	80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> for every additional bedroom
Number of bedrooms	Minimum internal floor area										
Studio	35m <sup>2</sup>										
1 bedroom	50m <sup>2</sup>										
2 bedroom	65m <sup>2</sup>										
3+ bedrooms	80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> 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.										

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PO 23.4	DTS/DPF 23.4	Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	None are applicable.
PO 23.5	DTS/DPF 23.5	Communal open space is designed and sited to:	None are applicable.
		(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.	
Carparking, access and manoeuvrability			
PO 24.1	DTS/DPF 24.1	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:
		(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	DTS/DPF 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.	Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 24.3	DTS/DPF 24.3	Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:
		(a) have a minimum width of 3m	
		(b) for driveways servicing more than 3 dwellings:	
		(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	DTS/DPF 24.4	Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.	Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.
PO 24.5	DTS/DPF 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.	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	DTS/DPF 24.6	Dwellings are adequately separated from common driveways and manoeuvring areas.	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	DTS/DPF 25.1	Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	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 (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 28.1 None are applicable.
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	DTS/DPF 29.2 None are applicable.



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residents.			
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.
PO 30.3	Provision is made for suitable external clothes drying facilities.	DTS/DPF 30.3	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		DTS/DPF 31.2	

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Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.		None are applicable.	
Wash-down and Waste Loading and Unloading			
PO 32.1		DTS/DPF 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:		None are applicable.	
<ul style="list-style-type: none"><li>(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</li><li>(b) paved with an impervious material to facilitate wastewater collection</li><li>(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area</li><li>(d) designed to drain wastewater to either:<ul style="list-style-type: none"><li>(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</li><li>(ii) a holding tank and its subsequent removal off-site on a regular basis.</li></ul></li></ul>			

Table 1 - Private Open Space

Dwelling Type	Minimum Rate
Dwelling (at ground level)	<p>Total private open space area:</p> <ul style="list-style-type: none"> <li>(a) Site area &lt;301m<sup>2</sup>: 24m<sup>2</sup> located behind the building line.</li> <li>(b) Site area ≥ 301m<sup>2</sup>: 60m<sup>2</sup> located behind the building line.</li> </ul> <p>Minimum directly accessible from a living room: 16m<sup>2</sup> / with a minimum dimension 3m.</p>
Dwelling (above ground level)	<p>Studio (no separate bedroom): 4m<sup>2</sup> with a minimum dimension 1.8m</p> <p>One bedroom: 8m<sup>2</sup> with a minimum dimension 2.1m</p> <p>Two bedroom dwelling: 11m<sup>2</sup> with a minimum dimension 2.4m</p> <p>Three + bedroom dwelling: 15m<sup>2</sup> 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 <sup>2</sup> , 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)

Desired Outcome	
DO 1	<p>Development is:</p> <ul style="list-style-type: none"> <li>(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality</li> </ul>

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

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 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 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4	DTS/DPF 2.4

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Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.		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.	
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		DTS/DPF 7.1 None are applicable.	



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(c)	limiting the width of openings and integrating them into the building structure.		
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	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.	DTS/DPF 7.7	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		DTS/DPF 8.5	

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Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.		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.	
Overlooking / Visual Privacy (low rise buildings)			
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.		DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (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.	
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.		DTS/DPF 10.2 One of the following is satisfied: (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: (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)			
PO 11.1 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.		DTS/DPF 11.1 None are applicable.	
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.		DTS/DPF 11.2 None are applicable.	
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.		DTS/DPF 11.3 None are applicable.	
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.		DTS/DPF 11.4 None are applicable.	
PO 11.5 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.		DTS/DPF 11.5 None are applicable.	
All Development - Medium and High Rise			
External Appearance			
PO 12.1		DTS/DPF 12.1	

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Buildings positively contribute to the character of the local area by responding to local context.		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 Building services, plant and mechanical equipment are screened from the public realm.		DTS/DPF 12.8  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><td>Site area</td><td>Minimum deep</td><td>Minimum</td><td>Tree / deep soil</td></tr></table>				Site area	Minimum deep	Minimum	Tree / deep soil
Site area	Minimum deep	Minimum	Tree / deep soil						

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		soil area	dimension	zones
	<300 m <sup>2</sup>	10 m <sup>2</sup>	1.5m	1 small tree / 10 m <sup>2</sup>
	300-1500 m <sup>2</sup>	7% site area	3m	1 medium tree / 30 m <sup>2</sup>
	>1500 m <sup>2</sup>	7% site area	6m	1 large or medium tree / 60 m <sup>2</sup>
	Tree size and site area definitions			
	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	DTS/DPF 13.3			
Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	None are applicable.			
PO 13.4	DTS/DPF 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.	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.			
Environmental				
PO 14.1	DTS/DPF 14.1			
Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	None are applicable.			
PO 14.2	DTS/DPF 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.	None are applicable.			
PO 14.3	DTS/DPF 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 shear elevations that create windy conditions at street level.	None are applicable.			
Car Parking				
PO 15.1	DTS/DPF 15.1			



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Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.		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 so that views are oblique rather than direct to avoid direct line of sight (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 (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.		DTS/DPF 16.1  None are applicable.	
All residential development			
Front elevations and passive surveillance			
PO 17.1  Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.		DTS/DPF 17.1  Each dwelling with a frontage to a public street:  (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least 2m <sup>2</sup> facing the primary street.	
PO 17.2  Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.		DTS/DPF 17.2  Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.	
Outlook and Amenity			
PO 18.1  Living rooms have an external outlook to provide a high standard of amenity for occupants.		DTS/DPF 18.1  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.	
PO 18.2  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.		DTS/DPF 18.2  None are applicable.	
Ancillary Development			
PO 19.1  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.		DTS/DPF 19.1  Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m <sup>2</sup> (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)	



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	<p>(d) in the case of a garage or carport, the garage or carport:</p> <ul style="list-style-type: none"> <li>(i) is set back at least 5.5m from the boundary of the primary street</li> <li>(ii) when facing a primary street or secondary street, has a total door / opening not exceeding: <ul style="list-style-type: none"> <li>A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser</li> <li>B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width</li> </ul> </li> </ul> <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> <ul style="list-style-type: none"> <li>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and</li> <li>(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</li> </ul> <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 (and not including a gable end)</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> <ul style="list-style-type: none"> <li>(i) a total area as determined by the following table: <table border="1" data-bbox="938 1010 1390 1317"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td>&lt;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>&gt;450</td><td>25%</td></tr> </tbody> </table> </li> <li>(ii) the amount of existing soft landscaping prior to the development occurring.</li> </ul>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	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 <sup>2</sup> )	Minimum percentage of site										
<150	10%										
150-200	15%										
201-450	20%										
>450	25%										
<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"> <li>(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space</li> <li>(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.</li> </ul>										
<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"> <li>(a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or</li> </ul>										



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		(b)	located at least 12m from the nearest habitable room located on an adjoining allotment.
Residential Development - Low Rise			
External appearance			
PO 20.1	DTS/DPF 20.1		
Garaging is designed to not detract from the streetscape or appearance of a dwelling.	Garages and carports facing a street:		
	(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.	
PO 20.2	DTS/DPF 20.2		
Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	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:		
	(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 single material or finish.	
PO 20.3	DTS/DPF 20.3		
The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	None are applicable		
Private Open Space			
PO 21.1	DTS/DPF 21.1		
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 in Urban Areas Table 1 - Private Open Space.		
PO 21.2	DTS/DPF 21.2		
Private open space is positioned to provide convenient access from internal living areas.	Private open space is directly accessible from a habitable room.		
Landscaping			
PO 22.1	DTS/DPF 22.1		
Soft landscaping is incorporated into development to:	Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b):		
(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.		
	(a)	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) (m²)	Minimum percentage of site



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	<table><tr><td>&lt;150</td><td>10%</td></tr><tr><td>150-200</td><td>15%</td></tr><tr><td>&gt;200-450</td><td>20%</td></tr><tr><td>&gt;450</td><td>25%</td></tr></table> <p>(b) at least 30% of any land between the primary street boundary and the primary building line.</p>	<150	10%	150-200	15%	>200-450	20%	>450	25%
<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 (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m  (b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.								
PO 23.2 Uncovered car parking space are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.2 Uncovered car parking spaces have:  (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.								
PO 23.3 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.	DTS/DPF 23.3 Driveways and access points satisfy (a) or (b):  (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: (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.								
PO 23.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 23.4 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.								

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PO 23.5	Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 23.5	Driveways are designed and sited so that: <ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> <li>(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</li> </ul>
PO 23.6	Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6	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"> <li>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</li> <li>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li> <li>(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.</li> </ul>
Waste storage			
PO 24.1	Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1	Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that: <ul style="list-style-type: none"> <li>(a) has a minimum area of 2m<sup>2</sup> with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and</li> <li>(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.</li> </ul>
Design of Transportable Buildings			
PO 25.1	The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 25.1	Buildings satisfy (a) or (b): <ul style="list-style-type: none"> <li>(a) are not transportable</li> <li>(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.</li> </ul>
Residential Development - Medium and High Rise (including serviced apartments)			
Outlook and Visual Privacy			
PO 26.1	Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.	DTS/DPF 26.1	Buildings: <ul style="list-style-type: none"> <li>(a) provide a habitable room at ground or first level with a window facing toward the street</li> <li>(b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.</li> </ul>
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.



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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 <sup>3</sup> (b) 1 bedroom dwelling / apartment: not less than 8m <sup>3</sup> (c) 2 bedroom dwelling / apartment: not less than 10m <sup>3</sup> (d) 3+ bedroom dwelling / apartment: not less than 12m <sup>3</sup> .
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 (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 <sup>2</sup> (c) 2 bedroom dwelling / apartment with a floor area of at least 65m <sup>2</sup> (d) 3+ bedroom dwelling / apartment with a floor area of at least 80m <sup>2</sup> , and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> 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	DTS/DPF 29.2	None are applicable.

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courtyard space or other public space, where possible.												
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><tr><th>Number of bedrooms</th><th>Minimum internal floor area</th></tr><tr><td>Studio</td><td>35m<sup>2</sup></td></tr><tr><td>1 bedroom</td><td>50m<sup>2</sup></td></tr><tr><td>2 bedroom</td><td>65m<sup>2</sup></td></tr><tr><td>3+ bedrooms</td><td>80m<sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m<sup>2</sup> for every additional bedroom</td></tr></table>		Number of bedrooms	Minimum internal floor area	Studio	35m <sup>2</sup>	1 bedroom	50m <sup>2</sup>	2 bedroom	65m <sup>2</sup>	3+ bedrooms	80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> for every additional bedroom
Number of bedrooms	Minimum internal floor area											
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3+ bedrooms	80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> 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:	DTS/DPF 32.5 None are applicable.											



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(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.	
Car parking, access and manoeuvrability		
PO 33.1	Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 33.1  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:  (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:  (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (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):  (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 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	DTS/DPF 35.1  None are applicable.



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accommodation and mobility of occupants.			
PO 35.2	DTS/DPF 35.2		
Provision is made for suitable external clothes drying facilities.	None are applicable.		
PO 35.3	DTS/DPF 35.3		
Provision is made for suitable household waste and recyclable material storage facilities which are:	None are applicable.		
(a) located away, or screened, from public view, and			
(b) conveniently located in proximity to dwellings and the waste collection point.			
PO 35.4	DTS/DPF 35.4		
Waste and recyclable material storage areas are located away from dwellings.	Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.		
PO 35.5	DTS/DPF 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.	None are applicable.		
PO 35.6	DTS/DPF 35.6		
Services including gas and water meters are conveniently located and screened from public view.	None are applicable.		
Water sensitive urban design			
PO 36.1	DTS/DPF 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.	None are applicable.		
PO 36.2	DTS/DPF 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.	None are applicable.		
Supported Accommodation and retirement facilities			
Siting, Configuration and Design			
PO 37.1	DTS/DPF 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.	None are applicable.		
PO 37.2	DTS/DPF 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.	None are applicable.		
Movement and Access			
PO 38.1	DTS/DPF 38.1		
Development is designed to support safe and convenient access and movement for residents by providing:	None are applicable.		
(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.			



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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 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 39.6	None are applicable.
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.



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Student Accommodation	
<p>PO 41.1</p> <p>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.</p>	<p>DTS/DPF 41.1</p> <p>Student accommodation provides:</p> <ul style="list-style-type: none"><li>(a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units</li><li>(b) common or shared facilities to enable a more efficient use of space, including:<ul style="list-style-type: none"><li>(i) shared cooking, laundry and external drying facilities</li><li>(ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space</li><li>(iii) common storage facilities at the rate of 8m<sup>3</sup> for every 2 dwellings or students</li><li>(iv) 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</li><li>(v) bicycle parking at the rate of one space for every 2 students.</li></ul></li></ul>
<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"><li>(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</li><li>(b) paved with an impervious material to facilitate wastewater collection</li><li>(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area</li><li>(d) are designed to drain wastewater to either:<ul style="list-style-type: none"><li>(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</li><li>(ii) a holding tank and its subsequent removal off-site on a regular basis.</li></ul></li></ul>	<p>DTS/DPF 43.1</p> <p>None are applicable.</p>
Laneway Development	
Infrastructure and Access	



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<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"> <li>(a) existing utility infrastructure and services are capable of accommodating the development</li> <li>(b) the primary street can support access by emergency and regular service vehicles (such as waste collection)</li> <li>(c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems)</li> <li>(d) safety of pedestrians or vehicle movement is maintained</li> <li>(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.</li> </ul>	<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"> <li>(a) Site area &lt;301m2: 24m2 located behind the building line.</li> <li>(b) Site area ≥ 301m2: 60m2 located behind the building line.</li> </ul> <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 <sup>2</sup> , 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 <sup>2</sup> / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m <sup>2</sup> / minimum dimension 1.8m
	One bedroom dwelling	8m <sup>2</sup> / minimum dimension 2.1m
	Two bedroom dwelling	11m <sup>2</sup> / minimum dimension 2.4m
	Three + bedroom dwelling	15 m <sup>2</sup> / minimum dimension 2.6m

## Forestry

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Commercial forestry is designed and sited to maximise economic benefits whilst managing potential negative impacts on the environment, transport networks, surrounding land uses and landscapes.

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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
Siting	
PO 1.1 Commercial forestry plantations are established where there is no detrimental effect on the physical environment or scenic quality of the rural landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Commercial forestry plantations are established on slopes that are stable to minimise the risk of soil erosion.	DTS/DPF 1.2 Commercial forestry plantations are not located on land with a slope exceeding 20% (1-in-5).
PO 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	DTS/DPF 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from any sensitive receiver.
PO 1.4 Commercial forestry plantations are separated from reserves gazetted under the <i>National Parks and Wildlife Act 1972</i> and/or <i>Wilderness Protection Act 1992</i> to minimise fire risk and potential for weed infestation.	DTS/DPF 1.4 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from a reserve gazetted under the <i>National Parks and Wildlife Act 1972</i> and/or <i>Wilderness Protection Act 1992</i> .
Water Protection	
PO 2.1 Commercial forestry plantations incorporate artificial drainage lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.	DTS/DPF 2.1 None are applicable.
PO 2.2 Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.	DTS/DPF 2.2 Commercial forestry plantations:  (a) do not involve cultivation (excluding spot cultivation) in drainage lines (b) are set back 20m or more from the banks of any major watercourse (a third order or higher watercourse), lake, reservoir, wetland or sinkhole (with direct connection to an aquifer) (c) are set back 10m or more from the banks of any first or second order watercourse or sinkhole (with no direct connection to an aquifer).
Fire Management	
PO 3.1 Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.	DTS/DPF 3.1 Commercial forestry plantations provide:  (a) 7m or more wide external boundary firebreaks for plantations of 40ha or less (b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha (c) 20m or more wide external boundary firebreaks, or 10m with an additional 10m or more of fuel-reduced plantation, for plantations of 100ha or greater.
PO 3.2 Commercial forestry plantations incorporate appropriate fire management access tracks.	DTS/DPF 3.2 Commercial forestry plantation fire management access tracks:  (a) are incorporated within all firebreaks (b) are 7m or more wide with a vertical clearance of 4m or more

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		(c)	are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles
		(d)	partition the plantation into units of 40ha or less in area.
Power-line Clearances			
PO 4.1	DTS/DPF 4.1		
Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.	Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:		
		Voltage of transmission line	Minimum horizontal clearance distance between plantings and transmission lines
		500 kV	38m
		275 kV	25m
		132 kV	30m
		132 kV	20m
		66 kV	20m
		Less than 66 kV	20m

## Housing Renewal

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Renewed residential environments replace older social housing and provide new social housing infrastructure and other housing options and tenures to enhance the residential amenity of the local area.

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 Residential development provides a range of housing choices.	DTS/DPF 1.1 Development comprises one or more of the following:  (a) detached dwellings (b) semi-detached dwellings (c) row dwellings (d) group dwellings (e) residential flat buildings.

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PO 1.2	Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.	DTS/DPF 1.2	None are applicable.
Building Height			
PO 2.1	Buildings generally do not exceed 3 building levels unless in locations close to public transport, centres and/or open space.	DTS/DPF 2.1	Building height (excluding garages, carports and outbuildings) does not exceed 3 building levels and 12m and wall height does not exceed 9m (not including a gable end).
PO 2.2	Medium or high rise residential flat buildings located within or at the interface with zones which restrict heights to a maximum of 2 building levels transition down in scale and height towards the boundary of that zone, other than where it is a street boundary.	DTS/DPF 2.2	None are applicable.
Primary Street Setback			
PO 3.1	Buildings are set back from the primary street boundary to contribute to an attractive streetscape character.	DTS/DPF 3.1	Buildings are no closer to the primary street (excluding any balcony, verandah, porch, awning or similar structure) than 3m.
Secondary Street Setback			
PO 4.1	Buildings are set back from secondary street boundaries to maintain separation between building walls and public streets and contribute to a suburban streetscape character.	DTS/DPF 4.1	Buildings are set back at least 900mm from the boundary of the allotment with a secondary street frontage.
Boundary Walls			
PO 5.1	Boundary walls are limited in height and length to manage visual impacts and access to natural light and ventilation.	DTS/DPF 5.1	<p>Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, dwellings with side boundary walls are sited on only one side boundary and satisfy (a) or (b):</p> <ul style="list-style-type: none"> <li>(a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height</li> <li>(b) do not: <ul style="list-style-type: none"> <li>(i) exceed 3.2m in height from the lower of the natural or finished ground level</li> <li>(ii) exceed 11.5m in length</li> <li>(iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary</li> <li>(iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.</li> </ul> </li> </ul>
PO 5.2	Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 5.2	Dwellings in a semi-detached or row arrangement are set back 900mm or more from side boundaries shared with allotments outside the development site, except for a carport or garage.
Side Boundary Setback			
PO 6.1	Buildings are set back from side boundaries to provide: <ul style="list-style-type: none"> <li>(a) separation between dwellings in a way that contributes to a suburban character</li> <li>(b) access to natural light and ventilation for neighbours.</li> </ul>	DTS/DPF 6.1	<p>Other than walls located on a side boundary, buildings are set back from side boundaries:</p> <ul style="list-style-type: none"> <li>(a) at least 900mm where the wall height is up to 3m</li> <li>(b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m</li> <li>(c) at least 1.9m plus 1/3 of the wall height above 3m for walls facing a southern side boundary.</li> </ul>
Rear Boundary Setback			
PO 7.1		DTS/DPF 7.1	

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Buildings are set back from rear boundaries to provide:		Dwellings are set back from the rear boundary:	
<div><div>(a)</div>separation between dwellings in a way that contributes to a suburban character</div> <div><div>(b)</div>access to natural light and ventilation for neighbours</div> <div><div>(c)</div>private open space</div> <div><div>(d)</div>space for landscaping and vegetation.</div>		<div><div>(a)</div>3m or more for the first building level</div> <div><div>(b)</div>5m or more for any subsequent building level.</div>	
Buildings elevation design			
PO 8.1	DTS/DPF 8.1	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:	
Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.		<div><div>(a)</div>a minimum of 30% of the building elevation is set back an additional 300mm from the building line</div> <div><div>(b)</div>a porch or portico projects at least 1m from the building elevation</div> <div><div>(c)</div>a balcony projects from the building elevation</div> <div><div>(d)</div>a verandah projects at least 1m from the building elevation</div> <div><div>(e)</div>eaves of a minimum 400mm width extend along the width of the front elevation</div> <div><div>(f)</div>a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm.</div> <div><div>(g)</div>a minimum of two different materials or finishes are incorporated on the walls of the building elevation, with a maximum of 80% of the building elevation in a single material or finish.</div>	
PO 8.2	DTS/DPF 8.2	Each dwelling with a frontage to a public street:	
Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.		<div><div>(a)</div>includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</div> <div><div>(b)</div>has an aggregate window area of at least 2m<sup>2</sup> facing the primary street</div>	
PO 8.3	DTS/DPF 8.3	None are applicable.	
The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.			
PO 8.4	DTS/DPF 8.4	None are applicable.	
Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.			
PO 8.5	DTS/DPF 8.5	None are applicable.	
Entrances to multi-storey buildings are:			
<div><div>(a)</div>oriented towards the street</div> <div><div>(b)</div>visible and easily identifiable from the street</div> <div><div>(c)</div>designed to include a common mail box structure.</div>			
Outlook and amenity			
PO 9.1	DTS/DPF 9.1	A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.	
Living rooms have an external outlook to provide a high standard of amenity for occupants.			
PO 9.2	DTS/DPF 9.2	None are applicable.	
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.			
Private Open Space			
PO 10.1	DTS/DPF 10.1	Private open space is provided in accordance with the following table:	
Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.			

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	Dwelling Type	Dwelling / Site Configuration	Minimum Rate
	Dwelling (at ground level)		Total area: 24m <sup>2</sup> located behind the building line  Minimum adjacent to a living room: 16m <sup>2</sup> with a minimum dimension 3m
	Dwelling (above ground level)	Studio	4m <sup>2</sup> / minimum dimension 1.8m
		One bedroom dwelling	8m <sup>2</sup> / minimum dimension 2.1m
		Two bedroom dwelling	11m <sup>2</sup> / minimum dimension 2.4m
		Three + bedroom dwelling	15 m <sup>2</sup> / minimum dimension 2.6m
PO 10.2  Private open space positioned to provide convenient access from internal living areas.	DTS/DPF 10.2  At least 50% of the required area of private open space is accessible from a habitable room.		
PO 10.3  Private open space is positioned and designed to:  (a) provide useable outdoor space that suits the needs of occupants; (b) take advantage of desirable orientation and vistas; and (c) adequately define public and private space.	DTS/DPF 10.3  None are applicable.		
Visual privacy			
PO 11.1  Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 11.1  Upper level windows facing side or rear boundaries shared with another residential allotment/site satisfy one of the following:  (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 1.5m above the finished floor.		
PO 11.2  Development mitigates direct overlooking from upper level balconies and terraces to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 11.2  One of the following is satisfied:  (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: (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		



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Landscaping											
<p>PO 12.1</p> <p>Soft landscaping is incorporated into development to:</p> <p>(a) minimise heat absorption and reflection</p> <p>(b) maximise shade and shelter</p> <p>(c) maximise stormwater infiltration and biodiversity</p> <p>(d) enhance the appearance of land and streetscapes.</p>	<p>DTS/DPF 12.1</p> <p>Residential development incorporates pervious areas for soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b):</p> <p>(a) a total area as determined by the following table:</p> <table><tr><th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th><th>Minimum percentage of site</th></tr><tr><td>&lt;150</td><td>10%</td></tr><tr><td>&lt;200</td><td>15%</td></tr><tr><td>200-450</td><td>20%</td></tr><tr><td>&gt;450</td><td>25%</td></tr></table> <p>(b) at least 30% of land between the road boundary and the building line.</p>	Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )	Minimum percentage of site	<150	10%	<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 <sup>2</sup> )	Minimum percentage of site										
<150	10%										
<200	15%										
200-450	20%										
>450	25%										
Water Sensitive Design											
<p>PO 13.1</p> <p>Residential development is designed to capture and use stormwater to:</p> <p>(a) maximise efficient use of water resources</p> <p>(b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded</p> <p>(c) manage runoff quality to maintain, as close as practical, pre-development conditions.</p>	<p>DTS/DPF 13.1</p> <p>None are applicable.</p>										
Car Parking											
<p>PO 14.1</p> <p>On-site car parking is provided to meet the anticipated demand of residents, with less on-site parking in areas in close proximity to public transport.</p>	<p>DTS/DPF 14.1</p> <p>On-site car parking is provided at the following rates per dwelling:</p> <p>(a) 2 or fewer bedrooms - 1 car parking space</p> <p>(b) 3 or more bedrooms - 2 car parking spaces.</p>										
<p>PO 14.2</p> <p>Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 14.2</p> <p>Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area):</p> <p>(a) single parking spaces:</p> <p>(i) a minimum length of 5.4m</p> <p>(ii) a minimum width of 3.0m</p> <p>(iii) a minimum garage door width of 2.4m</p> <p>(b) double parking spaces (side by side):</p> <p>(i) a minimum length of 5.4m</p> <p>(ii) a minimum width of 5.5m</p> <p>(iii) minimum garage door width of 2.4m per space.</p>										
<p>PO 14.3</p> <p>Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.</p>	<p>DTS/DPF 14.3</p> <p>Uncovered car parking spaces have:</p> <p>(a) a minimum length of 5.4m</p> <p>(b) a minimum width of 2.4m</p> <p>(c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.</p>										
<p>PO 14.4</p> <p>Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.</p>	<p>DTS/DPF 14.4</p> <p>Visitor car parking for group and residential flat buildings incorporating 4 or more dwellings is provided on-site at a minimum ratio of 0.25 car parking spaces per dwelling.</p>										
<p>PO 14.5</p> <p>Residential flat buildings provide dedicated areas for bicycle parking.</p>	<p>DTS/DPF 14.5</p> <p>Residential flat buildings provide one bicycle parking space per dwelling.</p>										
Overshadowing											



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PO 15.1	Development minimises overshadowing of the private open spaces of adjoining land by ensuring that ground level open space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	DTS/DPF 15.1	None are applicable.
Waste			
PO 16.1	Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1	A waste bin storage area is provided behind the primary building line that: <ul style="list-style-type: none"> <li>(a) has a minimum area of 2m<sup>2</sup> with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and</li> <li>(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.</li> </ul>
PO 16.2	Residential flat buildings provide a dedicated area for the on-site storage of waste which is: <ul style="list-style-type: none"> <li>(a) easily and safely accessible for residents and for collection vehicles</li> <li>(b) screened from adjoining land and public roads</li> <li>(c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection.</li> </ul>	DTS/DPF 16.2	None are applicable.
Vehicle Access			
PO 17.1	Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.	DTS/DPF 17.1	None are applicable.
PO 17.2	Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 17.2	Vehicle access to designated car parking spaces satisfy (a) or (b): <ul style="list-style-type: none"> <li>(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</li> <li>(b) where newly proposed, is set back: <ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ul> </li> </ul>
PO 17.3	Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 17.3	Driveways are designed and sited so that: <ul style="list-style-type: none"> <li>(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 more than 1-in-4 on average</li> <li>(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.</li> <li>(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.</li> </ul>
PO 17.4		DTS/DPF 17.4	



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Driveways and access points are designed and distributed to optimise the provision of on-street parking.		Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:  <ol style="list-style-type: none"><li>1. minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</li><li>2. Minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li><li>3. minimum car park length of 6m for an intermediate space located between two other parking spaces.</li></ol>	
PO 17.5  Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	DTS/DPF 17.5  Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:  <ol style="list-style-type: none"><li>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</li><li>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li><li>(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.</li></ol>		
PO 17.6  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 17.6  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 17.7  Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 17.7  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.		
Storage			
PO 18.1  Dwellings are provided with sufficient and accessible space for storage to meet likely occupant needs.	DTS/DPF 18.1  Dwellings are provided with storage at the following rates and 50% or more of the storage volume is provided within the dwelling:  <ol style="list-style-type: none"><li>(a) studio: not less than 6m<sup>3</sup></li><li>(b) 1 bedroom dwelling / apartment: not less than 8m<sup>3</sup></li><li>(c) 2 bedroom dwelling / apartment: not less than 10m<sup>3</sup></li><li>(d) 3+ bedroom dwelling / apartment: not less than 12m<sup>3</sup>.</li></ol>		
Earthworks			
PO 19.1  Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 19.1  The development does not involve:  <ol style="list-style-type: none"><li>(a) excavation exceeding a vertical height of 1m or</li><li>(b) filling exceeding a vertical height of 1m or</li><li>(c) a total combined excavation and filling vertical height exceeding 2m.</li></ol>		
Service connections and infrastructure			
PO 20.1  Dwellings are provided with appropriate service connections and infrastructure.	DTS/DPF 20.1  The site and building:  <ol style="list-style-type: none"><li>(a) have the ability to be connected to a permanent potable water supply</li><li>(b) have the ability to be connected to a sewerage system, or a wastewater system approved under the <i>South Australian Public Health Act 2011</i></li><li>(c) have the ability to be connected to electricity supply</li><li>(d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes</li><li>(e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the <i>Electricity Act 1996</i>.</li></ol>		
Site contamination			

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<p>PO 21.1</p> <p>Land that is suitable for sensitive land uses to provide a safe environment.</p>	<p>DTS/DPF 21.1</p> <p>Development satisfies (a), (b), (c) or (d):</p> <ul style="list-style-type: none"> <li>(a) does not involve a change in the use of land</li> <li>(b) involves a change in the use of land that does not constitute a change to a <u>more sensitive use</u></li> <li>(c) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> does not exist (as demonstrated in a <u>site contamination declaration form</u>)</li> <li>(d) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> <li>(i) a <u>site contamination audit report</u> has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that <ul style="list-style-type: none"> <li>A. <u>site contamination</u> does not exist (or no longer exists) at the land</li> <li>or</li> <li>B. the land is suitable for the proposed use or range of uses (without the need for any further <u>remediation</u>)</li> <li>or</li> <li>C. where <u>remediation</u> is, or remains, necessary for the proposed use (or range of uses), <u>remediation work</u> has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development)</li> </ul> </li> <li>and</li> <li>(ii) no other <u>class 1 activity</u> or <u>class 2 activity</u> has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a <u>site contamination declaration form</u>).</li> </ul> </li> </ul>

## Infrastructure and Renewable Energy Facilities

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
<p>PO 1.1</p> <p>Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>
Visual Amenity	

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PO 2.1	<p>The visual impact of above-ground infrastructure networks and services (excluding high voltage transmission lines), renewable energy facilities (excluding wind farms), energy storage facilities and ancillary development is minimised from townships, scenic routes and public roads by:</p> <ul style="list-style-type: none"> <li>(a) utilising features of the natural landscape to obscure views where practicable</li> <li>(b) siting development below ridgelines where practicable</li> <li>(c) avoiding visually sensitive and significant landscapes</li> <li>(d) using materials and finishes with low-reflectivity and colours that complement the surroundings</li> <li>(e) using existing vegetation to screen buildings</li> <li>(f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.</li> </ul>	DTS/DPF 2.1	None are applicable.
PO 2.2	Pumping stations, battery storage facilities, maintenance sheds and other ancillary structures incorporate vegetation buffers to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.2	None are applicable.
PO 2.3	Surfaces exposed by earthworks associated with the installation of storage facilities, pipework, penstock, substations and other ancillary plant are reinstated and revegetated to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.3	None are applicable.
Rehabilitation			
PO 3.1	Progressive rehabilitation (incorporating revegetation) of disturbed areas, ahead of or upon decommissioning of areas used for renewable energy facilities and transmission corridors.	DTS/DPF 3.1	None are applicable.
Hazard Management			
PO 4.1	Infrastructure and renewable energy facilities and ancillary development located and operated to not adversely impact maritime or air transport safety, including the operation of ports, airfields and landing strips.	DTS/DPF 4.1	None are applicable.
PO 4.2	Facilities for energy generation, power storage and transmission are separated as far as practicable from dwellings, tourist accommodation and frequently visited public places (such as viewing platforms / lookouts) to reduce risks to public safety from fire or equipment malfunction.	DTS/DPF 4.2	None are applicable.
PO 4.3	Bushfire hazard risk is minimised for renewable energy facilities by providing appropriate access tracks, safety equipment and water tanks and establishing cleared areas around substations, battery storage and operations compounds.	DTS/DPF 4.3	None are applicable.
Electricity Infrastructure and Battery Storage Facilities			
PO 5.1	<p>Electricity infrastructure is located to minimise visual impacts through techniques including:</p> <ul style="list-style-type: none"> <li>(a) siting utilities and services: <ul style="list-style-type: none"> <li>(i) on areas already cleared of native vegetation</li> <li>(ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity</li> </ul> </li> <li>(b) grouping utility buildings and structures with non-residential development, where practicable.</li> </ul>	DTS/DPF 5.1	None are applicable.

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PO 5.2	Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.	DTS/DPF 5.2	None are applicable.
PO 5.3	Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.	DTS/DPF 5.3	None are applicable.
Telecommunication Facilities			
PO 6.1	The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.	DTS/DPF 6.1	None are applicable.
PO 6.2	Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.	DTS/DPF 6.2	None are applicable.
PO 6.3	Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods: <ul style="list-style-type: none"> <li>(a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following:</li> <li>(b) using existing buildings and landscape features to obscure or interrupt views of a facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services</li> <li>(c) using materials and finishes that complement the environment</li> <li>(d) screening using landscaping and vegetation, particularly for equipment shelters and huts.</li> </ul>	DTS/DPF 6.3	None are applicable.
Renewable Energy Facilities			
PO 7.1	Renewable energy facilities are located as close as practicable to existing transmission infrastructure to facilitate connections and minimise environmental impacts as a result of extending transmission infrastructure.	DTS/DPF 7.1	None are applicable.
Renewable Energy Facilities (Wind Farm)			
PO 8.1	Visual impact of wind turbine generators on the amenity of residential and tourist development is reduced through appropriate separation.	DTS/DPF 8.1	Wind turbine generators are: <ul style="list-style-type: none"> <li>(a) set back at least 2000m from the base of a turbine to any of the following zones: <ul style="list-style-type: none"> <li>(i) Rural Settlement Zone</li> <li>(ii) Township Zone</li> <li>(iii) Rural Living Zone</li> <li>(iv) Rural Neighbourhood Zone</li> </ul> </li> <li>with an additional 10m setback per additional metre over 150m overall turbine height (measured from the base of the turbine).</li> <li>(b) set back at least 1500m from the base of the turbine to non-associated (non-stakeholder) dwellings and tourist accommodation</li> </ul>
PO 8.2	The visual impact of wind turbine generators on natural landscapes is managed by:	DTS/DPF 8.2	None are applicable.



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<div>(a) designing wind turbine generators to be uniform in colour, size and shape</div> <div>(b) coordinating blade rotation and direction</div> <div>(c) mounting wind turbine generators on tubular towers as opposed to lattice towers.</div>																																				
<div>PO 8.3</div> <div>Wind turbine generators and ancillary development minimise potential for bird and bat strike.</div>	<div>DTS/DPF 8.3</div> <div>None are applicable.</div>																																			
<div>PO 8.4</div> <div>Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.</div>	<div>DTS/DPF 8.4</div> <div>No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.</div>																																			
<div>PO 8.5</div> <div>Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.</div>	<div>DTS/DPF 8.5</div> <div>None are applicable.</div>																																			
Renewable Energy Facilities (Solar Power)																																				
<div>PO 9.1</div> <div>Ground mounted solar power facilities generating 5MW or more are not located on land requiring the clearance of areas of intact native vegetation or on land of high environmental, scenic or cultural value.</div>	<div>DTS/DPF 9.1</div> <div>None are applicable.</div>																																			
<div>PO 9.2</div> <div>Ground mounted solar power facilities allow for movement of wildlife by:</div> <div>(a) incorporating wildlife corridors and habitat refuges</div> <div>(b) avoiding the use of extensive security or perimeter fencing or incorporating fencing that enables the passage of small animals without unreasonably compromising the security of the facility.</div>	<div>DTS/DPF 9.2</div> <div>None are applicable.</div>																																			
<div>PO 9.3</div> <div>Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.</div>	<div>DTS/DPF 9.3</div> <div>Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following criteria:</div> <table><thead><tr><th>Generation Capacity</th><th>Approximate size of array</th><th>Setback from adjoining land boundary</th><th>Setback from conservation areas</th><th>Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones<sup>1</sup></th></tr></thead><tbody><tr><td>50MW&gt;</td><td>80ha+</td><td>30m</td><td>500m</td><td>2km</td></tr><tr><td>10MW&lt;50MW</td><td>16ha-&lt;80ha</td><td>25m</td><td>500m</td><td>1.5km</td></tr><tr><td>5MW&lt;10MW</td><td>8ha to &lt;16ha</td><td>20m</td><td>500m</td><td>1km</td></tr><tr><td>1MW&lt;5MW</td><td>1.6ha to &lt;8ha</td><td>15m</td><td>500m</td><td>500m</td></tr><tr><td>100kW&lt;1MW</td><td>0.5ha&lt;1.6ha</td><td>10m</td><td>500m</td><td>100m</td></tr><tr><td>&lt;100kW</td><td>&lt;0.5ha</td><td>5m</td><td>500m</td><td>25m</td></tr></tbody></table> <div>Notes:</div> <div>1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones.</div>	Generation Capacity	Approximate size of array	Setback from adjoining land boundary	Setback from conservation areas	Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones <sup>1</sup>	50MW>	80ha+	30m	500m	2km	10MW<50MW	16ha-<80ha	25m	500m	1.5km	5MW<10MW	8ha to <16ha	20m	500m	1km	1MW<5MW	1.6ha to <8ha	15m	500m	500m	100kW<1MW	0.5ha<1.6ha	10m	500m	100m	<100kW	<0.5ha	5m	500m	25m
Generation Capacity	Approximate size of array	Setback from adjoining land boundary	Setback from conservation areas	Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones <sup>1</sup>																																
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5MW<10MW	8ha to <16ha	20m	500m	1km																																
1MW<5MW	1.6ha to <8ha	15m	500m	500m																																
100kW<1MW	0.5ha<1.6ha	10m	500m	100m																																
<100kW	<0.5ha	5m	500m	25m																																



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PO 9.4	Ground mounted solar power facilities incorporate landscaping within setbacks from adjacent road frontages and boundaries of adjacent allotments accommodating non-host dwellings, where balanced with infrastructure access and bushfire safety considerations.	DTS/DPF 9.4	None are applicable.
Hydropower / Pumped Hydropower Facilities			
PO 10.1	Hydropower / pumped hydropower facility storage is designed and operated to minimise the risk of storage dam failure.	DTS/DPF 10.1	None are applicable.
PO 10.2	Hydropower / pumped hydropower facility storage is designed and operated to minimise water loss through increased evaporation or system leakage, with the incorporation of appropriate liners, dam covers, operational measures or detection systems.	DTS/DPF 10.2	None are applicable.
PO 10.3	Hydropower / pumped hydropower facilities on existing or former mine sites minimise environmental impacts from site contamination, including from mine operations or water sources subject to such processes, now or in the future.	DTS/DPF 10.3	None are applicable.
Water Supply			
PO 11.1	Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1	Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
PO 11.2	Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.	DTS/DPF 11.2	A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is: <ul style="list-style-type: none"> <li>(a) exclusively for domestic use</li> <li>(b) connected to the roof drainage system of the dwelling.</li> </ul>
Wastewater Services			
PO 12.1	Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: <ul style="list-style-type: none"> <li>(a) it is wholly located and contained within the allotment of the development it will service</li> <li>(b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources</li> <li>(c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.</li> </ul>	DTS/DPF 12.1	Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: <ul style="list-style-type: none"> <li>(a) the system is wholly located and contained within the allotment of development it will service; and</li> <li>(b) the system will comply with the requirements of the South Australian Public Health Act 2011.</li> </ul>
PO 12.2	Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2	Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.
Temporary Facilities			
PO 13.1	In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste,	DTS/DPF 13.1	A waste collection and disposal service is used to dispose of the volume of waste at the rate it is generated.

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makes provision for a temporary on-site waste storage enclosure to minimise the incidence of wind-blown litter.			
PO 13.2	Temporary facilities to support the establishment of renewable energy facilities (including borrow pits, concrete batching plants, laydown, storage, access roads and worker amenity areas) are sited and operated to minimise environmental impact.	DTS/DPF 13.2	None are applicable.

### Intensive Animal Husbandry and Dairies

#### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development of intensive animal husbandry and dairies in locations that are protected from encroachment by sensitive receivers and in a manner that minimises their adverse effects on amenity and the environment.

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

Performance Outcome		Deemed-to-Satisfy Criteria / Designated Performance Feature	
Siting and Design			
PO 1.1	Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to not unreasonably impact on the environment or amenity of the locality.	DTS/DPF 1.1	None are applicable.
PO 1.2	Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to prevent the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2	None are applicable.
PO 1.3	Intensive animal husbandry and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.3	None are applicable.
PO 1.4	Dairies and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.4	Dairies, associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities are located 500m or more from the nearest sensitive receiver in other ownership.
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		DTS/DPF 2.1	

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Storage of manure, used litter and other wastes (other than waste water lagoons) is sited, designed, constructed and managed to:		None are applicable.	
<ul style="list-style-type: none"><li>(a) avoid attracting and harbouring vermin</li><li>(b) avoid polluting water resources</li><li>(c) be located outside 1% AEP flood event areas.</li></ul>			
Soil and Water Protection			
PO 3.1		DTS/DPF 3.1	
To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are appropriately set back from:		Intensive animal husbandry operations are set back:	
<ul style="list-style-type: none"><li>(a) public water supply reservoirs</li><li>(b) major watercourses (third order or higher stream)</li><li>(c) any other watercourse, bore or well used for domestic or stock water supplies.</li></ul>		<ul style="list-style-type: none"><li>(a) 800m or more from a public water supply reservoir</li><li>(b) 200m or more from a major watercourse (third order or higher stream)</li><li>(c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.</li></ul>	
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.	
<ul style="list-style-type: none"><li>(a) have sufficient capacity to hold effluent and runoff from the operations on site</li><li>(b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.</li></ul>			

### Interface between Land Uses

#### Assessment Provisions (AP)

Desired Outcome (DO)

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 amenity of	Development operating within the following hours:

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<p>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>	<b>Class of Development</b>	<b>Hours of operation</b>	
	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>(b) the orientation of the solar energy facilities</p> <p>(c) the extent to which the solar energy facilities are already overshadowed.</p>	<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			
<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>DTS/DPF 4.2</p>		

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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.	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 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).	DTS/DPF 4.5  None are applicable.				
PO 4.6  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.	DTS/DPF 4.6  Development incorporating music includes noise attenuation measures that will achieve the following noise levels: <table><tr><th>Assessment location</th><th>Music noise level</th></tr><tr><td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise (L<sub>90,15min</sub>) in any octave band of the sound spectrum (LOCT10,15 &lt; LOCT90,15 + 8dB)</td></tr></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 <sub>90,15min</sub> ) 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 <sub>90,15min</sub> ) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)				
Air Quality					
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 5.1  None are applicable.				
PO 5.2  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:  (a) incorporating appropriate treatment technology before exhaust emissions are released	DTS/DPF 5.2  None are applicable.				



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(b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.			
Light Spill			
PO 6.1	External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1	None are applicable.
PO 6.2	External lighting is not hazardous to motorists and cyclists.	DTS/DPF 6.2	None are applicable.
Solar Reflectivity / Glare			
PO 7.1	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.	DTS/DPF 7.1	None are applicable.
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



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		(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.	
PO 9.6	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.	DTS/DPF 9.6	None are applicable.
PO 9.7	Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.	DTS/DPF 9.7	None are applicable.
Interface with Mines and Quarries (Rural and Remote Areas)			
PO 10.1	Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.	DTS/DPF 10.1	Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the <i>Mining Act 1971</i> .

## Land Division

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	<p>Land division:</p> <ul style="list-style-type: none"> <li>(a) creates allotments with the appropriate dimensions and shape for their intended use</li> <li>(b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure</li> <li>(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</li> <li>(d) facilitates solar access through allotment orientation</li> <li>(e) creates a compact urban form that supports active travel, walkability and the use of public transport</li> <li>(f) avoids areas of high natural hazard risk.</li> </ul>

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1	DTS/DPF 1.1
Land division creates allotments suitable for their intended use.	Division of land satisfies (a) or (b):



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		(a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the <i>Development Act 1993</i> or <i>Planning, Development and Infrastructure Act 2016</i> where the allotments are used or are proposed to be used solely for residential purposes	
		(b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.	
PO 1.2	Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.	DTS/DPF 1.2	None are applicable.
Design and Layout			
PO 2.1	Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	DTS/DPF 2.1	None are applicable.
PO 2.2	Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	DTS/DPF 2.2	None are applicable.
PO 2.3	Land division maximises the number of allotments that face public open space and public streets.	DTS/DPF 2.3	None are applicable.
PO 2.4	Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.	DTS/DPF 2.4	None are applicable.
PO 2.5	Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.	DTS/DPF 2.5	None are applicable.
PO 2.6	Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	DTS/DPF 2.6	None are applicable.
PO 2.7	Land division results in legible street patterns connected to the surrounding street network.	DTS/DPF 2.7	None are applicable.
PO 2.8	Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.	DTS/DPF 2.8	None are applicable.
Roads and Access			
PO 3.1	Land division provides allotments with access to an all-weather public road.	DTS/DPF 3.1	None are applicable.
PO 3.2	Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.2	None are applicable.
PO 3.3	Land division does not impede access to publicly owned open space and/or recreation facilities.	DTS/DPF 3.3	None are applicable.
PO 3.4	Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	DTS/DPF 3.4	None are applicable.

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PO 3.5	Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	DTS/DPF 3.5	None are applicable.
PO 3.6	Road reserves accommodate stormwater drainage and public utilities.	DTS/DPF 3.6	None are applicable.
PO 3.7	Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	DTS/DPF 3.7	None are applicable.
PO 3.8	Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.8	None are applicable.
PO 3.9	Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.9	None are applicable.
PO 3.10	Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.10	None are applicable.
PO 3.11	Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.11	None are applicable.
Infrastructure			
PO 4.1	Land division incorporates public utility services within road reserves or dedicated easements.	DTS/DPF 4.1	None are applicable.
PO 4.2	Waste water, sewage and other effluent is capable of being disposed of from each allotment without risk to public health or the environment.	DTS/DPF 4.2	Each allotment can be connected to: <ul style="list-style-type: none"> <li>(a) a waste water treatment plant that has the hydraulic volume and pollutant load treatment and disposal capacity for the maximum predicted wastewater volume generated by subsequent development of the proposed allotment</li> <li>or</li> <li>(b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.</li> </ul>
PO 4.3	Septic tank effluent drainage fields and other waste water disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 4.3	Development is not built on, or encroaches within, an area that is or will be, required for a sewerage system or waste control system.
PO 4.4	Constructed wetland systems, including associated detention and retention basins, are sited and designed to ensure public health and safety is protected, including by minimising potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 4.4	None are applicable.
PO 4.5	Constructed wetland systems, including associated detention and retention basins, are sited and designed to allow sediments to settle prior to discharge into watercourses or the marine environment.	DTS/DPF 4.5	None are applicable.
PO 4.6	Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.	DTS/DPF 4.6	None are applicable.
Minor Land Division (Under 20 Allotments)			

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Open Space			
PO 5.1	DTS/DPF 5.1	None are applicable.	
Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.			
Solar Orientation			
PO 6.1	DTS/DPF 6.1	None are applicable.	
Land division for residential purposes facilitates solar access through allotment orientation.			
Water Sensitive Design			
PO 7.1	DTS/DPF 7.1	None are applicable.	
Land division creating a new road or common driveway 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.			
PO 7.2	DTS/DPF 7.2	None are applicable.	
Land division 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.			
Battle-Axe Development			
PO 8.1	DTS/DPF 8.1	Allotments are not in the form of a battle-axe arrangement.	
Battle-axe development appropriately responds to the existing neighbourhood context.			
PO 8.2	DTS/DPF 8.2	The handle of a battle-axe development:  (a) has a minimum width of 4m or (b) where more than 3 allotments are proposed, a minimum width of 5.5m.	
Battle-axe development designed to allow safe and convenient movement.			
PO 8.3	DTS/DPF 8.3	Battle-axe development allows a B85 passenger vehicle to enter and exit parking spaces in no more than a three-point turn manoeuvre.	
Battle-axe allotments and/or common land are of a suitable size and dimension to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.			
PO 8.4	DTS/DPF 8.4	Battle-axe or common driveways satisfy (a) and (b):  (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 driveway and site boundary (excluding along the perimeter of a passing point).	
Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.			
Major Land Division (20+ Allotments)			
Open Space			
PO 9.1	DTS/DPF 9.1	None are applicable.	
Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.			
PO 9.2	DTS/DPF 9.2	None are applicable.	
Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.			
PO 9.3	DTS/DPF 9.3	None are applicable.	
Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.			
Water Sensitive Design			
PO 10.1	DTS/DPF 10.1		

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Land division creating 20 or more residential allotments 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.		None are applicable.	
PO 10.2	Land division creating 20 or more non-residential allotments 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 10.2	None are applicable.
PO 10.3	Land division creating 20 or more allotments 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 10.3	None are applicable.
Solar Orientation			
PO 11.1	Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.	DTS/DPF 11.1	None are applicable.

## Marinas and On-Water Structures

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Marinas and on-water structures are located and designed to minimise the impairment of commercial, recreational and navigational activities and adverse impacts on the environment.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Navigation and Safety	
PO 1.1 Safe public access is provided or maintained to the waterfront, public infrastructure and recreation areas.	DTS/DPF 1.1 None are applicable.
PO 1.2 The operation of wharves is not impaired by marinas and on-water structures.	DTS/DPF 1.2 None are applicable.
PO 1.3 Navigation and access channels are not impaired by marinas and on-water structures.	DTS/DPF 1.3 None are applicable.
PO 1.4	DTS/DPF 1.4

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Commercial shipping lanes are not impaired by marinas and on-water structures.		Marinas and on-water structures are set back 250m or more from commercial shipping lanes.	
PO 1.5	Marinas and on-water structures are located to avoid interfering with the operation or function of a water supply pumping station.	DTS/DPF 1.5	On-water structures are set back:  (a) 3km or more from upstream water supply pumping station take-off points (b) 500m or more from downstream water supply pumping station take-off points.
PO 1.6	Maintenance of on-water infrastructure, including revetment walls, is not impaired by marinas and on-water structures.	DTS/DPF 1.6	None are applicable.
Environmental Protection			
PO 2.1	Development is sited and designed to facilitate water circulation and exchange.	DTS/DPF 2.1	None are applicable.

## Open Space and Recreation

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Pleasant, functional and accessible open space and recreation facilities are provided at State, regional, district, neighbourhood and local levels for active and passive recreation, biodiversity, community health, urban cooling, tree canopy cover, visual amenity, gathering spaces, wildlife and waterway corridors, and a range of other functions and at a range of sizes that reflect the purpose of that open space.

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	Recreation facilities are compatible with surrounding land uses and activities.	DTS/DPF 1.1	None are applicable.
PO 1.2			
Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.		DTS/DPF 1.2	None are applicable.
Design and Siting			
PO 2.1	Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1	None are applicable.
PO 2.2			
Open space and recreation facilities incorporate park furniture, shaded areas and resting places.		DTS/DPF 2.2	None are applicable.

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PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.	
Pedestrians and Cyclists		
PO 3.1 Open space incorporates:  (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes; (b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	DTS/DPF 3.1 None are applicable.	
Usability		
PO 4.1 Land allocated for open space is suitable for its intended active and passive recreational use taking into consideration its gradient and potential for inundation.	DTS/DPF 4.1 None are applicable.	
Safety and Security		
PO 5.1 Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.	DTS/DPF 5.1 None are applicable.	
PO 5.2 Play equipment is located to maximise opportunities for passive surveillance.	DTS/DPF 5.2 None are applicable.	
PO 5.3 Landscaping provided in open space and recreation facilities maximises opportunities for casual surveillance throughout the park.	DTS/DPF 5.3 None are applicable.	
PO 5.4 Fenced parks and playgrounds have more than one entrance or exit to minimise potential entrapment.	DTS/DPF 5.4 None are applicable.	
PO 5.5 Adequate lighting is provided around toilets, telephones, seating, litter bins, bicycle storage, car parks and other such facilities.	DTS/DPF 5.5 None are applicable.	
PO 5.6 Pedestrian and bicycle movement after dark is focused along clearly defined, adequately lit routes with observable entries and exits.	DTS/DPF 5.6 None are applicable.	
Signage		
PO 6.1 Signage is provided at entrances to and within the open space and recreation facilities to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes, park activities and the like.	DTS/DPF 6.1 None are applicable.	
Buildings and Structures		
PO 7.1 Buildings and car parking areas in open space areas are designed, located and of a scale to be unobtrusive.	DTS/DPF 7.1 None are applicable.	
PO 7.2 Buildings and structures in open space areas are clustered where practical to ensure that the majority of the site remains open.	DTS/DPF 7.2 None are applicable.	
PO 7.3 Development in open space is constructed to minimise the extent of impervious surfaces.	DTS/DPF 7.3 None are applicable.	

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PO 7.4	Development that abuts or includes a coastal reserve or Crown land used for scenic, conservation or recreational purposes is located and designed to have regard to the purpose, management and amenity of the reserve.	DTS/DPF 7.4	None are applicable.
Landscaping			
PO 8.1	Open space and recreation facilities provide for the planting and retention of large trees and vegetation.	DTS/DPF 8.1	None are applicable.
PO 8.2	Landscaping in open space and recreation facilities provides shade and windbreaks:  (a) along cyclist and pedestrian routes; (b) around picnic and barbecue areas; (c) in car parking areas.	DTS/DPF 8.2	None are applicable.
PO 8.3	Landscaping in open space facilitates habitat for local fauna and facilitates biodiversity.	DTS/DPF 8.3	None are applicable.
PO 8.4	Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.	DTS/DPF 8.4	None are applicable.

### Out of Activity Centre Development

#### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO1	The role of Activity Centres in contributing to the form and pattern of development and enabling equitable and convenient access to a range of shopping, administrative, cultural, entertainment and other facilities in a single trip is maintained and reinforced.

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres:  (a) as primary locations for shopping, administrative, cultural, entertainment and community services (b) as a focus for regular social and business gatherings (c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities:  (a) that support the needs of local residents and workers, particularly in underserved locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.	DTS/DPF 1.2 None are applicable.



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## Resource Extraction

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Resource extraction activities are developed in a manner that minimises human and environmental impacts.

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 Resource extraction activities minimise landscape damage outside of those areas unavoidably disturbed to access and exploit a resource and provide for the progressive reclamation and betterment of disturbed areas.	DTS/DPF 1.1 None are applicable.
PO 1.2 Resource extraction activities avoid damage to cultural sites or artefacts.	DTS/DPF 1.2 None are applicable.
Water Quality	
PO 2.1 Stormwater and/or wastewater from resource extraction activities is diverted into appropriately sized treatment and retention systems to enable reuse on site.	DTS/DPF 2.1 None are applicable.
Separation Treatments, Buffers and Landscaping	
PO 3.1 Resource extraction activities minimise adverse impacts upon sensitive receivers through incorporation of separation distances and/or mounding/vegetation.	DTS/DPF 3.1 None are applicable.
PO 3.2 Resource extraction activities are screened from view from adjacent land by perimeter landscaping and/or mounding.	DTS/DPF 3.2 None are applicable.

## Site Contamination

### Assessment Provisions (AP)

Desired Outcome (DO)

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### Desired Outcome

DO 1 Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>Ensure land is suitable for use when land use changes to a more sensitive use.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies (a), (b), (c) or (d):</p> <ul style="list-style-type: none"> <li>(a) does not involve a change in the use of land</li> <li>(b) involves a change in the use of land that does not constitute a change to a more sensitive use</li> <li>(c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form)</li> <li>(d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> <li>(i) a site contamination audit report has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that- <ul style="list-style-type: none"> <li>A. site contamination does not exist (or no longer exists) at the land</li> <li>or</li> <li>B. the land is suitable for the proposed use or range of uses (without the need for any further remediation)</li> <li>or</li> <li>C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development)</li> </ul> </li> <li>and</li> <li>(ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).</li> </ul> </li> </ul>

## Tourism Development

### Assessment Provisions (AP)

Desired Outcome (DO)

### Desired Outcome

DO 1 Tourism development is built in locations that cater to the needs of visitors and positively contributes to South Australia's visitor economy.

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
General	
PO 1.1 Tourism development complements and contributes to local, natural, cultural or historical context where: (a) it supports immersive natural experiences (b) it showcases South Australia's landscapes and produce (c) its events and functions are connected to local food, wine and nature.	DTS/DPF 1.1 None are applicable.
PO 1.2 Tourism development comprising multiple accommodation units (including any facilities and activities for use by guests and visitors) is clustered to minimise environmental and contextual impact.	DTS/DPF 1.2 None are applicable.
Caravan and Tourist Parks	
PO 2.1 Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.	DTS/DPF 2.1 None are applicable.
PO 2.2 Occupants are provided privacy and amenity through landscaping and fencing.	DTS/DPF 2.2 None are applicable.
PO 2.3 Communal open space and centrally located recreation facilities are provided for guests and visitors.	DTS/DPF 2.3 12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.
PO 2.4 Perimeter landscaping is used to enhance the amenity of the locality.	DTS/DPF 2.4 None are applicable.
PO 2.5 Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.	DTS/DPF 2.5 None are applicable.
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	DTS/DPF 3.4 None are applicable.



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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.	

## Transport, Access and Parking

### Assessment Provisions (AP)

Desired Outcome (DO)

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.

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Vehicle Access	
<p>PO 3.1</p> <p>Safe and convenient access minimises impact or interruption on the operation of public roads.</p>	<p>DTS/DPF 3.1</p> <p>The access is:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.</li> </ul>
<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> <ul style="list-style-type: none"> <li>(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</li> <li>(b) where newly proposed, is set back: <ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ul> </li> </ul>
<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> <ul style="list-style-type: none"> <li>(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</li> <li>(b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> <li>(i) a single access point no greater than 6m in width is provided or</li> <li>(ii) not more than two access points with a width of 3.5m each are provided.</li> </ul> </li> </ul>
<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"> <li>(a) 80 km/h road - 110m</li> <li>(b) 70 km/h road - 90m</li> <li>(c) 60 km/h road - 70m</li> <li>(d) 50km/h or less road - 50m.</li> </ul>
<p>PO 3.8</p> <p>Driveways, access points, access tracks and parking areas are designed and</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>

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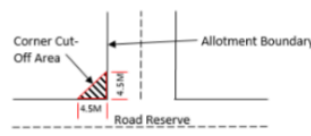
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constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.			
PO 3.9	Development is designed to ensure vehicle circulation between activity areas occurs within the site without 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.
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	DTS/DPF 7.1	None are applicable.



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entry and exit from the site without compromising pedestrian or cyclist 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.



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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.  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.  0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.	
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.  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.  0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.	
Row Dwelling where vehicle access is from the primary street	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.	
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.  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.	
Semi-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.	
Aged / Supported Accommodation		
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.  Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.  0.2 spaces per dwelling for visitor parking.	
Supported accommodation	0.3 spaces per bed.	
Residential Development (Other)		
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.	
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.  Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.  0.2 spaces per dwelling for visitor parking.	
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	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation.  Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.  A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.	
Tourist accommodation	1 car parking space per accommodation unit / guest room.	
Commercial Uses		
Auction room/ depot	1 space per 100m2 of building floor area plus an additional 2 spaces.	
Automotive collision repair	3 spaces per service bay.	
Call centre	8 spaces per 100m2 of gross leasable floor area.	
Motor repair station	3 spaces per service bay.	
Office	4 spaces per 100m2 of gross leasable floor area.	
Retail fuel outlet	3 spaces per 100m2 gross leasable floor area.	
Service trade premises	2.5 spaces per 100m2 of gross leasable floor area	

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Shop (no commercial kitchen)	1 space per 100m2 of outdoor area used for display purposes. 5.5 spaces per 100m2 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 100m2 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 100m2 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 100m2 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
Community facility	10 spaces per 100m2 of total floor area.
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.  For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Hall / meeting hall	0.2 spaces per seat.
Library	4 spaces per 100m2 of total floor area.
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)
Health Related Uses	
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Hospital	4.5 spaces per bed for a public hospital.  1.5 spaces per bed for a private hospital.
Recreational and Entertainment Uses	
Cinema complex	.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m2 of total floor area in a public bar plus 1 space for every 6m2 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 100m2 of total floor area for a Fitness Centre  4.5 spaces per 100m2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m2 total floor area  1 spaces per 100m2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m2 of total floor area.
Store	0.5 spaces per 100m2 of total floor area.
Timber yard	1.5 spaces per 100m2 of total floor area  1 space per 100m2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m2 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 100m2 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			
Non-residential development excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	5 spaces per 100m <sup>2</sup> of gross leasable floor area.	<p>City Living Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street ) Zone</p> <p>Urban Neighbourhood Zone</p>
Non-residential development excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	6 spaces per 100m <sup>2</sup> of gross leasable floor area.	<p>Strategic Innovation Zone</p> <p>Suburban Activity Centre Zone</p> <p>Suburban Business Zone</p> <p>Business Neighbourhood Zone</p> <p>Suburban Main Street Zone</p>



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

Table 2 - CriteriaThe 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><b>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</b></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<sup>(2)</sup></p> <p>(b) is within 400 metres of a bus interchange<sup>(1)</sup></p> <p>(c) is within 400 metres of an O-Bahn interchange<sup>(1)</sup></p> <p>(d) is within 400 metres of a passenger rail station<sup>(1)</sup></p> <p>(e) is within 400 metres of a passenger tram station<sup>(1)</sup></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.  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 <sup>2</sup> 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 <sup>2</sup> of gross leasable floor area plus 2 spaces plus 1 space per 1000m <sup>2</sup> 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 <sup>2</sup> of gross leasable floor area plus 1 space for every 600m <sup>2</sup> 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	
	Urban Corridor (Living) Zone	
	Urban Corridor (Main Street ) Zone	
	Urban Neighbourhood Zone	



## Waste Treatment and Management Facilities

## Assessment Provisions (AP)

Desired Outcome (DO)

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.
Amenity	
PO 3.1	DTS/DPF 3.1

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Policy24		P&D Code (in effect) Version 2023.2 02/02/2023	
Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.		None are applicable.	
PO 3.2		DTS/DPF 3.2	
Access routes to waste treatment and management facilities via residential streets is avoided.		None are applicable.	
PO 3.3		DTS/DPF 3.3	
Litter control measures minimise the incidence of windblown litter.		None are applicable.	
PO 3.4		DTS/DPF 3.4	
Waste treatment and management facilities are designed to minimise adverse impacts on both the site and surrounding areas from weed and vermin infestation.		None are applicable.	
Access			
PO 4.1		DTS/DPF 4.1	
Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction.		None are applicable.	
PO 4.2		DTS/DPF 4.2	
Suitable access for emergency vehicles is provided to and within waste treatment or management sites.		None are applicable.	
Fencing and Security			
PO 5.1		DTS/DPF 5.1	
Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.		Chain wire mesh or pre-coated painted metal fencing 2m or more in height is erected along the perimeter of the waste treatment or waste management facility site.	
Landfill			
PO 6.1		DTS/DPF 6.1	
Landfill gas emissions are managed in an environmentally acceptable manner.		None are applicable.	
PO 6.2		DTS/DPF 6.2	
Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.		Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.	
PO 6.3		DTS/DPF 6.3	
Landfill facilities are located on land that is not subject to land slip.		None are applicable.	
PO 6.4		DTS/DPF 6.4	
Landfill facilities are separated from areas subject to flooding.		Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.	
Organic Waste Processing Facilities			
PO 7.1		DTS/DPF 7.1	
Organic waste processing facilities are separated from the coast to avoid potential environment harm.		Organic waste processing facilities are set back 500m or more from the coastal high water mark.	
PO 7.2		DTS/DPF 7.2	
Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.		None are applicable.	
PO 7.3		DTS/DPF 7.3	
Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.		Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or a Conservation Zone.	
PO 7.4		DTS/DPF 7.4	
Organic waste processing facilities are located on land that is not subject to		None are applicable.	

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Policy24		P&D Code (in effect) Version 2023.2 02/02/2023	
land slip.			
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)

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

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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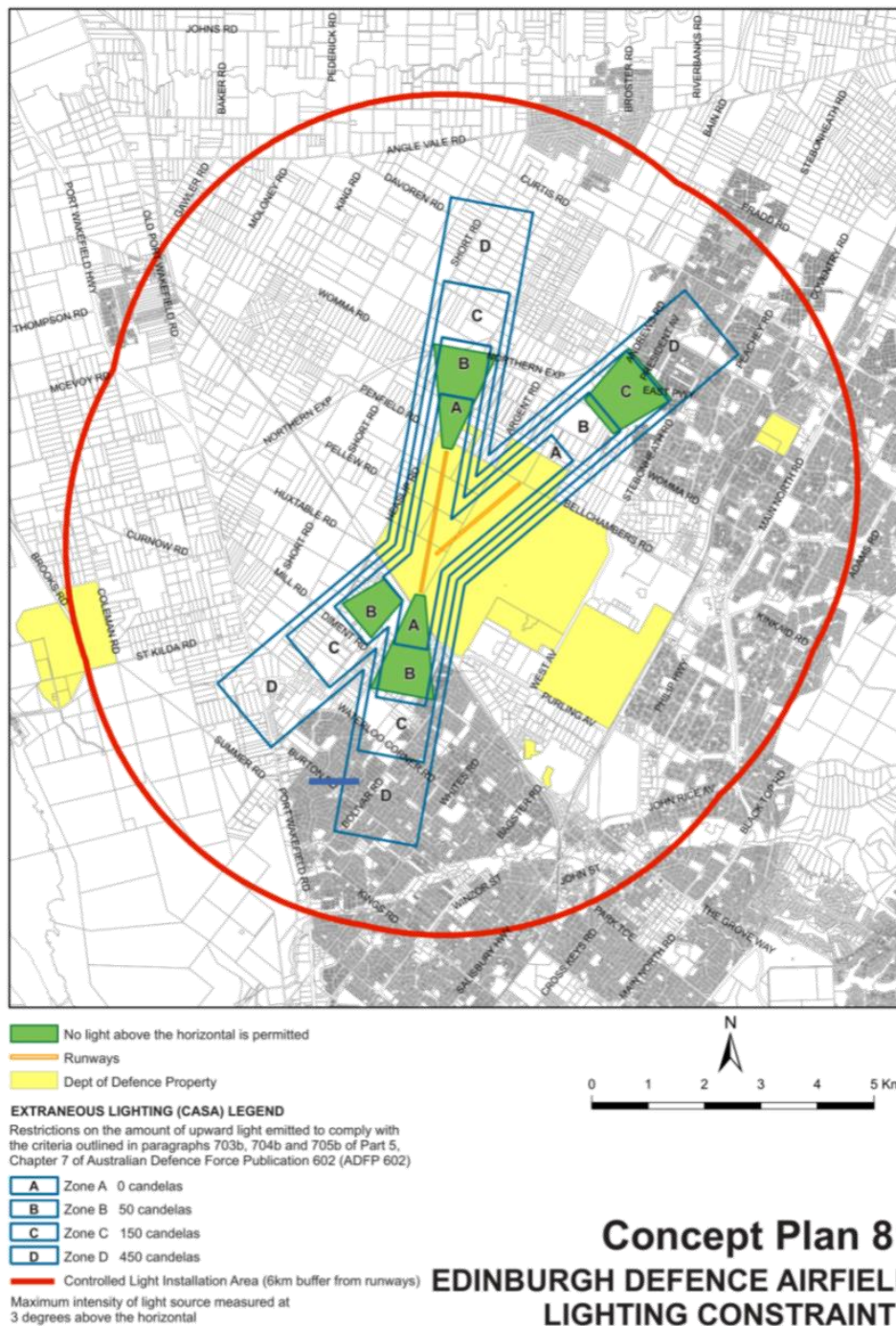
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## Playford

## Concept Plan 81 Edinburgh Defence Airfield Lighting Constraints





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No criteria applies to this land use. Please check the definition of the land use for further detail.



<b>ITEM</b>	8.1.2
	<b>COUNCIL ASSESSMENT PANEL</b>
<b>DATE</b>	28 February 2023
<b>APPLICATION NO.</b>	22030607
<b>APPLICANT</b>	Northern Adelaide Waste Management Authority (NAWMA)
<b>PROPOSAL</b>	Industrial Building for recycled paper processing in association with existing material recovery facility and Removal of One (1) Significant Tree and One (1) Regulated Tree
<b>LOCATION</b>	71-75 Woomera Avenue, EDINBURGH SA 5111
<b>CERTIFICATE OF TITLE</b>	CT-5960/906
<b>AUTHOR</b>	Kieron Barnes, Planning Consultant, City Development

### 1. DEVELOPMENT APPLICATION DETAILS

<b>Zone Area</b>	Strategic Employment
<b>Application Type</b>	Performance Assessed
<b>Public Notification</b>	Not required
<b>Referrals - Statutory</b>	Environment Protection Authority (EPA)
<b>Referrals – Internal</b>	Development Engineer
<b>Planning and Design Code Version</b>	2022.17
<b>Assessing Officer</b>	Kieron Barnes – Planning Consultant (Planning Studio)
<b>Recommendation</b>	Planning Consent with Conditions
<b>Meeting Date</b>	28 February 2023

### 2. REPORT CONTENTS

This Report provides an assessment of the proposed development against the relevant provisions of the Planning and Design Code. This assessment has been based on a review of the following plans and documents which are appended to this report:

Attachment 1:	Proposal Plans and Supporting Documentation
Attachment 2:	Agency Referral Response - EPA
Attachment 3:	Extract of Planning and Design Code

### 3. EXECUTIVE SUMMARY

The proposed development seeks to construct an industrial building to be used in association with an existing material recovery facility operated by the Northern Adelaide Waste Management Authority (NAWMA) which is located at 71-75 Woomera Avenue, Edinburgh. The development also seeks to remove one Significant Tree and one Regulated Tree.



The subject land is located in the Strategic Employment Zone. While the development did not trigger a notification process, a referral to the Environment Protection Authority (EPA) was required given the nature of the proposed activities.

This report provides a detailed assessment of the application (as per the amended plans received on 20 December 2022), against the relevant provisions of the Planning and Design Code. This assessment has concluded that the proposed development:

- Is consistent with the land uses sought by the Strategic Employment Zone and represents a logical extension of the existing industrial use on the land;
- Provides appropriate vehicular access and a sufficient number of car parking spaces to accommodate the proposed activities;
- Will not result in any negative impacts on adjacent development and is appropriately separated from residential areas to minimise potential interface issues;
- Will maintain an appropriate amount of landscaping around the site;
- Has appropriately addressed the management of stormwater; and
- Sufficiently justifies the proposed removal of a Regulated Tree and Significant Tree.

It is also noted that the EPA has assessed the proposed development and has formed the view that it will not result in unacceptable environmental impacts.

For the above reasons, it is recommended the Council Assessment Panel grant Planning Consent subject to a Reserved Matter and Conditions.

#### 4. RELEVANT AUTHORITY

The relevant authority for the development application is the Assessment Manager for the City of Salisbury. Regulation 30(1)(c) of the *Planning, Development and Infrastructure (Accredited Professionals) Regulations 2019* provides however that an accredited professional must not perform any function of an accredited professional in relation to a development if they are employed by any person or body associated with any aspect of the development.

Given that NAWMA is a partnership project funded by the City of Salisbury, the City of Playford and the Town of Gawler, the Minister for Planning was requested to ‘call-in’ the development application to be assessed by the State Planning Commission rather than the Council’s Assessment Manager. The ‘call-in’ was requested due to legislative limitation described above and to avoid a perceived conflict of interest. However, the Minister for Planning’s Delegate declined the ‘call-in’ request and noted that the appointment of the Council Assessment Panel, as an independent body to assess the proposal, will remove the perceived conflict of interest.

As a consequence of the above, the Assessment Manager, as the relevant authority, has delegated to the Salisbury Council Assessment Panel the power pursuant to s102(1)(a) of the *Planning, Development & Infrastructure Act 2016* to assess development application number 22030607 for *Industrial Building for recycled paper processing in association with existing material recovery facility and Removal of One (1) Significant Tree and One (1) Regulated Tree* against the relevant provisions of the Planning Rules, & to grant or refuse planning consent; together with the power pursuant to s127 of the Act to impose any conditions it thinks fit to impose in the event that it grants planning consent.



Further to the above and, consistent with the Council's procedure in relation to development undertaken by the Council, an independent planning consultant has been engaged to assess the application and prepare an assessment report for consideration by the CAP.

## **5. SUBJECT SITE**

The subject land is a 1.92 hectare site located at 71-75 Woomera Avenue, Edinburgh. More specifically, the subject land is described as Allotment 506 in Certificate of Title 5960 Folio 906. The subject land is rectangular in shape with a frontage of 102 metres to Woomera Avenue and a depth of 188 metres.

The subject land contains the NAWMA waste recovery facility which is accommodated within a two-storey building fronting Woomera Avenue. A private road known as Tugger Way, is located to the west of the subject land. It is noted that Tugger Way does not connect through to Woomera Avenue and access to the northern access to Tugger way is restricted by gates located at the intersection with West Avenue to the north-west of the subject land.

The existing building contains offices along the southern elevation followed by a large shed within which recycled materials are sorted, processed and packaged. A car park for passenger vehicles is provided in front of the building with separate ingress and egress points to Woomera Avenue located at the western and eastern corners of the land. Heavy vehicle access for trucks up to a B-Double size is provided from both Woomera Avenue and Tugger Way with vehicles able to circulate around the building in a clockwise direction.

Given that Tugger Way does not connect through to Woomera Avenue, any vehicles exiting the site via Tugger Way must travel in a northerly direction towards West Avenue.

While the subject land is relatively flat, a stormwater swale runs along the western boundary. A number of mature trees (some of which are Regulated and Significant Trees) are located across the site with the majority located along the western boundary.

While there are a number of easements over the land, they do place any restrictions on the proposed development. Similarly, the subject land does not contain any Heritage Places which may affect the development.  
Site photos are provided below.



***Photograph 1***  
*Existing building  
and vehicular  
entrance as  
viewed from  
Woomera Avenue*



***Photograph 2***  
*Tugger Way as  
viewed from  
Woomera Avenue*





***Photograph 3***  
*Existing access  
from Tugger Way*



***Photograph 4***  
*Site of the  
proposed  
building as  
viewed from  
Tugger Way*





**Photograph 5**  
*Existing  
Significant Tree  
(left of photo) and  
Regulated Tree  
(right of photo)  
proposed for  
removal*



## 6. LOCALITY



The subject land forms part of the broader Edinburgh Parks industrial estate which generally encompasses a range of relatively large industrial developments located on generous sites and which are often surrounded by significant expanses of hard stand areas.

Importantly, the subject land is located near the centre of the Edinburgh Parks estate with the nearest residential area located more than 400 metres to the south-west on the other side of the railway line.

A locality plan and contextual plan are provided below.



Locality Plan – Aerial**Legend (Source: NearMap)**


	Site boundary
	Locality boundary



Contextual Plan:



**Legend (Source: SAPP)**

	Site boundary
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Panorama View – Looking North



Item 8.1.2

Legend (Source: NearMap)

	Site boundary
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7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development seeks the construction of a relatively large building to the rear (north) of the existing building which will be used to further refine the processing of recycled materials to achieve a quality suitable for export.

The new building will have a total floor area of 2,318m<sup>2</sup> and will feature a loading dock/canopy with an area of 654m<sup>2</sup> on the eastern side of the building. The building will have a total height of 13.5 metres to the ridgeline while the eastern edge of the canopy will have a height of 6 metres before sloping up at a 5<sup>0</sup> angle until it attaches to the main building. Three roller doors will be located on the southern elevation while a further roller door will be located in the north-eastern corner of the building.

An elevated conveyor belt will connect the two buildings and allow for the transfer of materials.



In terms of materials, the roof will be Colorbond sheeting (coloured ‘surfmist’) while the walls will be a mixture of Colorbond sheeting (coloured ‘windspray’) as well as precast concrete painted ‘shale grey’. The roller doors and personal access doors will be Colorbond (coloured ‘deep ocean’).

The proposed development also includes a detention tank plus additional swales on either side of the new building to manage the additional stormwater generated by the development. The tank and swales will be connected via a series of underground pipes with grated pits which will then discharge stormwater to Tugger Way via a Gross Pollutant Trap.

A Regulated Tree (*Eucalyptus cladocalyx*) and a Significant Tree (*Eucalyptus cladocalyx*) will be removed along the western boundary of the site to accommodate a 300,000 litre ‘fire tank’ and pump shed. Additional trees will be planted for screening purposes along the northern boundary of the site.

In terms of the proposed activities which will take place within the new building, the Applicant’s Planning Consultant has provided the following description:

*The development will take mixed paper/cardboard from the existing NAWMA material recovery facilities located on the site and reduce contamination within the materials to a level that is permissible for the product be exported.*

*Processing activities include 5 state of the art optical sorters manufactured in Europe which yield maximum separation via profile detection technology for superior identification of non-fibre contaminants, including black objects and metals as well as all plastic grades.*

*The polished paper and cardboard products after being optically sorted, will be baled via two export size fibre balers. Once baled, the paper and cardboard is ready for dispatch to secondary reprocessors both onshore in Australia and offshore into Southeast Asia.*

*Paper and Cardboard exiting the material recovery facility will travel up an incline conveyor and onto a cross-over conveyor that will transfer the material across the roadway to the new fibre sort building. This cross- over conveyor will have a walkway alongside for easy maintenance and covers for product containment to mitigate the risk of wind-blown litter.*

*Once the material enters the Paper Polishing Plant all products are processed within the building. Any dust within the building is captured via integrated dust hoods into each of the five optical sorters. Ducting from each hood combine and is enclosed to route to a bag house located outside the building that will be positioned above a compactor, where a controlled rotary valve will discharge the product without creating spillage or nuisance dust.*



The applicant’s planning consultant has advised that the existing facility has approximately 30 employees on site at any one time. Further, the new facility will be staffed in two shifts, with four employees required per shift. The first shift will be between the hours of 6:00am to 3:00pm and the second shift will be from 3:00pm to 12 Midnight Monday to Friday. On this basis, it would appear that there will be maximum of 34 employees on site once the new building is operational. To accommodate the parking needs of the additional employees, an extra six car parking spaces will be provided on the northern side of the building. These additional spaces will complement the existing car parking along the front of the building which provides 48 spaces.

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

**8. CLASSIFICATION**

Given that neither ‘general industry’ or ‘tree damaging activity’ is listed as ‘Accepted’ or ‘Deemed to Satisfy’ in the Strategic Employment Zone, the proposed development is a Performance Assessed development which must be assessed against the relevant provisions of the Planning and Design Code.

**9. PUBLIC NOTIFICATION**

Table 5 of the Strategic Employment Zone excludes ‘tree damaging activity’ from notification. It also excludes ‘general industry’ from notification except where the site of the development is adjacent to land used for residential purposes in a neighbourhood-type zone. Given that the Neighbourhood Zone is located more than 400 metres from the subject land, the proposed development is excluded from notification.

**10. REFERRALS – STATUTORY**

The proposed development was referred to the EPA by virtue of Table 9.1 of the Planning and Design Code (see extract from Table 9.1 below).

<i>Class of Development / Activity</i>		
<i>Resource recovery, waste disposal and related activities</i>	<i>Waste recovery facility</i>	<i>The conduct of a waste recovery facility, being a depot, works or facility (including, but not limited to, a transfer station or material recovery facility) that, during a 12 month period, receives for preliminary treatment, or has the capacity for the preliminary treatment of:</i>  <i>(a) more than 100 tonnes of solid waste or matter</i> <i>or</i> <i>(b) more than 100 kilolitres of liquid waste or matter</i>  <i>prior to its transfer elsewhere for lawful reuse, further treatment or disposal but excluding a prescribed approved activity or an activity in respect of which the Environment Protection Authority is satisfied, having regard to prescribed factors, that a referral is not necessary and has provided written confirmation of this to the relevant authority. (EPA Licence).</i>



		<p><i>In this class of development / activity:</i></p> <p><i>preliminary treatment of waste or matter, includes sorting, aggregating, compacting, baling or packaging the waste or matter as defined in Schedule 1 of the Environment Protection Act 1993.</i></p>
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The EPA has assessed the proposed development and advised that, provided that a number of Conditions are attached to any approval, the proposed development would not result in unacceptable environmental impacts. The EPA further advises that the proposed development will require a variation to the site's existing license. However, it is noted that this can be dealt with following the development assessment process.

## 11. REFERRALS – INTERNAL

The application was referred to the Council's Development Engineer to review the stormwater management and access arrangements of the proposed development. Following the receipt of additional information, the Development Engineer has confirmed that the proposed stormwater management arrangements are acceptable.

In terms of access, the Development Engineer has noted that the applicant has not supplied turn paths to demonstrate that semi-trailers can enter the site from Tugger Way. Accordingly, the Development Engineer has recommended that a Condition be included which limits Tugger Way to a one way exit.

## 12. ASSESSMENT

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act*, 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 is consistent with the land uses sought in the Strategic Employment Zone;
- b) The proposed development will not have an unreasonable impact on the amenity of the locality.

### Assessment

A detailed assessment of the application has taken place against the relevant provisions of the Planning and Design Code and is described below under headings. Further, a Policy Enquiry containing the relevant provisions of the Planning and Design Code relating to the proposed development on the subject land, is contained in Attachment 3.



Overlays

A summary of the proposed development's compliance with the relevant Overlays affecting the subject land is provided in the table below.

<b>Overlay</b>	<b>Assessment</b>
Building Near Airfields	Partly satisfied – while details of external lighting have not been provided, the applicant's Planning Consultant has advised that lighting will be consistent with the existing building and other buildings in the locality. Accordingly, a Condition of Consent is recommended to ensure that external lighting achieves the relevant Australian Standard. Further, the proposed development unlikely to attract or result in the congregation of wildlife.
Defence Aviation Area (All structures over 15 metres)	Satisfied – the proposed development does not propose any building work or structures over 15 metres in height
Prescribed Wells Area	Not applicable – the proposed development will not rely on a water supply from a prescribed well
Regulated and Significant Tree	See detailed assessment below
Water Resources	Satisfied – the proposed development will not affect a watercourse

Local Variation

It is noted that the subject land is subject to a Technical and Numerical Variation (Local Variation) which requires consideration of 'Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints'. Given that a Condition of Consent is recommended to ensure that external lighting achieves the relevant Australian Standard, the proposed development will satisfy Concept Plan 81.

Land Use

The Strategic Employment Zone seeks:

*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 1)*



Performance Outcome (PO) 1.1 and its associated Deemed to Satisfy / Designated Performance Feature (DTS/DPF) provides greater clarity in relation to the land uses sought in the Zone:

<p><b>PO 1.1</b>  <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></p>	<p><b>DTS/DPF 1.1</b>  <i>Development comprises one or more of the following:</i></p> <ul style="list-style-type: none"> <li>(a) <i>Advertisement</i></li> <li>(b) <i>Automotive collision repair</i></li> <li>(c) <i>Electricity substation</i></li> <li>(d) <i>Energy generation facility</i></li> <li>(e) <i>Energy storage facility</i></li> <li>(f) <i>Fuel depot</i></li> <li>(g) <i>General industry</i></li> <li>(h) <i>Intermodal facility</i></li> <li>(i) <i>Light Industry</i></li> <li>(j) <i>Motor repair station</i></li> <li>(k) <i>Public service depot</i></li> <li>(l) <i>Rail marshalling yard</i></li> <li>(m) <i>Renewable energy facility (other than a wind farm)</i></li> <li>(n) <i>Retail fuel outlet</i></li> <li>(o) <i>Service trade premises</i></li> <li>(p) <i>Shop</i></li> <li>(q) <i>Store</i></li> <li>(r) <i>Telecommunications facility</i></li> <li>(s) <i>Training facility</i></li> <li>(t) <i>Warehouse</i></li> </ul>
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The proposed use of the land for ‘general industry’ (recycled paper processing) is consistent with the land uses sought by DO 1 and PO1.1. On this basis, the proposed land use is considered acceptable.

#### Interface between Land Uses

The Strategic Employment Zone seeks development which achieves a:

*A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements. (DO 3)*

Further guidance is provided by the following ‘Interface between Land Use’ General Development Policies within the Planning and Design Code:

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



*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:*

- (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.*

*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.*

In response to these policies, the applicant engaged Echo Acoustic Consulting to prepare an Environmental Noise Assessment. The Echo noise assessment notes that the proposed facility is:

*... well located from a noise perspective, with the closest dwellings being more than 500m to the south-west from the site with significant buildings located both on the site and throughout the intervening Strategic Employment Zone acting to shield the plant.*

The Echo assessment goes on to conclude that

*This assessment determines that the proposed sorting of paper and cardboard can achieve the Environment Protection (Noise) Policy 2007 without any specific additional acoustic treatment, other than ensuring the procured equipment is consistent with the equipment used in the existing operations and as provided by the manufacturer's data, and the new building incorporates thermal insulation to the internal side of the sheet metal roof and walls.*



*Based on the above, this assessment concludes the proposed paper polishing plant will not adversely impact on the amenity of any dwelling in the locality or on existing industrial land uses, and will meet the relevant Environment Protection (Noise) Policy 2007 and Planning and Design Code provisions.*

As mentioned previously in this report, the EPA has undertaken an assessment of the proposed development. In its statutory response, the EPA has accepted the findings of the Echo assessment, but has directed the inclusion of two Conditions of Consent which require that the internal equipment and roof of the building achieve certain acoustic properties. Given that the Echo Noise Assessment also assumes that these acoustic measures will be adopted, the EPA's Conditions are intended to reinforce the documents and materials provided with the application.

In terms of other potential interface issues, it is noted the heavy vehicle access in the form of B-Double trucks will remain the same as the existing access arrangements to the site. Also, the location of the subject land within the centre of a purpose-built industrial estate means that any additional heavy vehicle movements can be readily accommodated on existing roads without impacting on residential areas.

Further, the hours of operation of the facility are considered appropriate within the Strategic Employment Zone. Similarly, the modest increase in the number of employees can be accommodated within the site through the inclusion of an additional six car parking spaces.

Based on the Environmental Noise Assessment prepared by Echo (which was reviewed by the EPA), it is considered that the proposed development will satisfy the relevant 'Interface between Land Uses' provisions of the Planning and Design Code and will, in particular, comply with the requirements of the *Environment Protection (Noise) Policy 2007*.

#### Transport, Access and Parking

As outlined previously in this report, the proposed development will generally retain the existing access and parking arrangements that currently apply to the subject land. In this respect, appropriate access for heavy vehicles (up to B-Double trucks) will continue to be provided from Woomera Avenue and Tugger Way (a private road which services a number of industrial buildings with Edinburgh Parks). In addition, an appropriately designed loading dock and canopy will be provided directly to the east of the new building. Parking for passenger vehicles (for staff and visitors) will continue to be provided on the southern side of the existing building near the office and six additional car parks will be provided at the rear of the proposed building.

In terms of the adequacy of the parking area, it is noted that "Table 1 - General Off-Street Car Parking Requirements" indicates that 'Industry' should provide 1.5 spaces per 100m<sup>2</sup> of total floor area. This equates to an approximate demand of 35 car parking spaces for the 2,318m<sup>2</sup> building (excluding the canopy to the east of the building). This shortfall has been considered by the Applicant's Traffic Consultant (CIRQA) who note:



*.... The Planning and Design Code therefore contemplates acceptance of lower parking provisions (than suggested by the specified rates) based on development and land use considerations. Most notably the DTS parking rate results in gross over-estimation of realistic parking demands associated with the proposed facility. The facility will have very low staffing levels and a high level of automation resulting in much lower parking demands than suggested by the above DTS rate. Furthermore, assessment based on the DTS rate does not take into account efficiencies achieved with staff associated with the existing facility (already accommodated within existing parking) and the level of vacancy available within the existing parking areas.*

Accordingly, CIRQA consider the development provides sufficient onsite parking to service the realistic demands of the proposal. On this basis, and noting that only an additional four people will be employed per shift, and given that an industrial development of this nature does not require significant numbers of visitor parks, it is considered that the proposed additional six (6) car parking spaces at the rear of the new building are acceptable.

In terms of vehicular access, it is noted that the existing arrangements will remain – i.e. vehicles (including heavy vehicles) will continue to access the site from both Woomera Avenue and Tugger Way. Based on the information provided by CIRQA, B-Double trucks will only access the site via Woomera Avenue, while 19 metre long Semi-trailers will also be able to exit the site from Tugger Way and will be able to circulate around the new building to access the loading dock on the eastern side of the facility. However, as noted previously in this report, the Council's Development Engineer has observed that turn paths have not been provided to demonstrate that semi-trailers can access the site from Tugger Way. On this basis, it is recommended that a Condition of Consent be included which requires that Tugger Way be limited to a one way exit for semi-trailers.

With the above in mind, the proposed development satisfies the relevant Transport, Access and Parking provisions of the Planning and Design Code including the following:

*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.*

*PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.*

*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.*

*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.*

*PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.*



- 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.*
- PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.*
- 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.*
- PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads*
- 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.*
- 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.*
- PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.*

### Landscaping

The Strategic Employment Zone includes the following provisions in relation to the provision of landscaping:

- 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.*
- PO 5.1 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.*
- PO 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.*

*PO 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.*

While the proposed development only offers a modest amount of additional landscaping (in the form of an additional six trees along the northern boundary), it is noted that the site currently features a wide landscape strip along the western boundary as well as another strip of landscaping along Woomera Avenue. On this basis, it is considered that a suitable amount of landscaping will continue to be provided on the site. In this way, the landscaping will satisfy the requirements of the Planning and Design Code.

*Significant and Regulated Trees*

The proposed development seeks the removal of one Significant Tree and one Regulated Tree in order to accommodate the fire tanks associated with the new building. Accordingly, the applicant has provided a Tree Assessment Report prepared by Adelaide Arb Consultants which assesses the trees located along the western boundary of the site which may be affected by the proposed development. Based on this assessment, one Regulated Tree and one Significant Tree (both *Eucalyptus cladocalyx* – Sugar Gum) have been proposed for removal. The Tree Assessment Report confirms that, subject to the adoption of a Tree Protection Plan, no other Regulated or Significant Trees will be affected by the proposed development.

In terms of the two trees which are proposed to be removed, the Tree Assessment Report notes that the health of the Regulated Tree is ‘poor’ while the health of the Significant Tree is ‘fair’. More specifically, the following observations were noted in relation to the Regulated Tree:

- Reduced to poor foliage density throughout the form.*
- A moderate proportion of small to medium diameter and terminally arranged deadwood.*
- A recent history of medium to large diameter branch failure.*
- The result of the reduced foliage density is an open crown form.*

As a consequence, the Tree Assessment Report recommends that:

- The tree conflicts with the development proposal and displays health and structural deficiencies.*
- This tree is recommended to be removed to enable greater protection of adjacent, more sustainable trees within this environment.*



In relation to the Significant Tree, the Tree Assessment Report notes that:

- *Reduce foliage density throughout the crown. Lower crown foliage density is derived entirely of epicormic origin.*
- *An elevated proportion of medium to large diameter deadwood is noted throughout the crown.*
- *Lateral branches are elongated with reduced taper and foliage end weight.*
- *The eastern stem has failed, and the crown form is altered as a result.*

The Tree Assessment Report further notes that:

- The species is not indigenous to the local area or listed as rare or endangered under the National Parks and Wildlife Act 1972.
- The trees do not present with nesting hollows, and are not linked to a wildlife corridor.
- The tree has limited biodiversity value given that it is not indigenous to the local area and is does not form part of a wildlife corridor.

As a consequence, the Tree Assessment Report recommends that:

- *The tree conflicts with the development proposal and displays health and structural deficiencies.*
- *This tree is recommended to be removed to enable greater protection of adjacent, more sustainable trees within this environment.*

With the above in mind, and noting that the majority of existing trees will be retained as part of the proposed development, the removal of one Regulated Tree and one Significant Tree appropriately responds to the provisions of the Regulated and Significant Tree Overlay (copied below). Further, it is noted that an additional six trees will be planted along the northern boundary of the subject land which will appropriately compensate for the loss of the Regulated and Significant Trees. It is recommended that the planting of these ‘replacement’ trees be reinforced by way of a planning condition.

*PO 1.1 Regulated trees are retained where they:*

- make an important visual contribution to local character and amenity*
- are indigenous to the local area and listed under the National Parks and Wildlife Act 1972 as a rare or endangered native species*
- and / or*
- provide an important habitat for native fauna.*

*PO 1.2 Significant trees are retained where they:*

- make an important contribution to the character or amenity of the local area*
- are indigenous to the local area and are listed under the National Parks and Wildlife Act 1972 as a rare or endangered native species*
- represent an important habitat for native fauna*
- are part of a wildlife corridor or a remnant area of native vegetation*
- 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.*

*PO 1.4 A tree-damaging activity in connection with other development satisfies all the following:*

- (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 occurring.*

*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.*

### 13. CONCLUSION

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

- Is consistent with the land uses sought by the Strategic Employment Zone and represents a logical extension of the existing industrial use on the land;
- Provides appropriate vehicular access and a sufficient number of car parking spaces to accommodate the anticipated activities;
- Will not result in any negative impacts on adjacent development and is appropriately separated from residential areas to minimise potential interface issues;
- Will maintain an appropriate amount of landscaping around the site;
- Has appropriately addressed the management of stormwater; and
- Sufficiently justifies the proposed removal of a Regulated Tree and Significant Tree.

Accordingly, it is recommended that Planning Consent be granted, subject to a Reserved Matter and Conditions.

### 14. 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.
- B. Section 107 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to application number 22030607 for Industrial Building for recycled paper processing in association with existing material recovery facility and Removal of One (1) Significant Tree and One (1) Regulated Tree in accordance with the plans and details submitted with the application and subject to the following Reserved Matters and conditions:



*Reserved Matters:*

The following matter/s shall be submitted for further assessment and approval by the Team Leader Planning, as delegate of the Council Assessment Panel, as Reserved Matters pursuant to Section 102(5) of the *Planning, Development and Infrastructure Act 2016*:

***Stormwater Management Plan***

1. Final stormwater management plan and accompanying stormwater design calculations, prepared by a qualified and experienced stormwater engineer, which shall address all of the following:
  - a. 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 components shall be included in the stormwater drainage design:
    - i) Finished floor level shall be at least 150mm above the Q100 flood level adjacent the building;
    - ii) Storm runoff from the building roof areas should 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;
    - iii) Grassed or vegetated swale drains and sedimentation/detention basins shall 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;
    - iv) The minor stormwater drainage system of grassed swale drains, culverts, pits and pipes shall be designed with capacity to convey the runoff resulting from a 1 in 10 year ARI storm event;
    - v) Grassed swale systems and basins shall be designed to provide primary treatment of stormwater runoff by filtering and removal of silt, sediment, oil and grease before discharge to downstream drainage systems and may also incorporate bio-retention treatment systems;
    - vi) Gross pollutant traps including trash racks and trash nets shall be included in the stormwater drainage system to capture stormwater pollutants such as rubbish and floatable litter.
    - vii) Gross pollutant traps, water quality treatment devices and drainage systems shall include high flow bypass and overflow provisions to accommodate extreme storm events resulting from the 1 in 100 year Ari major storm event.
    - viii) The following water quality requirements shall be met:



- i) 80% retention of the typical urban annual load for Total Suspended Solids (TSS);
- ii) 60% retention of the typical urban annual load for Total Phosphorus (TP);
- iii) 60% retention of the typical urban annual load for Total Nitrogen (TN)(45% reduction target is applicable if discharge < 60L/sec);
- iv) No visible oil flows up to the 3 month ARI peak flow;
- v) MUSIC modelling is required to verify that water quality targets are achieved;
- vi) Gross pollutant traps, water quality treatment devices and drainage systems shall include high flow bypass and overflow provisions to accommodate extreme storm events resulting from the 1 in 100 year ARI major storm event.

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
BG_10, Bg_20, BG_30, BG_31	Site Plan, Floor Plan and Elevations	31/10/22	BG Building Group
C1.00 to C3.01	Civil Drawings	18/11/22	Triaxial Consulting
N/A	Tree Risk Assessment Report	26/05/22	Adelaide ARB Consultants
N/A	Traffic Letter	15/11/22	CIRQA
N/A	Environmental Noise Assessment	23/08/2022	Echo Acoustic Consulting

2. The car parking layout including car park spaces, aisle widths and manoeuvring area shall be designed and constructed to comply with AS 2890.1-2009 - Off-Street Car Parking, Part 1, Austroads "Guide to Traffic Engineering Practice Part 11 - Parking", AS 2890.2 - Facilities for Commercial Vehicles and AS 2890.6 - 2009 - Parking Facilities - Part 6: Off-street parking for people with disabilities.
3. The access point to Tugger Way shall be limited to exit movements only for semi-trailers.
4. All loading and unloading of vehicles and manoeuvring of vehicles in connection with the approved land use shall be carried out entirely within the site at all times.
5. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or driveways at any time.
6. All waste and rubbish from the activity shall be contained and stored pending removal in covered containers which shall be kept in an area screened from public view.



7. 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’.
8. A Tree Protection Plan shall be prepared by a qualified Arborist in accordance with the recommendations in the Tree Assessment Report prepared by Adelaide ARB Consultants prior to the granting of full Development Approval.
8. Replacement trees must be planted within 12 months of completion of the development at the following rates:
  - i. if the development relates to a regulated tree—2 trees to replace a regulated tree; or
  - ii. if the development relates to a significant tree—3 trees to replace a significant tree.

Replacement trees cannot be within a species specified under regulation 3F(4)(b) of the Planning, Development and Infrastructure (General) Regulations 2017, and cannot be planted within 10 metres of an existing dwelling or in-ground swimming pool;

### **EPA Conditions**

9. The detailed design of the stormwater management system including swales and bioretention must incorporate the outcomes outlined in the Water Cycle Management Plan Report, prepared by Triaxial Consulting, dated 25 November 2022 and accompanying Stormwater Management Drawings, 18 November 2022.
10. Only the Pellenc Mistral+ 2000 sorting machines (or other sorting machine with an equivalent or lower sound power level) must be installed at the site.
11. Prior to commencing operation, the internal side of the sheet metal roof and walls of the new building must be fitted with a minimum 50mm thick thermal insulation with a minimum density of 10kg/m<sup>3</sup> and a sarking protective cover.

### Advice Notes

### **Rights of Appeal**

The applicant has a right of appeal against the conditions which have been imposed on this Planning Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).



**Building Rules Consent and Approval Still Required**

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.

**Commencement**

The development shall be lawfully commenced by substantial work on the site of the development within 2 years from the date of Development Approval. If substantial work on the site has occurred within 2 years, the development shall be substantially or fully completed within 3 years from the date of Development Approval.

**Advice regarding Council land**

This Development Approval does not constitute land owners approval. The following applies to any works on Council land:

- 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.
- 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 roof expansion.
- 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;
- 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 wilful damage.

**Siting of Building Work**

It is your responsibility to ensure that any 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.

**Plans Available Onsite**

The Council approved plans should be available on site at all times while performing the building work.



**Fences Act**

You will need to obtain your permission from your neighbour should you wish to access their property to carry out construction work adjacent the boundary or if you wish to erect common boundary fencing or boundary retaining walls, pursuant to the Fences Act 1975. To find out more, please visit:

<https://lsc.sa.gov.au/resources/fencesandthelawbooklet.pdf>

**Construction Noise**

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;

After 7pm or before 7am on any other day.

**EPA and Local Nuisance Matters**

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.

In addition, the applicant is responsible for ensuring the development (including demolition, civil works and construction activities) do not cause a ‘local nuisance’ under the Local Nuisance and Litter Control Act 2016

Accordingly, your site planning activities should consider:

- providing a stabilised entry/exit point to the site for all construction and trade vehicles, including contained wash down area for vehicles and equipment
- appropriately located stockpiles and storage materials
- a suitable and designated area for brick cutting and concrete works
- a contained area for paint and plastering waste and wash waters
- appropriate location of noisy equipment so as to avoid unreasonable impacts to neighbours
- dust control measures such as use of a water cart and/or covering stockpiles



Note: 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>.

### **ATTACHMENTS**

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

1. Proposal Plans and Supporting Documentation
2. Agency Referral Response - EPA
3. Extract of Planning and Design Code







## **Appendix 1**

### *Proposal Plans and Supporting Documentation*



Ref: 22ADL-0316

20 December 2022

Chris Carrey  
Team Leader  
City of Salisbury  
Salisbury Community Hub,  
34 Church Street,  
Salisbury SA .5108



**Adelaide**  
12/154 Fullarton Rd  
Rose Park, SA 5067  
08 8333 7999

**Melbourne**  
29-31 Rathdowne St  
Carlton, VIC 3053  
03 8593 9650  
urps.com.au

Dear Chris

### **NAWMA Paper Polishing Plant – 71-75 Woomera Road, Edinburgh**

I refer to the recent request for additional information in relation to the above application.

I am pleased to provide the following:

#### *Tree Removal*

We note Council's confirmation that this has been addressed

#### *Traffic Movements*

An updated traffic report are provided with this response that clarify vehicle sizes and turn paths.

The largest vehicle accessing the site will be a B-Double as clarified in the attached Cirqa response.

#### *Plans and Elevations*

The two shifts are:

- Shift 1: Monday – Friday 6am to 3pm
- Shift 2: Monday – Friday 3pm to Midnight

Maintenance may occur as required on weekends.

H:\Synergy\Projects\22ADL\22ADL-0316 - 71-75 Woomera Avenue, Edinburgh - NAWMA Expansion\Issued\221123\_RFI Response Package\221123\_C3\_v1\_RFI Response 2.docx







*Stormwater*

Updated details and a DRAINS model have been sent separately to you via an email as the SA Planning Portal cannot receive .DRN files

I trust that these details will enable the assessment to be finalised.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Bills', with a stylized flourish at the end.

David Bills  
Associate Director







**Ref: 22372|BNW**

15 November 2022

Mr David Bills  
URPS  
12/154 Fullarton Road  
ROSE PARK SA 5067

Dear David,

**NAWMA PAPER POLISHING PLANT  
71-75 WOOMERA ROAD, EDINBURGH**

I refer to the proposed expansion of the Northern Adelaide Waste Management Authority's (NAWMA) existing recycling facility at Edinburgh. As requested, this letter provides a summary of traffic and parking aspects of the proposal.

**BACKGROUND**

The subject site is located is 71-75 Woomera Road, Edinburgh. The site currently accommodates NAWMA's recycling facility with associated access and parking provisions. Specifically, the site is accessed via separate ingress and egress points on Woomera Road and an egress on Tugger Way. The Planning and Design Code identifies that the site is located within a Strategic Employment Zone.

The existing facility is serviced by 48 on-site parking spaces. It is understood that the existing facility has approximately 30 staff on site at any one time and that there is additional capacity available within the car park (as confirmed by a review of available aerial photography). It is understood that the site is currently serviced by commercial vehicles including 19.0 m Semi-Trailers and 26 m B-Doubles.

**THE PROPOSAL**

It is proposed to construct a new 2,617.5 m<sup>2</sup> industrial building (a paper polishing/pulping plant) with the rear vacant portion of the subject site. The new facility would have a low level of additional staffing of two shifts of four employees per shift (there would be efficiencies achieved with staffing associated with the existing facility).

CIRQA Pty Ltd | ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | P: (08) 7078 1801 | E: info@cirqa.com.au  
CIRQA\Projects\22372 David Bills 15Nov22.docx



Access to the site will remain as per the existing situation (no additional access points are proposed). An additional six parallel parking spaces will be provided at the rear of the new building.

In respect to commercial vehicle movements associated with the new building, the largest vehicle anticipated to circulate around the rear of the new building will be a 19 m Semi-Trailer. B-Doubles will also be utilised but will circulate between the two buildings (and not utilise the rear circulation area). Figure 1 illustrates the turn paths associated with such movements.

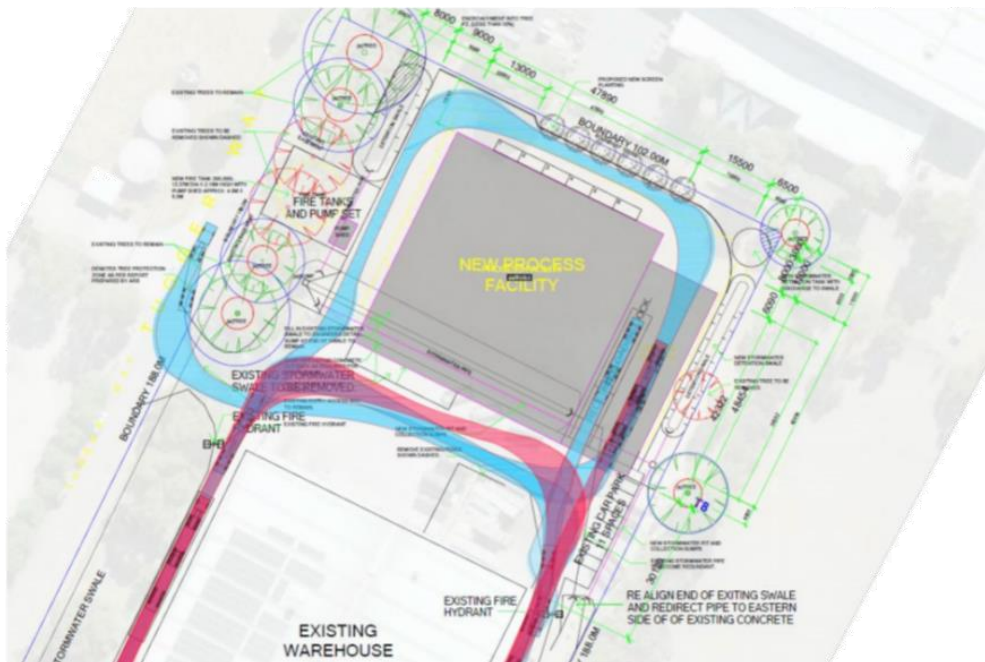


Figure 1 – Turn paths for 19 m Semi-Trailer (blue) and B-Double (red) movements

## PARKING ASSESSMENT

The Planning and Design Code identifies a Deemed-to-Satisfy parking provision rate of 1.5 spaces per 100 m<sup>2</sup> of industry floor area. On this basis, there is a requirement for 40 parking spaces (rounded up) associated with the proposed building.

However, while the proposal would not meet the Deemed to Satisfy criteria of the Code in respect to parking provision, it is noted that Performance Outcome 5.1 of the General Development Policies (Transport, Access and Parking) states the following:





*"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."* (our emphases)

The Planning and Design Code therefore contemplates acceptance of lower parking provisions (than suggested by the specified rates) based on development and land use considerations. Most notably the DTS parking rate results in gross over-estimation of realistic parking demands associated with the proposed facility. The facility will have very low staffing levels and a high level of automation resulting in much lower parking demands than suggested by the above DTS rate. Furthermore, assessment based on the DTS rate does not take into account efficiencies achieved with staff associated with the existing facility (already accommodated within existing parking) and the level of vacancy available within the existing parking areas.

Noting the above and the proposed staff level for the facility, the provision of an additional six spaces is considered adequate to service realistic demands associated with the facility.

### **TRAFFIC ASSESSMENT**

Industrial developments are typically assessed on the basis of 1.0 peak hour trips per 100 m<sup>2</sup>. On this basis, the proposal would generate approximately 27 peak hour trips. In reality, as with parking demands, the traffic generation associated with the proposal will be much lower given the staffing numbers (i.e. less than 5 peak hour trips). Regardless, the impact of the additional movements associated with the proposal (whether the conservative, theoretical forecast or realistic volume) will be negligible and the movements would be easily accommodated at the site's access points and on the adjacent road network.

### **SUMMARY**

It is proposed to expand the existing NAWMA facility at Edinburgh to provide a new paper polishing/pulping plant. The additional facility will be serviced by the existing access points and an additional six parking spaces will be provided as part of the proposal. The layout of the building has been designed to accommodate Semi-Trailer and B-Double movements around it and into/out of the associated loading areas. It is considered that the proposal is supportable in respect to traffic and parking aspects and that there will be negligible impact associated with the proposal.





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Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Ben Wilson", written in a cursive style.

**BEN WILSON**

Director | CIRQA Pty Ltd





ABN: 24156426274  
71 GLEN OSMOND ROAD, EASTWOOD SA 5063

**PROJECT:** **JOB No.** TX16275.00  
**INDUSTRIAL DEVELOPMENT**  
**PROPOSED STORAGE WAREHOUSE**  
**71 - 75 WOOMERA AVENUE, EDINBURGH PARK**

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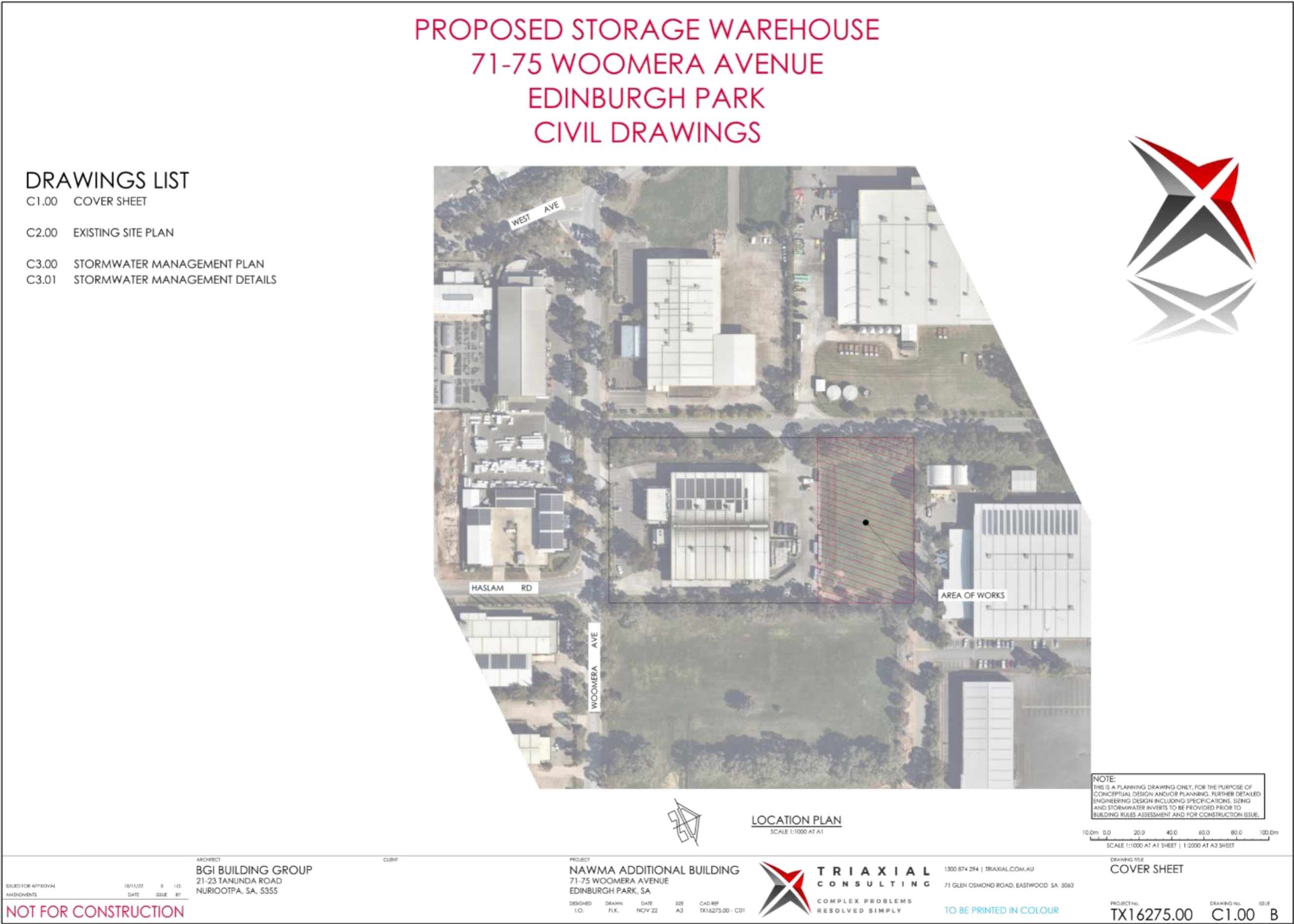
**DELIVER TO:**  
**STEVE BELL**  
[stevsnb@hgbg.com.au](mailto:stevsnb@hgbg.com.au)

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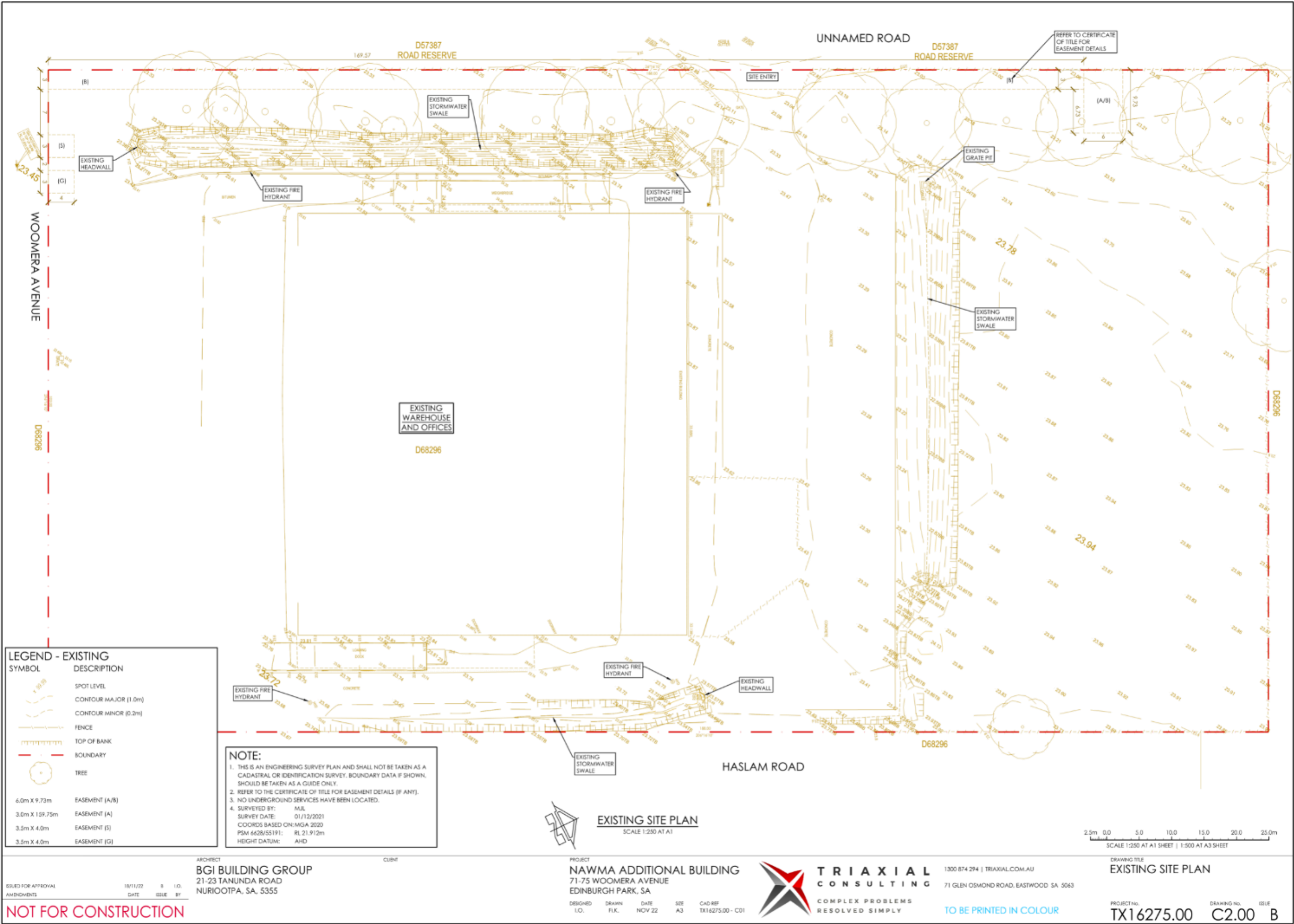
**ATTENTION:**  
**STEVE BELL**

[illegible]

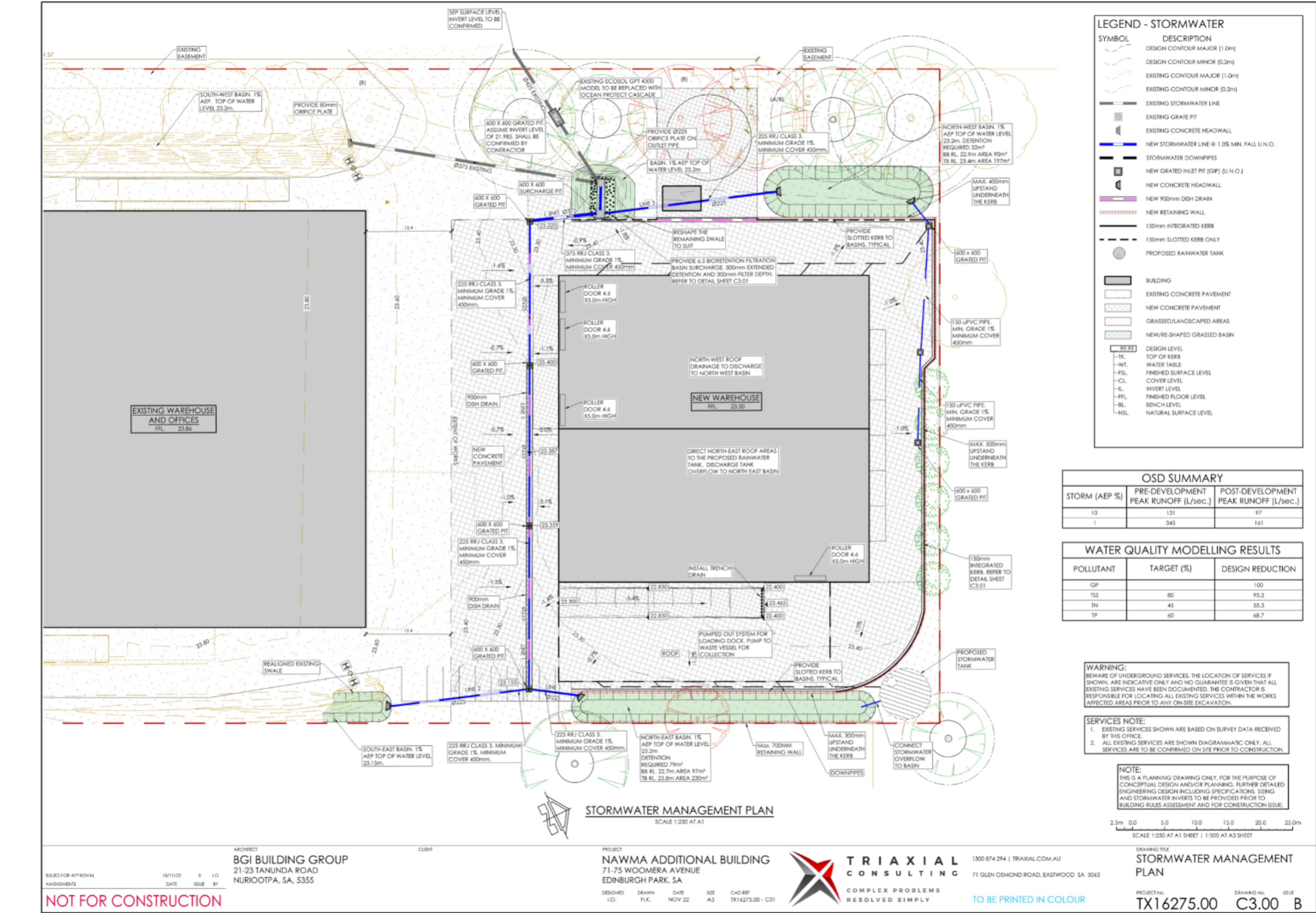




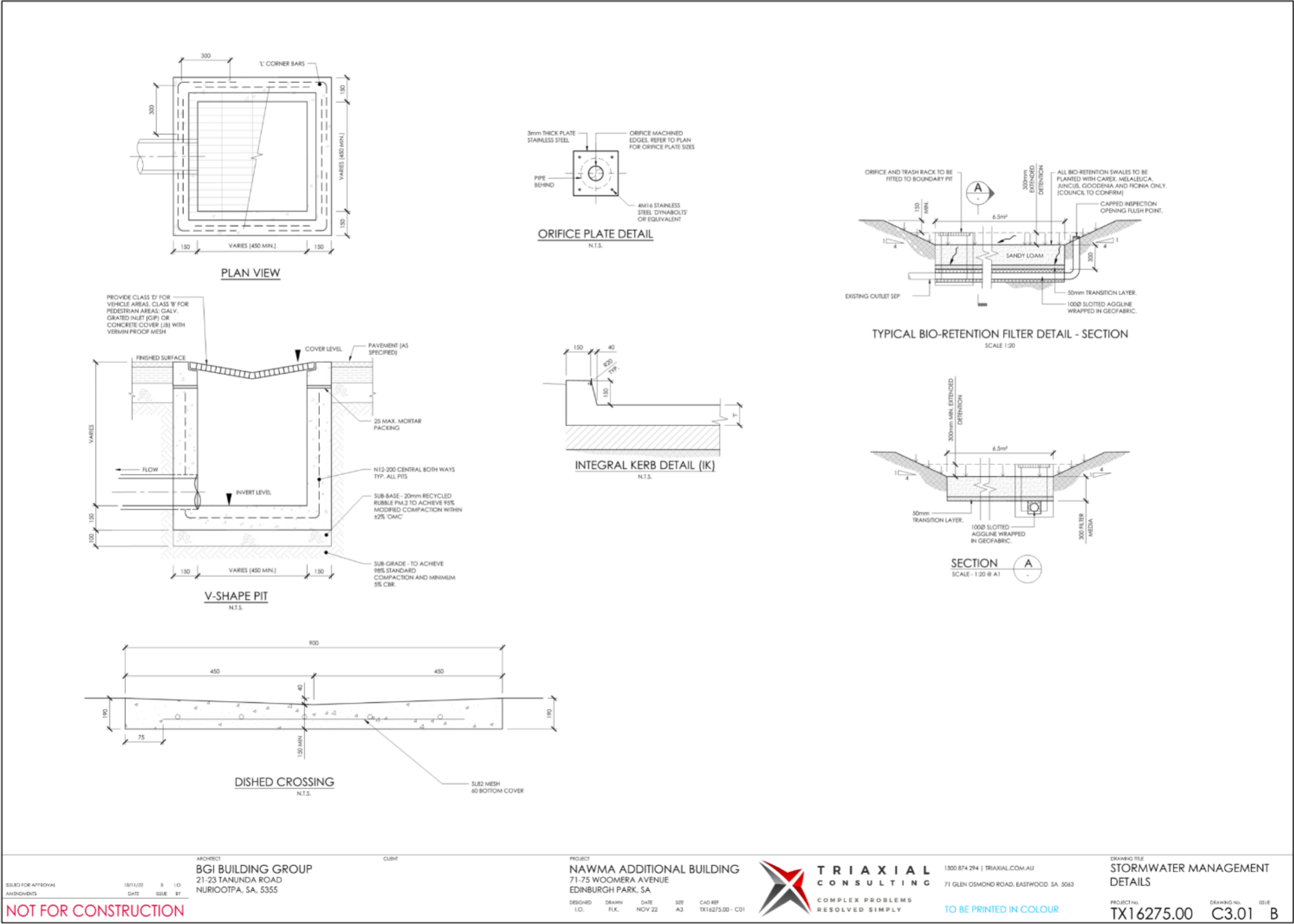
















**TRIAXIAL**  
CONSULTING

COMPLEX PROBLEMS  
RESOLVED SIMPLY

Suite 12, Level 14, 327 Pitt St  
Sydney NSW 2000

triaxial.com.au  
1300 874 294

25 November 2022

City of Salisbury  
**Attn: Chris Carrey**

34 Church Street, Salisbury  
South Australia, 5108

Dear Sir,

**Re: PROPOSED STORAGE WAREHOUSE**  
**71 – 75 WOOMERA AVENUE, EDINBURGH PARK 5111**  
**WATER CYCLE MANAGEMENT PLAN REPORT**  
*Triaxial Reference: TX16275.00-01\_SWMR [A]*

Further to your Request For Information (RFI) dated 21 September 2022, please find set out below the Stormwater Management Report (SWMR) addressing the items as required. This SWMR report should be accompanied by stormwater management drawings, as well as DRAINS and MUSIC files for the lodgement of a Planning Application (PA). These have also been prepared by Triaxial Consulting Group and are referenced throughout this report as the drawing set.

### **1. Site Description**

The site is bounded by Haslam Road at the North-East and Woomera Avenue at the South-West. The site is considered to have gentle slopes, with gradients in the order of 1% towards Woomera Avenue. The site area is approximately 1.9 Hectares. The site contains an existing warehouse, carparks and a driveway.

### **2. STORMWATER MANAGEMENT**

#### **2.1 Hydraulic Design**

A preliminary hydraulic design of the proposed stormwater network was carried out in order to size the various elements of the stormwater system. Generally, proposed development sub-catchment areas were idealized, and catchment flow path lengths were adopted from the proposed site layout.

Piped systems were sized to cater for the design storm of 10% AEP (Annual Exceedance Probability) and upsized where necessary to ensure 1% AEP flows are drained toward the OSD basin.

#### **2.2 On-site Detention**

The objectives of the council's on-site detention target are to ensure that future development does not increase the impact of rainfall events and that the stormwater management design demonstrates consideration for the existing capacity of the public drainage system.

In accordance with the Engineers Australia Publication "Australian Rainfall and Runoff" (ARR), the OSD system was modelled using a runoff-routing method. Therefore, calculations were performed using the "DRAINS" program to model and design the OSD system.

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The DRAINS model prepared for this project has been attached to the project file for council's development engineer's review.

The Triaxial Drawing Set reflects the OSD system sizes and locations as per the DRAINS modelling carried out. Table 1 below provides a summary of the DRAINS modelling for the development proposed. OSD calculation has been undertaken for the site as a whole.

Table 1 - Summary of DRAINS modelling results

Summary of Drains Modelling Results		
AR&R 2019 STORM EVENT	Pre-Development Discharge (m³/s)	Post-Development Discharge (m³/s)
10% AEP	0.131	0.097
1% AEP	0.345	161

The existing outlet pipe 425mm in diameter was redesigned with 225mm diameter orifice plate as detailed on the drawings. As per the council's requirement for OSD design, the 10% AEP governs the low-level outlet size, while the basin volume is governed by the 1% AEP. The overflow was modelled as a staged weir, as can be seen on the Triaxial drawing set.

3.3 Stormwater Quality

Stormwater quality was managed in accordance with Council's Water Sensitive Urban Design (WSUD) requirements for commercial/ industrial developments. The site uses vegetated swales to capture site run-offs prior to being further treated along the line.

A bioretention basin is used to improve the water quality for the proposed new pipe works before the final stage of cleaning with Ocean Protect Cascade as shown in figure 2: Below.





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Table 2 - MUSIC Model Results

Pollutant	Target	Reduction
Total Suspended Solids (TSS)	80%	95.2%
Total Phosphorus (TP)	60%	68.7%
Total Nitrogen (TN)	45%	55.3%
Gross Pollutants (GP)		100%

MUSIC-model for Council can be found in the attached project file.

4.0 Stormwater System Maintenance

The stormwater drainage system will need to be inspected and maintained at regular intervals. It is recommended that monitoring and recording of the performance of the stormwater system be undertaken regularly over a period of one year until such time as typical maintenance periods can be established. Initially, it is recommended that inspections be conducted at quarterly intervals and after large rainfall events until a suitable baseline can be estimated. Suitable intervals for maintenance work to be undertaken can then be programmed.

The OSD system and outlet should be cleared of debris whenever the site is visited by maintenance staff to ensure it functions as required. Table 2 below provides a schedule of maintenance procedures for the stormwater system.

Table 3 - Operation and Maintenance Intervals and Procedures

Item	Inspection Interval	Maintenance Interval	Task/Procedure
Pits and Pipes Network	Yearly	As required / Yearly	Remove and Dispose of Debris from Item
OSD and Outlet	Yearly	As required / Yearly	De-silt and Disposal of sediment
Rainwater Re-Use Tank	Yearly	5 Years Maximum	5 Years Maximum



**5.0 Conclusion**

Therefore, this document, enclosed Civil drawings, Drains and Music model, have adequately addressed all of the Council's requirements with regard to Stormwater Management associated with the proposal. We trust this SWMR and associated documents meet with the approval of Council in its assessment of this development application and invite any interested parties who may have any queries to contact the undersigned at their convenience.

Yours faithfully

**TRIAXIAL CONSULTING**

**Isaac Oduro**

Civil Engineer

*B.Eng. (Civil) (Hons) | GradEAust*

**Benjamin Koopman**

Civil Team

*B.Eng. (Civil) (Hons) | MIEAust*

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Ref: 22ADL-0316

6 December 2022

Chris Carrey  
Team Leader  
City of Salisbury  
Salisbury Community Hub,  
34 Church Street,  
Salisbury SA .5108



**Adelaide**  
12/154 Fullarton Rd  
Rose Park, SA 5067  
08 8333 7999

**Melbourne**  
29-31 Rathdowne St  
Carlton, VIC 3053  
03 8593 9650  
urps.com.au

Dear Chris

### **NAWMA Paper Polishing Plant – 71-75 Woomera Road, Edinburgh**

I refer to the recent request for additional information in relation to the above application.

I am pleased to provide the following:

#### *Tree Removal*

A copy of the ARB Report is provided with this response.

#### *Traffic Movements*

Amended plans and an updated traffic report are provided with this response that clarify vehicle sizes and turn paths.

The largest vehicle accessing the site will be a B-Double.

#### *Plans and Elevations*

Amended plans that resolves naming conventions used on the plans and internal layouts are provided with this response.

#### *EPA Referral Documentation*

A revised report format is provided with this report that is tailored to the EPA requirements.

H:\Synergy\Projects\22ADL\22ADL-0316 - 71-75 Woomera Avenue, Edinburgh - NAWMA Expansion\Issued\221123\_RFI Response Package\221123\_C2\_v1\_RFI Response.docx







*Stormwater*

Civil plans and stormwater calculations are provided with this response.

I trust that these details will enable the assessment to be finalised.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Bills', with a stylized flourish at the end.

David Bills  
Associate Director





Document: # - RJ000587-WooAvEclaVsp  
Prepared for BGi Building Group  
Attn: Steven Bell  
21-23 Tanunda Road  
Nuriootpa SA 5355  
Date: 26<sup>th</sup> May 2022

ABN. 16 804 909 619  
15/15 Fullarton Road  
Kent Town SA 5067  
Ph. 08 8351 4849  
E. [info@adelaidearb.com.au](mailto:info@adelaidearb.com.au)

## **Tree Risk Assessment Report**

### **71-75 Woomera Road, Edinburgh**



**Prepared for**  
**Steven Bell**

**BGi Building Group**

**Compiled by**  
**Shane Selway**

**Adelaide Arb Consultants**





Date: 26<sup>th</sup> May 2022

## Executive Summary

- Adelaide Arb Consultants assessed 5 regulated and 3 significant trees within the northwestern area and immediately adjacent the northeastern boundary of 71-75 Woomera Avenue, Edinburgh on the 20<sup>th</sup> January 2022 in relation to a proposed development.
- Two trees were identified within or adjacent to the site. These included 7 *Eucalyptus cladocalyx* – Sugar Gum and 1 *Brachychiton acerifolius* – Illawarra Flame Tree.
- Trees 1-3 and 7-8 display a trunk circumference measurement that exceeds 200cm at one metre above ground level and each is therefore controlled as a regulated tree under the current provisions of the *Planning, Development & Infrastructure Act 2016*.
- Trees 4-6 display a trunk circumference measurement that exceeds 300cm at one metre above ground level and each is therefore controlled as a significant tree under the current provisions of the *Planning, Development & Infrastructure Act 2016*.
- Trees 1-2 and 5-8 display sustainable health and structural attributes and are sustainable within their environment. These trees are recommended to be retained and protected during the construction activities of this development.
- Trees 3-4 display health decline and Tree 4 displays structural deficiencies and each has a reduced life expectancy.
- Trees 3 and 4 are recommended to be removed in conjunction with this development construction. This will allow greater protection measures to be applied to surrounding sustainable trees during construction activities.
- The ISA – TRAQ risk assessment process has demonstrated that each tree represents a low risk to public and private safety.
- An Arboricultural Impact Assessment was undertaken, and the proposed development is not likely to have an adverse impact on the sustainability of Trees 1-2 and 5-8. No design modifications are required.
- The Arboricultural Impact Assessment indicates that the development will have an adverse impact on Trees 3-4. These trees display poor health and structural attributes, have short life expectancies, and are recommended to be removed.
- A Tree Protection Plan is attached to provide guidelines to the various construction teams to ensure trees are adequately protected during the construction phase.

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Date: 26<sup>th</sup> May 2022

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Thank you for the opportunity to provide you with this advice. Should you require any further assistance or clarification, please do not hesitate to call or email me.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Shane Selway', with a long, sweeping horizontal line extending to the right.

**SHANE SELWAY**  
**Senior Consulting Arboriculturist**  
**Graduate Certificate of Arboriculture**  
**Diploma of Arboriculture**  
**International Society of Arboriculture – Certified Arborist AU-0270A**

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Date: 26<sup>th</sup> May 2022

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Date: 26<sup>th</sup> May 2022

## Introduction

### Brief

Adelaide Arb Consultants were commissioned by Steven Bell of BGi Building Group to conduct a comprehensive assessment of several trees located at 71-75 Wommara Road, Edinburgh. The reason the assessment was requested was a new recycling facility has been proposed to be constructed and information regarding tree retention and protection requirements will assist during this process.

The assessment process is required to include the following attributes:

- A detailed assessment of the trees and their surrounding environment.
- A Tree Risk Assessment using an industry endorsed Tree Risk Assessment Model.
- A detailed tree report outlining each tree's attributes, current risk posed by the trees to public and private safety and management strategies to mitigate elevated risks where required.
- Assist with design manipulation to achieve the proposal while maintaining a sustainable tree population at the site.

### Provided Information

The following precursory information was provided to assist in the assessment process.

- NAWMA – New Storage Warehouse Rev. A, Dwg BG\_10, BG\_20, BG\_30 & BG\_31 Nov. 2021, BGi Building Group.
- NAWMA – New Storage Warehouse Rev. B, Dwg BG\_10, BG\_20, BG\_30 & BG\_4 MAR. 2022, BGi Building Group.
- Detail and Levels Survey – 71-75 Woomera Avenue, Edinburgh, Rev. 0. 1/12/2021. Pyper Leaker Surveying Services.
- DWG File (32438\_NAWMA\_211129.dwg) of Development proposal including site contours, proposed construction areas and tree locations.

During the assessment, I met with Steven Bell of BGi Building Group, to discuss construction requirements and the proposal with respect to potential impacts these activities may have on the subject trees. I was advised of the following:

- The trees have been established and mature at the site for a prolonged timeframe and prior to the current site usage involving a recycling plant.
- The recycling plant has been proposed to be increased in capacity to include a broader range of recyclable materials and volumes.
- Some trees do not appear to be in good condition however the proposal aims to seek the retention and protection of all trees where possible.

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Date: 26<sup>th</sup> May 2022

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### Tree Report Scope

The assessment criteria included the following attributes:

- An assessment of the specified trees at 71-75 Wommera Avenue, Edinburgh as well as regulated trees within the eastern and northern allotments of 2 and 3 Gidgie Court respectively. I have not assessed or reported on any other trees within or adjacent to the site in this report.
- The tree's current health, structure, and sustainability within its current environmental conditions.
- The tree's control status under the current provisions of the *Planning, Development & Infrastructure Act 2016* including an assessment against the relevant *Planning and Design Code* Performance Outcomes.
- Crown management possibilities that conform to the current guidelines of Australian Standard AS 4373-2007 *Pruning of amenity trees* to reduce the risk of potential branch failure and prolong the Useful Life Expectancies of the trees where relevant.
- Any other factors that were relevant to tree management in the situation.

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Date: 26<sup>th</sup> May 2022

## Site Access and Assessment

### Site Visit Details

An assessment of various *Eucalyptus cladocalyx* – Sugar Gum, and one *Brachychiton acerifolius* – Illawarra Flame Tree was conducted on the 20<sup>th</sup> January 2022.

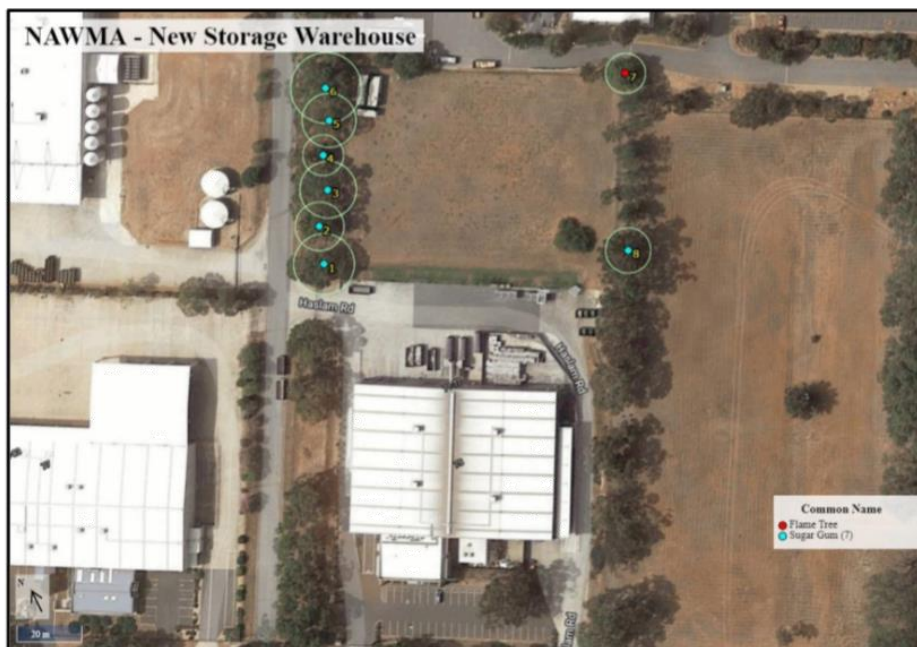
The weather at the time of the assessment was clear and sunny.

This involved a Level 2 Visual Tree Assessment<sup>1</sup>, carried out from ground level. All measurements are estimates unless otherwise specified within the report and measurements relating to the tree's locations, crown projection or root zone extent are taken from the centre of the trunk at ground level.

Data collection describes observations noted during the assessment from within the northern areas of 71-75 Woomera Avenue and the service road extended at the western boundary of this property. Access to 2 and 3 Gidgie Court was not achievable at the time of the assessment and therefore measurements and observations have been estimated and taken from within the subject property as noted.

### Site Description

The property is located at 71-75 Woomera Avenue, Edinburgh. The vegetative character of the local area consists of various introduced and planted Australian native trees. The site is not linked to wildlife corridors. The subject trees form a row of same species trees along the northern extent of the western boundary while two trees exist to the northeast and east of the property as shown within the site plan below.



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### Target zone assessment

The following structures and target areas are noted within the vicinity of the tree population with some being located below the crown spreads while others at within the distance of the tree heights laterally.

Target	Location	Occupancy rate <sup>2</sup>
Vehicles/occupants on roadway	9m west of Trees 1-6	Occasional
Driveway	7.5m south of Tree 1 3m north of Tree 7	Occasional





Date: 26<sup>th</sup> May 2022

### Tree Risk Assessment (ISA – TRAQ)

The International Society of Arboriculture Tree Risk Assessment Qualification method (TRAQ)<sup>3</sup> has been used to determine the risk posed by the trees at the site to persons and property over the next 12 months during 'normal' weather conditions<sup>4</sup>.

I am a qualified user of the ISA Tree Risk Assessment method. More information about this method can be found in the *Best Management Practices – Tree Risk Assessment* (Companion Publication to American Standard ANSI A300 Part 9: - *Tree Shrub and other woody plant management – Standard Practices (Tree risk assessment a. Tree structure assessment)* published by The International Society of Arboriculture 2011 **AND** *Tree Risk Assessment Manual* International Society of Arboriculture, Champaign, Illinois, USA 2017.

Tree risk is calculated in 2 steps:

#### Part 1- Likelihood matrix

**The likelihood of a failure occurring<sup>5</sup>**

**x**

**The likelihood of the failure impacting a target<sup>6</sup>**

Factors taken into account include the location of targets relative to the tree condition of concern, surrounding site factors, tree age, health & vigour, species profile, loads on the defect and the likelihood of failure, the target zone use and frequency, fall characteristics, target protection and other relevant factors.

The likelihood matrix below is used to determine the likelihood of branch failure impacting the targets.

Likelihood of failure	Likelihood of impacting target			
	Very low	Low	Medium	High
<i>Imminent</i>	Unlikely	Somewhat likely	Likely	Very likely
<i>Probable</i>	Unlikely	Unlikely	Somewhat likely	Likely
<i>Possible</i>	Unlikely	Unlikely	Unlikely	Somewhat likely
<i>Improbable</i>	Unlikely	Unlikely	Unlikely	Unlikely





Date: 26<sup>th</sup> May 2022

### Part 2 – Risk rating matrix

**The likelihood of failure and impact  
(carried over from part 1)**

**x**

**The consequences of the failure<sup>7</sup>**

Consequences are determined by a complex of all the variable factors at the site. These include the size of the tree part, fall characteristics, factors that may protect the target and the level of property damage or personal harm that could be expected.

The following risk rating matrix is used to assign an overall tree risk rating<sup>8</sup>.

<b>Likelihood of failure &amp; impact</b>	<b>Consequences</b>			
	<i>Negligible</i>	<i>Minor</i>	<i>Significant</i>	<i>Severe</i>
<i>Very Likely</i>	Low	Moderate	High	Extreme
<i>Likely</i>	Low	Moderate	High	High
<i>Somewhat likely</i>	Low	Low	Moderate	Moderate
<i>Unlikely</i>	Low	Low	Low	Low


A variety of risk mitigation options may be considered to reduce risk to acceptable levels. These options may include.

- Pruning
- Target management
- Tree removal
- Cabling & bracing
- Other management options



Date: 26<sup>th</sup> May 2022

### Tree Observations

Tree 1		Eucalyptus cladocalyx - Sugar Gum	
Species Origin	Introduced Native		
Height	8-13m		
Spread (Diameter)	8-13m		
Age	Mature		
Useful Life Expectancy <sup>9</sup>	10-20 years		
Basic Health	Good		
Basic Structure	Fair		
Form	Good		
Trunk Circumference	290cm		
Legislative Control	Regulated Tree <sup>10</sup>	Above: Tree 1 when viewed from the northeast and within a central northern aspect of 71-75 Woomera Avenue.	
Root Protection Zones			
Diameter @ Breast Height <sup>11</sup>	91cm		
Tree Protection Zone <sup>12</sup>	Radius = 10.92m Area = 375m <sup>2</sup>		
Diameter @ Root Buttress <sup>13</sup>	100cm		
Structural Root Zone <sup>14</sup>	Radius = 3.31m		

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Date: 26<sup>th</sup> May 2022

### General Observations

A slightly altered form due to the history of crown management.

Lower branches have been removed however the remaining form and structure is sustainable.


### Tree Risk Assessment – ISA TRAQ Model

Risk component	Value	Notes
Target Impact Likelihood	Low	Driveway and Ornamental Garden
Likelihood of Failure	Possible	Secondary lateral branch
Likelihood Failure & Impact	Unlikely	
Consequence of Failure & Impact	Significant	
TRAQ Risk Rating	<b>Low</b>	

This tree should be reinspected in 3 years to reassess tree condition, risk, and management options. A reinspection should occur sooner if there has been a noticeable change in the tree or the surrounding environment.



Date: 26<sup>th</sup> May 2022

Tree 2 <i>Eucalyptus cladocalyx</i> - Sugar Gum		
Species Origin	Introduced Native	
Height	8-13m	
Spread (Diameter)	8-13m	
Age	Mature	
Useful Life Expectancy	10-20 years	
Basic Health	Good	
Basic Structure	Good	
Form	Good	
Trunk Circumference	256cm	
Legislative Control	Regulated Tree	
		Above: Tree 2 when viewed from the northeast and within a central northern aspect of 71-75 Woomera Avenue.
Root Protection Zones		
Diameter @ Breast Height	73cm	
Tree Protection Zone	Radius = 8.76m Area = 241m <sup>2</sup>	
Diameter @ Root Buttress	85cm	
Structural Root Zone	Radius = 3.09m	

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Date: 26<sup>th</sup> May 2022

### General Observations

This tree displays irregular form with internal intertwining branches however the tree is currently stable.

A moderate proportion of low, medium diameter deadwood is present.


### Tree Risk Assessment – ISA TRAQ Model

Risk component	Value	Notes
Target Impact Likelihood	Low	Ornamental Garden
Likelihood of Failure	Possible	Deadwood Branches
Likelihood Failure & Impact	Unlikely	
Consequence of Failure & Impact	Significant	
TRAQ Risk Rating	Low	

This tree should be reinspected in 3 years to reassess tree condition, risk, and management options. A reinspection should occur sooner if there has been a noticeable change in the tree or the surrounding environment.



Date: 26<sup>th</sup> May 2022

Tree 3		Eucalyptus cladocalyx - Sugar Gum	
Species Origin	Introduced Native		Above: Tree 3 when viewed from the east and within a central northern aspect of 71-75 Woomera Avenue.
Height	8-13m		
Spread (Diameter)	14-20m		
Age	Mature		
Useful Life Expectancy	5-10 years		
Basic Health	Poor		
Basic Structure	Fair		
Form	Good		
Trunk Circumference	271cm		
Legislative Control	Regulated Tree		
Root Protection Zones			
Diameter @ Breast Height	85cm		
Tree Protection Zone	Radius = 10.20m Area = 327m <sup>2</sup>		
Diameter @ Root Buttress	94cm		
Structural Root Zone	Radius = 3.22m		

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Date: 26<sup>th</sup> May 2022

### General Observations

Reduced to poor foliage density throughout the form.

A moderate proportion of small to medium diameter and terminally arranged deadwood.

A recent history of medium to large diameter branch failure.

The result of the reduced foliage density is an open crown form.

### Tree Risk Assessment – ISA TRAQ Model

Risk component	Value	Notes
Target Impact Likelihood	Low	Service Road, Ornamental Garden
Likelihood of Failure	Possible	Deadwood and Primary Lateral Branches
Likelihood Failure & Impact	Unlikely	
Consequence of Failure & Impact	Significant	
TRAQ Risk Rating	Low	


### Recommendations

The following management recommendations is recommended for the subject tree:

- The tree conflicts with the development proposal and displays health and structural deficiencies.
- This tree is recommended to be removed to enable greater protection of adjacent, more sustainable trees within this environment.



Date: 26<sup>th</sup> May 2022

Tree 4 <i>Eucalyptus cladocalyx</i> - Sugar Gum		
Species Origin	Introduced Native	
Height	8-13m	
Spread (Diameter)	14-20m	
Age	Mature	
Useful Life Expectancy	5-10 years	
Basic Health	Fair	
Basic Structure	Fair	
Form	Fair	
Trunk Circumference	416cm	
Legislative Control	Significant Tree <sup>15</sup>	
Above: Tree 4 when viewed from the east and within a central northern aspect of 71-75 Woomera Avenue.		
Root Protection Zones		
Diameter @ Breast Height	61.07cm	
Tree Protection Zone	Radius = 7.33m Area = 169m <sup>2</sup>	
Diameter @ Root Buttress	84cm	
Structural Root Zone	Radius = 3.08m	

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Date: 26<sup>th</sup> May 2022

### General Observations

Reduce foliage density throughout the crown. Lower crown foliage density is derived entirely of epicormic origin.

An elevated proportion of medium to large diameter deadwood is noted throughout the crown.

Lateral branches are elongated with reduced taper and foliage end weight.

The eastern stem has failed, and the crown form is altered as a result.

### Tree Risk Assessment – ISA TRAQ Model

Risk component	Value	Notes
Target Impact Likelihood	Low	Service Road, Ornamental Garden
Likelihood of Failure	Possible	Primary Lateral Branches
Likelihood Failure & Impact	Unlikely	
Consequence of Failure & Impact	Significant	
TRAQ Risk Rating	Low	


### Recommendations

The following management recommendations is recommended for the subject tree:

- The tree conflicts with the development proposal and displays health and structural deficiencies.
- This tree is recommended to be removed to enable greater protection of adjacent, more sustainable trees within this environment.



Date: 26<sup>th</sup> May 2022

Tree 5 <i>Eucalyptus cladocalyx</i> - Sugar Gum		
Species Origin	Introduced Native	
Height	8-13m	
Spread (Diameter)	14-20m	
Age	Mature	
Useful Life Expectancy	5-10 years	
Basic Health	Fair	
Basic Structure	Fair	
Form	Good	
Trunk Circumference	322cm	
Legislative Control	Significant Tree	
		Above: Tree 5 when viewed from the east and within a central northern aspect of 71-75 Woomera Avenue.
Root Protection Zones		
Diameter @ Breast Height	81cm	
Tree Protection Zone	Radius = 9.72m Area = 297m <sup>2</sup>	
Diameter @ Root Buttress	108cm	
Structural Root Zone	Radius = 3.42m	

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Date: 26<sup>th</sup> May 2022

### General Observations

Reduced to poor foliage density throughout the crown.

A moderate to high proportion of small diameter and terminally arranged Deadwood throughout the form.

A history of large diameter branch failure from the lower crown.

This tree displays retained bark throughout the primary structure indicating a lack of annual growth.


### Tree Risk Assessment – ISA TRAQ Model

Risk component	Value	Notes
Target Impact Likelihood	Low	Service Road, Ornamental Garden
Likelihood of Failure	Possible	Primary Lateral Branches
Likelihood Failure & Impact	Unlikely	
Consequence of Failure & Impact	Significant	
TRAQ Risk Rating	<b>Low</b>	

This tree should be reinspected in 3 years to reassess tree condition, risk, and management options. A reinspection should occur sooner if there has been a noticeable change in the tree or the surrounding environment.



Date: 26<sup>th</sup> May 2022

Tree 6		<i>Eucalyptus cladocalyx</i> - Sugar Gum	
Species Origin	Introduced Native		
Height	8-13m		
Spread (Diameter)	14-20m		
Age	Mature		
Useful Life Expectancy	10-20 years		
Basic Health	Good		
Basic Structure	Fair		
Form	Fair		
Trunk Circumference	347cm		
Legislative Control	Significant Tree	Above: Tree 6 when viewed from the southeast and within a central northern aspect of 71-75 Woomera Avenue.	
Root Protection Zones			
Diameter @ Breast Height	106.23cm		
Tree Protection Zone	Radius = 12.75m Area = 511m <sup>2</sup>		
Diameter @ Root Buttress	128cm		
Structural Root Zone	Radius = 3.67m		

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Date: 26<sup>th</sup> May 2022

### General Observations

This tree displays irregular form with multiple stems originating from the primary structure at approximately 1m above ground level.

The primary structure is without notable defects however there is a minor history of small to medium diameter branch failure throughout the form.

Foliage density and colour is typical for the species.

A second tree within the neighbouring property to the north is separated from the development by the establishment of a swale and this tree will also be protected by virtue of protection of Tree 6.


### Tree Risk Assessment – ISA TRAQ Model

Risk component	Value	Notes
Target Impact Likelihood	Low	Service Road, Ornamental Garden
Likelihood of Failure	Possible	Secondary Lateral Branches
Likelihood Failure & Impact	Unlikely	
Consequence of Failure & Impact	Significant	
TRAQ Risk Rating	<b>Low</b>	

This tree should be reinspected in 3 years to reassess tree condition, risk, and management options. A reinspection should occur sooner if there has been a noticeable change in the tree or the surrounding environment.



Date: 26<sup>th</sup> May 2022

<b>Tree 7      <i>Brachychiton acerifolius</i>- Flame Tree</b>		 <p>Above: Tree 7 when viewed from the southwest and within a central northern aspect of 71-75 Woomera Avenue.</p>
Species Origin	Introduced Native	
Height	8-13m	
Spread (Diameter)	8-13m	
Age	Mature	
Useful Life Expectancy	>20 years	
Basic Health	Good	
Basic Structure	Good	
Form	Good	
Trunk Circumference	260cm	
Legislative Control	Regulated Tree	
<b>Root Protection Zones</b>		
Diameter @ Breast Height	60cm	
Tree Protection Zone	<b>Radius = 7.2m</b> <b>Area = 163m<sup>2</sup></b>	
Diameter @ Root Buttress	70cm	
Structural Root Zone	<b>Radius = 2.85m</b>	

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Date: 26<sup>th</sup> May 2022

### General Observations

This tree displays natural and well-developed form with a dominant stem that supports radiating lateral branches.

The primary structure is without notable defects and no history of branch failure is observable throughout the form.

Tree health is good with typical foliage colour, size, and density throughout and no signs of pests or disease within the crown.


### Tree Risk Assessment – ISA TRAQ Model

Risk component	Value	Notes
Target Impact Likelihood	Low	Driveway, Ornamental Garden
Likelihood of Failure	Possible	Secondary Lateral Branch
Likelihood Failure & Impact	Unlikely	
Consequence of Failure & Impact	Significant	
TRAQ Risk Rating	<b>Low</b>	

This tree should be reinspected in 3 years to reassess tree condition, risk, and management options. A reinspection should occur sooner if there has been a noticeable change in the tree or the surrounding environment.



Date: 26<sup>th</sup> May 2022

Tree 8		<i>Eucalyptus cladocalyx</i> - Sugar Gum	
Species Origin	Introduced Native		
Height	14-20m		
Spread (Diameter)	14-20m		
Age	Mature		
Useful Life Expectancy	10-20 years		
Basic Health	Good		
Basic Structure	Fair		
Form	Good		
Trunk Circumference	225cm		
Legislative Control	Regulated Tree	Above: Tree 8 when viewed from the northwest and within a central northern aspect of 71-75 Woomera Avenue.	
Root Protection Zones			
Diameter @ Breast Height	70cm		
Tree Protection Zone	Radius = 8.4m Area = 222m <sup>2</sup>		
Diameter @ Root Buttress	75cm		
Structural Root Zone	Radius = 2.93m		

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Date: 26<sup>th</sup> May 2022

### General Observations

This tree displays typical form with a single dominant stem that divides into multiple ascending stems from approximately 5m above ground level.

Tree structure is fair with some irregularity noted within the primary union at 5m above ground level. Assessment of this union in greater detail is recommended where the target frequency below the crown is increased.

Foliage density and colour is typical for the species and there are no obvious signs of pests or disease within the form.

### Tree Risk Assessment – ISA TRAQ Model

Risk component	Value	Notes
Target Impact Likelihood	Very Low	Ornamental Garden
Likelihood of Failure	Possible	Primary Lateral Branch
Likelihood Failure & Impact	Unlikely	
Consequence of Failure & Impact	Significant	
TRAQ Risk Rating	Low	

### Recommendations

The following management recommendations is recommended for the subject tree:

- A detailed assessment of the primary structure is recommended to be conducted by a suitably qualified arboricultural consultant where the target frequency below this tree is increased.
- This reinspection is recommended to be conducted within 12 months of such changes to reassess tree condition, risk, and management options. A reinspection should occur sooner if there has been a noticeable change in the tree or the surrounding environment.





Date: 26<sup>th</sup> May 2022

## Planning and Design Code – (Regulated and Significant Tree Overlay)

### Regulated Trees 1-2 & 8

#### Desired Outcomes (DO)

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

The subject trees provide moderate aesthetic benefit to the local area and as an introduced species that are not linked to wildlife corridors, each has minor environmental value.

#### Performance Outcomes (PO) – Tree Retention and Health

**PO 1.1 Regulated trees are retained where they [achieve any of the following attributes]:**

**a) make an important contribution to the local character and amenity.**

Yes – The trees form part of an avenue planting of same species trees and as a group, contribute to the local area.

**b) are indigenous to the local area and is listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species.**

No – The trees are not indigenous to the local area and are not listed as rare or endangered.

**c) provide an important habitat for native fauna.**

No – No notable nesting sites were observed within the tree population and the trees are not linked to wildlife corridors.

**PO 1.3 A tree damaging activity not in connection with other development satisfies (a) or (b):**

**(a) Tree damaging activity is only undertaken to:**

**(i) remove a diseased tree where its life expectancy is short.**

No – The trees display sustainable health and structural attributes and do not have a short life expectancy.

**(ii) mitigate an unacceptable risk to public and private safety due to limb drop or the like.**

No – All trees assessed within the assessment scope represent a calculated low risk to public and private safety.

**(iii) rectify or prevent extensive damage to a building of value as comprising any of the following:**

**A. a Local Heritage Place**

No - The application does not relate to or involve a Local Heritage Place.

**B a State Heritage Place**

No - The application does not relate to or involve a State Heritage Place.





Date: 26<sup>th</sup> May 2022

**C. a substantial building of value**

No – No evidence was provided indicating that the trees have or are threatening to cause extensive damage to a substantial building of value.

**and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity.**

N/A

**(iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire.**

No – The trees are not located within a Medium or High Bushfire Risk Area.

**(v) treat disease or otherwise in the general interests of the health of the tree.**

No – The trees display sustainable health and are not diseased.

**(vi) maintain the aesthetic appearance and structural integrity of the tree.**

Yes – The development proposal will enable the aesthetic appearance and structural integrity of the trees to be maintained.

**PO 1.4 A tree-damaging activity in connection with other development satisfies the following:**

**(a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible.**

Yes – The development proposal is achievable while protecting Trees 1-2 & 8 in their current condition.

**Performance Outcomes (PO) – 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.**

Yes – The development proposal is achievable while protecting Trees 1-2 & 8 in their current condition including their root systems.





Date: 26<sup>th</sup> May 2022

### Regulated Tree 3

#### Desired Outcomes (DO)

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

The subject tree provides moderate aesthetic benefit to the local area and as introduced species that is not linked to wildlife corridors, has minor environmental value.

#### Performance Outcomes (PO) – Tree Retention and Health

**PO 1.1 Regulated trees are retained where they [achieve any of the following attributes]:**

**a) make an important contribution to the local character and amenity.**

Yes – The tree displays a well formed, standalone crown that provides moderate visual amenity to the local area.

**b) are indigenous to the local area and is listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species.**

No – The tree is not indigenous to the local area and is not listed as rare or endangered.

**c) provide an important habitat for native fauna.**

No – No notable nesting sites were observed within the crown and the tree is not linked to wildlife corridors.

**PO 1.3 A tree damaging activity not in connection with other development satisfies (a) or (b):**

**(a) Tree damaging activity is only undertaken to:**

**(i) remove a diseased tree where its life expectancy is short.**

Yes – The tree displays health decline with poor foliage density and terminal deadwood.

**(ii) mitigate an unacceptable risk to public and private safety due to limb drop or the like.**

No – The tree represents a low and acceptable risk to public and private safety.

**(iii) rectify or prevent extensive damage to a building of value as comprising any of the following:**

**A. a Local Heritage Place**

No - The application does not relate to or involve a Local Heritage Place.

**B a State Heritage Place**

No - The application does not relate to or involve a State Heritage Place.





Date: 26<sup>th</sup> May 2022

**C. a substantial building of value**

No – No evidence was provided indicating that the trees have or are threatening to cause extensive damage to a substantial building of value.

**and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity.**

N/A

**(iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire.**

No – The tree is not located within a Medium or High Bushfire Risk Area.

**(v) treat disease or otherwise in the general interests of the health of the tree.**

No – the application involves tree removal which will have an adverse effect on tree health.

**(vi) maintain the aesthetic appearance and structural integrity of the tree.**

No – The application involves tree removal.

**PO 1.4 A tree-damaging activity in connection with other development satisfies the following:**

**(a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible.**

No – The removal of Tree 3 will allow greater protection to be applied to surrounding regulated and significant trees that have a prolonged life expectancy however the proposal in its current format does not provide scope for the retention of this tree.

**Performance Outcomes (PO) – 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.**

No – The development proposal in its current format will cause substantial encroachment to occur within the root zone of Tree 3 which will result in ongoing and chronic health decline.





Date: 26<sup>th</sup> May 2022

## Significant Tree 4

### Desired Outcomes (DO)

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

The subject tree provides moderate aesthetic benefit to the local area and as introduced species that is not linked to wildlife corridors, has minor environmental value.

### Performance Outcomes (PO) – Tree Retention and Health

**PO 1.2 Significant trees are retained where they [achieve any of the following attributes]:**

- a) make an important contribution to the character or amenity of the local area.**  
Yes – The tree contributes to an avenue of same species trees and is consistent with the vegetative character of the local area.
- b) are indigenous to the local area and are listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species.**  
No – The species is not indigenous to the local area or listed as rare or endangered under the *National Parks and Wildlife Act 1972*.
- c) represent an important habitat for native fauna.**  
No – The tree does not present with nesting hollows, and it is not linked to a wildlife corridor.
- d) are part of a wildlife corridor of a remnant area of native vegetation.**  
No – The tree is not linked to wildlife corridors.
- e) are important to the maintenance of biodiversity within the local environment.**  
No – The tree is not indigenous to the local area and is not linked to wildlife corridor indicating biodiversity values associated with this tree are limited.
- f) form a notable visual element to the landscape of the local area.**  
No – The tree is concealed from public vantage points however does contribute to the group elements provided by the avenue of same species trees adjacent the western boundary.

**PO 1.3 A tree damaging activity not in connection with other development satisfies (a) or (b):**

- (a) Tree damaging activity is only undertaken to:**
  - (i) remove a diseased tree where its life expectancy is short.**  
Yes – The tree displays reduced health and poor structure and has a short life expectancy.





Date: 26<sup>th</sup> May 2022

- (ii) **mitigate an unacceptable risk to public and private safety due to limb drop or the like.**  
 No – Despite the tree having an elevated potential for branch failure, the current target frequency indicates that the tree represents a low and acceptable level of risk to public and private safety. An increase in target occupancy below this tree will likewise increase the risks associated with this tree.
- (iii) **rectify or prevent extensive damage to a building of value as comprising any of the following:**
  - A. a Local Heritage Place**  
 No - The application does not relate to or involve a Local Heritage Place.
  - B a State Heritage Place**  
 No - The application does not relate to or involve a State Heritage Place.
  - C. a substantial building of value**  
 No – No evidence was provided indicating that the trees have or are threatening to cause extensive damage to a substantial building of value.  
  
**and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity.**  
 NA
- (iv) **reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire.**  
 No – The tree is not located within a Medium or High Bushfire Risk Area.
- (v) **treat disease or otherwise in the general interests of the health of the tree.**  
 No – the application involves tree removal which will have an adverse effect on tree health.
- (vi) **maintain the aesthetic appearance and structural integrity of the tree.**  
 No – The application involves tree removal.
- (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.**  
 Yes – The current health decline has occurred despite the tree being situated within a suitable growing environment. Some soil remediation treatments may prolong the trees life expectancy for the short term however the tree also displays structural deficiencies and resolutions for these will have an adverse effect on tree health. The trees life expectancy is therefore short and unable to reasonably be remediated.

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**PO 1.4 A tree-damaging activity in connection with other development satisfies the following:**

**(a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible.**

No – The removal of Tree 4 will allow greater protection to be applied to surrounding regulated and significant trees that have a prolonged life expectancy however the proposal in its current format does not provide scope for the retention of this tree.

**(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.**

Yes – The initial development proposal caused damage to Tree 4 as well as other trees within its vicinity. Alterations of this plan have reduced the proportion of tree damaging activity and limited environmental impacts by targeting the use of areas where trees are not present or utilising space where trees display reduced life expectancies. Sustainable trees have therefore been retained under the current proposal.

**Performance Outcomes (PO) – 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.**

No – The development proposal in its current format will cause substantial encroachment to occur within the root zone of Tree 4 which will result in ongoing and chronic health decline.





Date: 26<sup>th</sup> May 2022

## Significant Trees 5-6

### Desired Outcomes (DO)

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

The subject trees provide moderate aesthetic benefit to the local area and as introduced species that are not linked to wildlife corridors, each has minor environmental value.

### Performance Outcomes (PO) – Tree Retention and Health

**PO 1.2 Significant trees are retained where they [achieve any of the following attributes]:**

- a) make an important contribution to the character or amenity of the local area.**  
Yes – The trees contribute to an avenue of same species trees and are consistent with the vegetative character of the local area.
- b) are indigenous to the local area and are listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species.**  
No – The species is not indigenous to the local area or listed as rare or endangered under the *National Parks and Wildlife Act 1972*.
- c) represent an important habitat for native fauna.**  
No – The trees do not present with nesting hollows, and are not linked to a wildlife corridor.
- d) are part of a wildlife corridor of a remnant area of native vegetation.**  
No – The trees are not linked to wildlife corridors.
- e) are important to the maintenance of biodiversity within the local environment.**  
No – The trees are not indigenous to the local area and are not linked to wildlife corridors indicating biodiversity values associated with them are limited.
- f) form a notable visual element to the landscape of the local area.**  
No – The trees are concealed from public vantage points however do contribute to the group elements provided by the avenue of same species trees adjacent the western boundary.

**PO 1.3 A tree damaging activity not in connection with other development satisfies (a) or (b):**

- (a) Tree damaging activity is only undertaken to:**
  - (i) remove a diseased tree where its life expectancy is short.**  
No – The trees display sustainable health and structural attributes and do not have a short life expectancy.
  - (ii) mitigate an unacceptable risk to public and private safety due to limb drop or the like.**





Date: 26<sup>th</sup> May 2022

No – All trees assessed within the assessment scope represent a calculated low risk to public and private safety.

**(iii) rectify or prevent extensive damage to a building of value as comprising any of the following:**

**A. a Local Heritage Place**

No - The application does not relate to or involve a Local Heritage Place.

**B a State Heritage Place**

No - The application does not relate to or involve a State Heritage Place.

**C. a substantial building of value**

No – No evidence was provided indicating that the trees have or are threatening to cause extensive damage to a substantial building of value.

**and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity.**

N/A

**(iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire.**

No – The trees are not located within a Medium or High Bushfire Risk Area.

**(v) treat disease or otherwise in the general interests of the health of the tree.**

No – The trees display sustainable health and are not diseased.

**(vi) maintain the aesthetic appearance and structural integrity of the tree.**

Yes – The development proposal will enable the aesthetic appearance and structural integrity of the trees to be maintained.

**(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.**

Yes – The trees display sustainable health and structural attributes and will be maintained throughout and post the construction process as directed under Australian Standard AS4970-2009 *protection of trees on development sites*.

**PO 1.4 A tree-damaging activity in connection with other development satisfies the following:**

**(a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible.**

Yes – The development proposal is achievable while protecting Trees 5-6 in their current condition.





Date: 26<sup>th</sup> May 2022

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**(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.**

Yes – The development proposal has been designed with tree protection in mind. While adjacent Trees 3 & 4 have been proposed to be removed, this will allow for the sustainable retention of significant trees 5-6.

**Performance Outcomes (PO) – 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.**

Yes – The development proposal is achievable while protecting Trees 5-6 in their current condition including their root systems.





Date: 26<sup>th</sup> May 2022

## Regulated Tree 7

### Desired Outcomes (DO)

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

The subject tree provides moderate aesthetic benefit to the local area and as introduced species that is not linked to wildlife corridors, has minor environmental value.

### Performance Outcomes (PO) – Tree Retention and Health

**PO 1.1 Regulated trees are retained where they [achieve any of the following attributes]:**

**a) make an important contribution to the local character and amenity.**

Yes – The tree displays a well formed, standalone crown that provides moderate visual amenity to the local area.

**b) are indigenous to the local area and is listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species.**

No – The tree is not indigenous to the local area and is not listed as rare or endangered.

**c) provide an important habitat for native fauna.**

No – No notable nesting sites were observed within the crown and the tree is not linked to wildlife corridors.

**PO 1.3 A tree damaging activity not in connection with other development satisfies (a) or (b):**

**(a) Tree damaging activity is only undertaken to:**

**(i) remove a diseased tree where its life expectancy is short.**

No – The tree displays sustainable health and structural attributes and does not have a short life expectancy.

**(ii) mitigate an unacceptable risk to public and private safety due to limb drop or the like.**

No – Tree 7 represents a low risk to public and private safety.

**(iii) rectify or prevent extensive damage to a building of value as comprising any of the following:**

**A. a Local Heritage Place**

No - The application does not relate to or involve a Local Heritage Place.

**B a State Heritage Place**

No - The application does not relate to or involve a State Heritage Place.

**C. a substantial building of value**

No – No evidence was provided indicating that the tree has or is threatening to cause extensive damage to a substantial building of value.





Date: 26<sup>th</sup> May 2022

**and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity.**

N/A

- (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire.**

No – The tree is not located within a Medium or High Bushfire Risk Area.

- (v) treat disease or otherwise in the general interests of the health of the tree.**

No – The tree displays sustainable health and are not diseased.

- (vi) maintain the aesthetic appearance and structural integrity of the tree.**

Yes – The development proposal will enable the aesthetic appearance and structural integrity of the trees to be maintained.

**PO 1.4 A tree-damaging activity in connection with other development satisfies the following:**

- (a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible.**

Yes – The development proposal is achievable while protecting Tree 7 in its current condition.

**Performance Outcomes (PO) – 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.**

Yes – The development proposal is achievable while protecting Tree 3 in its current condition including its root system.



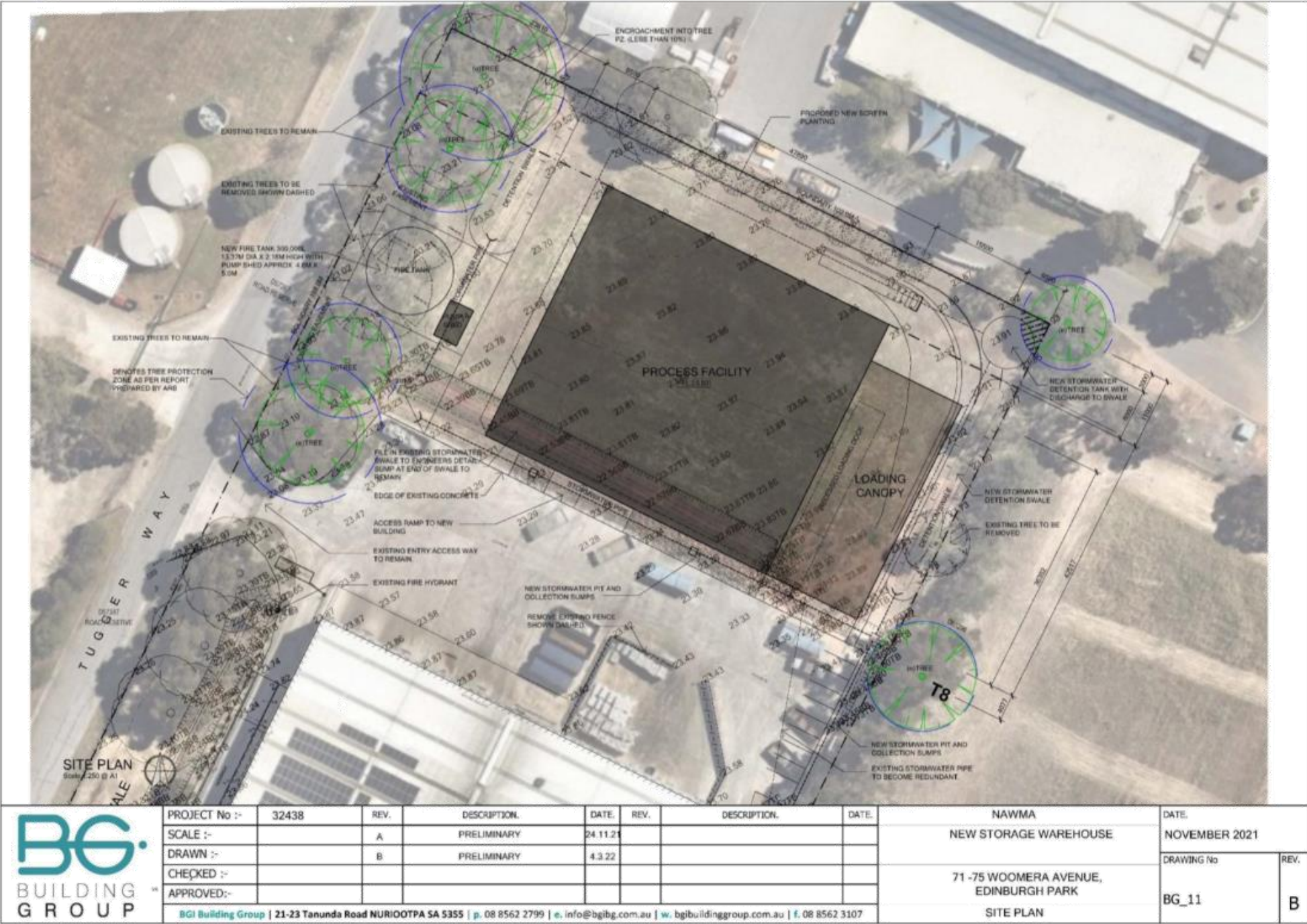


Date: 26<sup>th</sup> May 2022

Development Proposal

The development activities proposed at the site include the following, based on the plans provided to me.

- Filling an existing stormwater swale that extends between Tree 2 and Tree 8. This process will not occur within any of the trees’ tree protection zones.
- The construction of a processing facility, driveway a loading canopy and associated infrastructure.
- The construction of a fire tank within the vicinity of the western boundary fence.
- The construction of a storm water detention tank at the northwestern corner of the allotment.
- The removal of a regulated and significant tree.
- The excavation of a new swale within the northwestern quadrant of the allotment.







Date: 26<sup>th</sup> May 2022

## Discussion

The assessment identified eight trees within the northwestern area of the allotment and adjacent to the northeastern boundary. Seven of these trees are identified as *Eucalyptus cladocalyx* – Sugar Gum, an endemic species to South Australia however introduced to the subject location. One *Brachychiton acerifolius* – Illawarra Flame Tree forms the eighth tree in the group and each of the subject trees is controlled under the provisions of the *Planning, Development and Infrastructure Act 2016*.

The trees generally display sustainable health attributes including good foliage density and an absence of pests or disease. Remedial treatment to improve tree health are not warranted where trees display good health.

Trees 3-5 display reduced foliage density and a moderate proportion of deadwood, including terminally arranged deadwood. These attributes are indicators of health decline. The extent that Trees 3 and 4 display these attributes suggests they each have a short life expectancy. The current growing environment surrounding Trees 3 and 4 is conducive to successful root function and no changes to the environment are known to have occurred that may have resulted in this decline. Given the existing and prolonged timeframe that the environment has been suitable for sustainable tree function, it is not expected that remedial treatments will suitably prolong these trees' life expectancy.

Trees 3 and 4 are recommended to be removed in conjunction with this development construction. This will allow greater protection measures to be applied to surrounding sustainable trees during construction activities.

The Arboricultural Impact Assessment indicates that the development proposal in its current format is not likely to have an adverse impact on the sustainability of Trees 1-2 and 5-8. No design modifications are required. This assessment however, indicates that the development will have an adverse impact on Trees 3-4. As noted above, these trees display poor health and structural attributes, have short life expectancies, and are recommended to be removed.

A Tree Protection Plan should therefore be developed and adhered to and ensure trees are adequately protected during the construction phase.

## Risk Management

The ISA – TRAQ risk assessment process has demonstrated that each tree represents a low risk to public and private safety.

Where the risk of harm from the tree is determined to be low, pruning works are not necessary to control risk. Tree pruning could occur to maintain acceptable levels of risk and improve tree form, appearance, and sustainability.

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Date: 26<sup>th</sup> May 2022

### Arboricultural Impact Assessment

To ensure suitable trees are retained and protected from potentially damaging activities during the development of the site, a Tree Protection Zone (TPZ) is required. The TPZ aims to protect a sufficient proportion of the root zone, as well as protecting the above ground parts of the tree to ensure the tree remains a viable asset at the site. An Arboricultural Impact Assessment is necessary at the design stage to ensure any potential tree impacts are identified and resolved before finalising the plans.

It may be possible to encroach into or make variations to the standard TPZ<sup>xxvi</sup>. The proposed development activities at the site encroach into each TPZ area as follows.

Tree #	Species	TPZ radius (m)	TPZ area (m <sup>2</sup> )	Current TPZ encroachment /occupation	New TPZ encroachment from proposal	Tree Impact
1	<i>Eucalyptus cladocalyx</i> – Sugar Gum	10.92m	375m <sup>2</sup>	Paving 89.96m <sup>2</sup> (24.10%)	None Within SRZ –No Total New Encroachment – 0m <sup>2</sup> (0%)	Minor
2	<i>Eucalyptus cladocalyx</i> – Sugar Gum	8.76m	241m <sup>2</sup>	0m <sup>2</sup> (0%)	Within SRZ –No Total Encroachment – 17.97m <sup>2</sup> (7.45%)	Minor
3	<i>Eucalyptus cladocalyx</i> – Sugar Gum	10.20m	327m <sup>2</sup>	0m <sup>2</sup> (0%)	Within SRZ –Yes Total Encroachment – 327m <sup>2</sup> (100%)	Major
4	<i>Eucalyptus cladocalyx</i> – Sugar Gum	7.33m	169m <sup>2</sup>	0m <sup>2</sup> (0%)	Within SRZ – Yes Total Encroachment – 169m <sup>2</sup> (100%)	Major
5	<i>Eucalyptus cladocalyx</i> – Sugar Gum	9.72m	297m <sup>2</sup>	0m <sup>2</sup> (0%)	Within SRZ – No Total Encroachment 19.84m <sup>2</sup> (6.68%)	Minor
6	<i>Eucalyptus cladocalyx</i> – Sugar Gum	12.75m	511m <sup>2</sup>	0m <sup>2</sup> (0%)	Within SRZ – No Total Encroachment 45.11m <sup>2</sup> (8.83%)	Minor
7	<i>Brachychiton acerifolius</i> – Illawarra Flame Tree	7.20m	163m <sup>2</sup>	0m <sup>2</sup> (0%)	Within SRZ – No Total Encroachment 16.44m <sup>2</sup> (10.09%)	Minor
8	<i>Eucalyptus cladocalyx</i> – Sugar Gum	8.40m	222m <sup>2</sup>	0m <sup>2</sup> (0%)	Within SRZ – No Total Encroachment 15.53m <sup>2</sup> (7.01%)	Minor

As the total level of TPZ encroachment for retained trees in this situation is minor (<10% of each TPZ area) and can be sufficiently compensated for by the remaining areas around each tree which will remain undeveloped, the TPZ area will remain intact with a modified shape. The proposed development is not likely to have an adverse impact Trees 1, 2 and 5-8.

The proposal will cause significant impact to the sustainable retention of Trees 3 and 4 however no alternative design options are achievable whilst retaining a greater number of trees. These trees are recommended to be removed to allow for reasonable development whilst also maintaining currently sustainable trees at this location.





Date: 26<sup>th</sup> May 2022

## Tree Protection Plan

### General

To protect suitable trees during the development process, a range of tree protection features, and measures are required. The tree protection zone is usually a restricted area delineated by fencing.

The following activities are restricted within the TPZ. Some of these works may be permitted by the determining authority and must be supervised by the project arborist<sup>17</sup>.

- a) machine excavation including trenching;
- b) excavation for silt fencing;
- c) cultivation;
- d) storage;
- e) preparation of chemicals, including preparation of cement products;
- f) parking of vehicles and plant;
- g) refuelling;
- h) dumping of waste;
- i) wash down and cleaning of equipment;
- j) placement of fill;
- k) lighting of fires;
- l) soil level changes;
- m) temporary or permanent installation of utilities and signs, and
- n) physical damage to the tree.

Prior to any site works commencing, the site/project manager and relevant sub-contractors should meet on site with the project arborist to review work procedures, access routes, storage areas, parking areas and tree protection measures.





Date: 26<sup>th</sup> May 2022

### Tree removal, retention, and management

Approved tree removal and pruning should be carried out before the installation of tree protection measures. The removal of regulated and significant trees cannot occur without development approval. Failure to do so may constitute tree damaging activity<sup>18</sup>.

The trees recommended for removal and retention are outlined on the attached Tree Survey Plan and listed as follows:

- Tree 3 – *Eucalyptus cladocalyx* – Sugar Gum (regulated tree)
  - This tree displays poor health and has a short life expectancy.
  - This tree is restricting development and its removal will assist in the sustainable retention of surrounding trees that have prolonged life expectancies.
- Tree 4 – *Eucalyptus cladocalyx* – Sugar Gum (significant tree)
  - This tree displays fair to poor health, structural deficiencies and has a short life expectancy.
  - This tree is restricting development and its removal will assist in the sustainable retention of surrounding trees that have prolonged life expectancies.

In addition to tree removal works, the following is also recommended to maintain growing conditions of retained Trees 1-2 & 5-6 at the site.

- Irrigation
 

Provide supplementary irrigation during the development process. Drip irrigation systems are an effective way of applying water to the root zone of trees. Install in-line dripper hose that emits ~3L of water per drip emitter per hour. Connect the system to a reliable water source, preferably using a battery-operated programmable timer. A parallel row pattern or a spiral pattern are simple installation methods to use with lines installed at 0.5m – 1.0m spacing. Use pressure reducers and relief valves as required. Irrigation should be applied during hotter months by providing one good soaking per week. Less water can be applied during cooler and wetter months. Alternative irrigation systems may be used to suit the site in consultation with the project arborist.
- Mulching
 

Apply mulch around the tree/s. Mulches should be organic in origin, semi composted and contain a mixture of coarse and fine particles. Mulches should be 75-100mm thick and applied out to the Tree Protection Zone fencing (or further if possible), without coming into contact with the trunk.

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### Tree Protection Zone establishment

Fencing should be erected before any machinery or materials are brought onto the site and before the commencement of works including demolition. Once erected, protective fencing must not be removed or altered without approval by the project arborist. The TPZ should be secured to restrict access. The Tree Protection Zone should be established and managed as follows. Please refer to the attached Tree Protection Plan.

- Identify the trees within and adjacent to the subject allotment that are to be retained and protected during the development process. This may include trees on adjoining land and Council owned street trees and reserve trees.
- The Tree Protection Zone radius is to be equivalent to that calculated and noted in the Tree Observations and the attached Tree Protection Plan.
- Identify and mark the alignment of protective fencing as indicated on the Tree Protection Plan. This may vary from the actual TPZ radius after considering areas of acceptable encroachment (determined in consultation with the project arborist) and site access requirements. Fencing is only required within the subject allotment (provided boundary fencing is in place).
- Erect/construct protective fencing as indicated in the image below. AS 4687 *Temporary fencing and hoardings* specifies applicable fencing requirements. Shade cloth or similar should be attached to reduce the transport of dust, other particulate matter, and liquids into the protected area.



#### LEGEND:

- 1 Chain wire mesh panels with shade cloth (if required) attached, held in place with concrete feet.
- 2 Alternative plywood or wooden piling fence panels. This fencing material also prevents building materials or soil entering the TPZ.
- 3 Mulch installation across surface of TPZ (at the discretion of the project arborist). No excavation, construction activity, grade changes, surface treatment or storage of materials of any kind is permitted within the TPZ.
- 4 Bracing is permissible within the TPZ. Installation of supports should avoid damaging roots.

- Right: Australian Standard AS 4970-2009 *Protection of trees on development sites*, p16.

FIGURE 3 PROTECTIVE FENCING

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- All visible faces of the Tree Protection Zones to the construction area must be signed with appropriate Tree Protection Zone signage as shown below. A copy of such is attached as an addendum to this report and may be duplicated as required without permission. No alterations to the Tree Protection Zone sign are permitted without written consent from the author.







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### **Site establishment**

The establishment of the site should occur in conjunction with the establishment of the Tree Protection Zone structures and features. This may include site access, storage areas, construction huts, waste management areas etc.

1. Refer to the previous section on Tree Protection Zone establishment which outlines some of the essential Tree Protection Zone requirements.
2. All ancillary zones required for construction purposes should be located outside the Tree Protection Zone. This includes, but is not limited to:
  - Site access routes for various vehicles and machinery.
  - Areas to receive and store construction materials.
  - Areas for skip bins and waste management.
  - Wash out areas.
  - Site huts and toilets.
  - Storage of chemicals.
  - Car parking areas.
3. Where site constraints prevent this, and any of these activities are necessary within a Tree Protection Zone, suitable ground protection measures are required set out in the previous section on Tree Protection Zone establishment.





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### **Demolition and site clearing activities**

The demolition of existing structures, surfaces and vegetation will require heavy machinery to move about on the site. If these works occur within any TPZ area, they can potentially compact the soil and damage tree roots, trunks, and branches. The Tree Protection Zone for trees to be retained on site must be established prior to demolition and site work activities commencing as outlined in the previous sections. Demolition and site clearing works should follow these guidelines.

1. Ensure Tree Protection Zone fencing, and other tree protection measures are in place prior to demolition works commencing.
2. All vegetation proposed to be removed within or adjacent to a Tree Protection Zone must be removed using suitable tools in a manner that will not cause harm to remaining trees or disturbing their root zone.
  - Herbicides can be used to remove unwanted turf, weeds, or groundcovers at the site. Herbicides should be applied by appropriately experienced contractors according to the manufacturer's product label recommendations. Apply herbicides with care to avoid accidental applications to surrounding vegetation.
3. The project arborist should be on site during demolition activities within a Tree Protection Zone.
4. No stockpiling of building rubble, demolition material, soil, or any other material within the Tree Protection Zone. These materials must be removed from site immediately or stockpiled piled outside of the Tree Protection Zone area for later disposal.
5. No Grade Changes within the TPZ. Lowering or raising of the grade (cut and fill) within the TPZ is not acceptable without specific Council approvals.
6. The demolition of structures within a Tree Protection Zone shall be carried out by machinery as carefully as possible to avoid damage to surrounding trees.
  - Demolition machinery should stand outside the Tree Protection Zone wherever possible to avoid soil compaction.
  - Demolition machinery can work on existing hard surfaces where present (e.g., existing driveways), or be placed inside the building/structure to pull material in and down, away from the trees.
  - Where machinery must work within a Tree Protection Zone, suitable ground protection measures must be put in place as outlined in the section on Tree Protection Zone establishment.





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7. Existing underground services should not be removed within a Tree Protection Zone as there is a risk of damage to the root system. These should be de-commissioned and left in place where possible. If they must be removed, please consult with the project arborist.
8. Existing hard surfaces (concrete/paving/bitumen etc.) should be retained where possible to act as ground protection from demolition machinery where possible. These can then be removed after demolition works as required.
9. When removing hard surfaces (concrete/paving/bitumen etc.) within a Tree Protection Zone, it is expected that there will be a mass of fine roots below the hard surface being removed.
  - Hand tools should be used to remove these hard surfaces adjacent to the trunk (within the structural root zone).
  - Demolition machinery should be used to carefully pull these surfaces up and away from the tree. The wheels of the machinery should be standing outside the Tree Protection Zone, or on any existing hard surfaces, or on established ground protection areas away from the tree. The works should proceed in a retreating manner, away from the tree.
  - Any roots that are exposed below the hard surfaces shall be wet down by hand and covered with a 50-100mm layer of mulch as soon as possible after being exposed.
  - Alternatively, exposed roots could be protected from desiccation by placing Hessian cloth (or similar) on top that is kept moist by periodic wetting. This must remain in place until the new surfaces are put into place.





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### Earthworks and trenching

Earthworks required to establish the new structure may include, excavation, cut and fill, levelling, footing preparation, batter formation and trenching activities. These activities have the potential to damage to tree trunks, branches, and the root zone. To minimise the impacts of these activities on the trees to be retained on site, the following precautions are required.

1. Ensure Tree Protection Zone fencing, and other tree protection measures are in place prior to earthworks commencing.
2. Excavation works can only proceed as approved by Council.
3. The project arborist should be on site during any earthworks works within a Tree Protection Zone.
4. All excavation machinery must be kept outside the Tree Protection Zone to avoid soil compaction, or suitable ground protection measures must be in place as outlined in the section on Tree Protection Zone establishment.
5. Excavation machinery must not come into contact with the trunk, branches, or roots within the Tree Protection Zone. Consider using a spotter to supervise, and/or use a smaller machine.
6. No earthworks are permitted within the Structural Root Zone without approvals. Seek direction from the project arborist.
7. No stockpiling of soil, debris, or any other material within the Tree Protection Zone. These materials are to be removed from the site immediately or stockpiled outside the area for later disposal.
8. Cut and fill.
  - No lowering of grade (cut) within a Tree Protection Zone. The soil surface can be skimmed by removing loose organic matter, turf or old gravel surfaces carefully using hand tools or with a trimming bucket of an excavator standing outside the Tree Protection Zone (or on suitable ground protection). Skimming of the surface should cease when fine tree roots are encountered and should not exceed 50-80mm below the original level.
  - Deep excavations adjacent to or within a Tree Protection Zone may require a batter or terraced levels. These may encroach further into the TPZ and may require approval. If this is required, please consult with the project arborist before proceeding.
  - There shall be no addition of additional material (fill) within a Tree Protection Zone without approval.
  - In some cases, fill material within a Tree Protection Zone may be permitted. If approved, the fill must consist of graded material that allows air and moisture movement. Suitable materials include single graded, no-fines gravel, washed single grade aggregate or similar.

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9. Footing preparation.

- Excavations for footings must not occur within a Tree Protection Zone unless approved by Council and the project arborist.
- Excavation machinery should stand outside the Tree Protection Zone to avoid soil compaction, or suitable ground protection measures must be in place as outlined in the section on Tree Protection Zone establishment.

10. Piers/screw piles

- When installing piers or screw piles within a TPZ, the following precautions are required.
- The smallest possible diameter hole should be used.
- Mini piling rigs should be used in these areas to avoid damage to tree branches.
- Suitable vehicle ground protection is required where piling vehicles enter a TPZ.
- The project arborist should be on site to supervise these activities within any TPZ.

11. Root pruning

- Woody tree roots are not to be pulled out by excavation machinery.
- Roots smaller than 50mmØ may be pruned back (preferably to a side branching root) using sharp pruning tools (such as secateurs or tree pruning handsaws).
- Roots larger than 50mmØ should only be pruned after consultation with the project arborist.





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### Construction activities

Construction activities may include (but are not limited to); installation of building footings, concrete slabs, frame construction, installing brickwork or other wall cladding materials, crane lifting operations, scaffolding, roofing, interior fitting, waste disposal etc. If these activities are not appropriately managed within a tree protection zone, there may be adverse impacts for the trees and their growing environment. Construction activities must be well supervised and adhere to the following guidelines.

1. Ensure Tree Protection Zone fencing, and other tree protection measures are in place prior to construction works commencing.
2. Tree Protection Fencing shall not be removed or repositioned to facilitate construction activities. Consult with the project arborist if access to a Tree Protection Zone is required.
3. Ensure the ancillary construction zones are established prior to construction works commencing. This may include site access, storage areas, parking areas, construction huts, waste management areas etc. Refer to the previous section on Site Establishment.
4. Scaffolding for construction activities and crane operations should not interfere with trees to be retained on site.
  - Minor pruning may be permitted to facilitate the installation of scaffolding and crane operations.
  - Any required pruning works should be confirmed with the project arborist and performed by qualified arborists, not building staff.
5. Parking areas for building staff and sub-contractor vehicles must be clearly defined, well away from tree protection zones.
6. A defined delivery and storage area for building materials and hazardous chemicals should be marked out well away from any TPZ as required. If a storage area is to be set up within a TPZ (due to site limitations), then ground protection measures are required. Refer to the previous section on Tree Protection Zone establishment.
7. Areas for waste disposal and skip bins must be clearly defined, well away from the tree protection zone. If skips are to be set up within a TPZ (due to site limitations), then ground protection measures are required.
8. A wash out area should be defined well away from any TPZ and waste appropriately managed. These should be outside of the TPZ and/or 10m from the trunk of any tree, whichever is greater. Contaminated water must not be allowed to drain into the TPZ area.





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### Installation of underground services

A range of underground services may be required to service a new development. These may include but are not limited to:

- Gas supply
- Electricity supply
- Water supply
- Sewer drainage
- Septic tank connections
- Stormwater drainage
- Irrigation pipes
- Telephone and communication cables
- Fire mains

Open trenching to install these services within a Tree Protection Zone has the potential to sever roots which can adversely affect tree health and stability. Unless otherwise approved, underground services should be installed according to the following guidelines.

1. All services should be routed outside the Tree Protection Zone where possible. If underground services must pass through a Tree Protection Zone, consult with the project arborist. These services should be installed by directional drilling or in manually excavated trenches.
2. Directional drilling.
  - The directional drilling bore should be at least 600mm deep (below the tree's root plate). The project arborist should assess the likely impacts of boring and bore pits on retained trees.
  - Entry, exit points, connection points and inspection points should be located outside the Tree Protection Zone where possible.
3. Manual excavation
  - For manual excavation of trenches the project arborist should advise on roots to be retained and should monitor the works. Manual excavation may include the use of pneumatic and hydraulic tools.
  - Excavate the soil using hand tools and hydro excavation down to the required depth for the entire length of the service required within the TPZ.
  - Use the lowest pressure possible to carry out the excavations whilst avoiding damage to the outer bark on tree roots.
  - When tree roots are encountered, the operator should avoid damaging the protective layer by directing high pressure water away from tree roots.

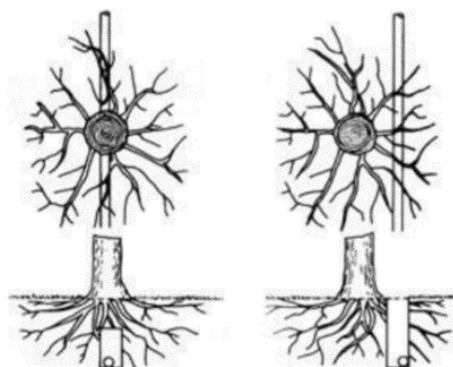
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- Smaller tree roots (<20mm in diameter) may be damaged by the process, as this is generally unavoidable.
  - Tree roots greater than 30mm in diameter shall left intact and undamaged.
4. Root pruning:
- Retain as many roots as possible extending across the trench.
  - Any root pruning should be carried out in consultation with the project arborist.
  - Roots smaller than 50mmØ may be pruned back (preferably to a side branching root) using sharp pruning tools (such as secateurs or tree pruning handsaws).
  - Roots larger than 50mmØ should only be pruned after consultation with the project arborist.
5. Insert the underground service into the trench by weaving between exposed tree roots.
6. Backfill the trench as soon as possible after the service is installed to avoid root desiccation. If a trench is to remain exposed for more than 2 hours, the exposed roots and surrounding soil must be kept moist by hand irrigation and/or use of shading materials (hessian or boards). These roots must not be allowed to dry out.



Less damage is done to tree roots if utilities are tunneled under a tree (left, top and bottom) rather than across the roots (right, top and bottom).



- Above: Examples of directional drilling (left) and manual excavation with hydro-excavation (right).





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### Landscaping around established trees

Care is required when landscaping around established trees. Damage can occur from a range of activities, including soil compaction, soil contamination, physical damage to the tree during landscaping works, damage to the root system from trenching and level changes, root disturbance from paving works, planting works and lawn installation etc. The following guidelines should be followed when landscaping around established trees.

To minimise the possible adverse impacts from these activities during landscaping activities, a tree protection zone (TPZ) is required. The TPZ roughly equates to the drip line of the tree, but is accurately calculated in the body of the tree report. All potentially adverse activities must not occur within this zone or must be modified to minimise the impacts.

#### Landscaping guidelines

1. The landscape design should be reviewed by the project arborist prior to being finalised.
2. Landscaping contractors should observe the guidelines set out in the previous sections on Tree Protection Zone establishment and Site Establishment.
3. The growing environment for mature trees should be optimised with the use of mulches. Mulches should be organic in origin; semi composted and contain a mixture of coarse and fine particles. Mulches should be 75-100mm thick and applied out to the drip line of trees or further, if possible, without coming into contact with the trunk. Mulches should be topped up every 1-2 years as required.
4. Irrigation systems around established trees should be set up as follows.
  - Drip irrigation systems are an effective way of applying water to the root zone of trees.
  - Connect the system to a reliable water source, preferably using a battery-operated programmable timer.
  - Use pressure reducers and relief valves as required.
  - Irrigation main lines should be radially arranged in relation to the root system rather than traversing the root system. Deep trenching across the drip line of trees must be avoided.
  - Install in-line dripper hose that emits ~3L of water per drip emitter per hour.
  - A parallel row pattern or a spiral pattern are simple installation methods to use with lines installed at 0.5m – 1.0m apart.
  - Irrigation should be applied during hotter months by providing one good soaking per week (2-3 hours at a time). Less water can be applied during cooler and wetter months.
  - Irrigate in the early morning. Avoid watering during the middle of the day.
  - Irrigation requirements should be adjusted according to species, soil type and climatic conditions.

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5. Paving works should be kept to a minimum within a Tree Protection Zone. If paving must occur, it must utilize a no dig method, use permeable base preparations to minimum soil compaction requirements and utilise permeable unit pavers or permeable concrete. Refer to the previous section on paving within a Tree Protection Zone.
6. Use caution when applying herbicides in the vicinity of established trees. Target the unwanted plants carefully and follow manufacturer's recommendations.
7. Pruning of established trees should be carried out by qualified arborists.
8. Retaining walls should not be installed within the Tree Protection Zone. If required, consult with the project arborist.
9. Fences on the boundaries of the property must be installed without damaging the root system of established trees.
  - Fencing must not use continuous strip footings.
  - Lightweight fencing panels attached to concrete pads and posts are recommended.
  - Concrete pads should be located outside the Structural Root Zone.
  - Grade changes (cut and fill) must be avoided during fence installation.

Other planting considerations

- Care is required when planting new vegetation within the drip line of established trees. Cultivation of the area under the tree should be kept to a minimum and undertaken with hand tools.
- Grade changes (cut or fill) within the drip line of established trees should be avoided. Do not build up soil levels by more than 100mm.
- The use of competitive plants should be kept to a minimum. Minimise the use of turf, and dense groundcovers etc.
- The mature size of larger plants and trees should be considered. Plants should be well spaced to allow them to reach their mature size.
- Select the largest trees for the size available. Larger trees provide greater benefits than smaller trees.
- Provide adequate growing area for the trees to grow in. Small openings in paved areas are usually inadequate for healthy tree growth.
- Species diversity is important in a sustainable garden (and urban forest). While monoculture plantings may provide a desired aesthetic, they are generally more vulnerable to pest and disease outbreaks.
- Consider when to use shade trees or deciduous trees in relation to building orientation, private open space, the movement of the sun and the placement of windows.
- The use of locally indigenous vegetation should be considered for their habitat, biodiversity, and wildlife corridor value.

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### Development Monitoring and Certification

Through various stages of development, compliance certification provided in writing by a suitably qualified AQF Level 5 Arboriculturist is required.

These are outlined as follows with compliance recommended to be supplied to council as a condition of Development Approval:

Indicative Stages in Development and the Tree Management Process		
Stage in development	Tree management process	
	Matters for consideration	Actions and certification
<b>Planning (AS 4970-2009 Section 2 and 3)</b>		
Site acquisition	Legal constraints	
Detail surveys	Council plans and policies Planning instruments and controls Heritage Threatened species	Existing trees accurately plotted on survey plan
Preliminary tree assessment	Hazards/risks Tree retention value	Evaluate trees suitable for retention and mark on plan Provide preliminary arboricultural report and indicative TPZs to guide development layout
Preliminary development design	Condition of trees Proximity to buildings Location of services Roads Level changes Building operations space Long-term management	Planning selection of trees for retention Design review by proponent Design modifications to minimise impact to trees
Development submission	Identify trees for retention through comprehensive Arboricultural impact assessment of proposed construction Determine tree protection measures Landscape design	Provide Arboricultural impact assessment including tree protection plan (drawing) and specification
Development approval	Development controls Conditions of consent	Review consent conditions relating to trees

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<b>Preconstruction (AS 4970-2009 Section 4 and 5)</b>		
Initial site preparation	State based OHS requirements for tree work Approved retention/removal Refer to AS 4373 for the requirements on the pruning of amenity trees Specifications for tree protection measures	Compliance with conditions of consent Tree removal/tree retention/transplanting Tree pruning <b>Certification of tree removal and pruning</b> Establish/delineate TPZ Install protective measures <b>Certification of tree protection measures</b>
Site establishment	Temporary infrastructure Demolition, bulk earthworks, hydrology	Locate temporary infrastructure to minimize impact on retained trees Maintain protective measures <b>Certification of tree protection measures</b>
Construction work	Liaison with site manager, compliance Deviation from approved plan	Maintain or amend protective measures Supervision and monitoring
Implement hard and soft landscape works	Installation of irrigation services Control of compaction work Installation of pavement and retaining walls	Remove selected protective measures as necessary Remedial tree works Supervision and monitoring
Practical completion	Tree vigour and structure	Remove all remaining tree protection measures <b>Certification of tree protection</b>
<b>Post construction (AS 4970-2009 Section 5)</b>		
Defects liability / maintenance period	Tree vigour and structure	Maintenance and monitoring Final remedial tree works <b>Final certification of tree condition</b>

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## Conclusions

- Adelaide Arb Consultants assessed 5 regulated and 3 significant trees within the northwestern area and immediately adjacent the northeastern boundary of 71-75 Woomera Avenue, Edinburgh on the 20<sup>th</sup> January 2022 in relation to a proposed development.
- Two trees were identified within or adjacent to the site. These included 7 *Eucalyptus cladocalyx* – Sugar Gum and 1 *Brachychiton acerifolius* – Illawarra Flame Tree.
- Trees 1-3 and 7-8 display a trunk circumference measurement that exceeds 200cm at one metre above ground level and each is therefore controlled as a regulated tree under the current provisions of the *Planning, Development & Infrastructure Act 2016*.
- Trees 4-6 display a trunk circumference measurement that exceeds 300cm at one metre above ground level and each is therefore controlled as a significant tree under the current provisions of the *Planning, Development & Infrastructure Act 2016*.
- Trees 1-2 and 5-8 displays sustainable health and structural attributes and are sustainable within their environment. These trees are recommended to be retained and protected during the construction activities of this development.
- Trees 3-4 display health decline and Tree 4 displays structural deficiencies and each has a reduced life expectancy.
- Trees 3 and 4 are recommended to be removed in conjunction with this development construction. This will allow greater protection measures to be applied to surrounding sustainable trees during construction activities.
- The ISA – TRAQ risk assessment process has demonstrated that each tree represents a low risk to public and private safety.
- An Arboricultural Impact Assessment was undertaken, and the proposed development is not likely to have an adverse impact on the sustainability of Trees 1-2 and 5-8. No design modifications are required.
- The Arboricultural Impact Assessment indicates that the development will have an adverse impact on Trees 3-4. These trees display poor health and structural attributes, have short life expectancies, and are recommended to be removed.
- A Tree Protection Plan is attached to provide guidelines to the various construction teams to ensure trees are adequately protected during the construction phase.

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## Endnotes

<sup>1</sup> Tree and risk assessments can be conducted at different levels and may employ various methods and tools. The level of assessment applied should be appropriate for the circumstances *Tree Risk Assessment Manual* Second Edition, published by International Society of Arboriculture 2017).

### Level 1 - Limited visual assessment.

- A visual assessment from a specified perspective, near specified targets.
- The aim is to identify obvious defects or specified conditions.
- Typically identifies trees with imminent or probable likelihood of failure.
- This is the fastest and least thorough form of assessment intended for larger populations of trees.
- This can be carried out as a walkover, drive-by or fly-over inspection.

### Level 2 - Standard assessment.

- A level 2 assessment is a detailed ground based visual tree inspection of a tree and its surroundings.
- The use of simple tools (mallet, binoculars, probes, spades), may be required.
- In some instances only limited information may be gained on specific internal, below ground or upper crown factors.
- For the majority of tree assessments the standard assessment provides adequate information to guide tree management.

### Level 3 - Advanced assessment.

- A level 3 assessment is performed to provide detailed information about specific tree parts, defects, targets or site conditions.
- This assessment is usually conducted after a standard assessment has undertaken if additional information is required and with the approval of the client.
- Specialised equipment is often required for advanced assessment.
- The assessments are generally more time intensive and expensive.
- Advanced assessment techniques may include; aerial inspection, detailed target analysis, detailed site evaluation, decay testing, health evaluation, root inspection, tree stability monitoring and load testing.

NOTE: If tree condition cannot be adequately assessed at the specified level a higher level of assessment may be required.

<sup>2</sup> **ISA Occupancy Rates** – The amount of time one or more targets are within the target zone.

- **Constant occupancy** indicates that a target is present at nearly all times, 24hrs/day, 7 days/week. This can be the case for static, movable or mobile targets. A static, unmovable target such as a building is an example of constant occupancy. If there is a steady stream of mobile targets moving through the target zone, this can also be classified as constant occupancy. An example would be a high volume of traffic along a street or highway.
- **Frequent occupancy** indicates the target zone is occupied for a large portion of the day or week. Suburban streets with moderate traffic volume, car parks for facilities that are open during the daytime only, sidewalks in shopping areas, and busy delivery areas are examples of frequent occupancy.
- **Occasional occupancy** describes a site that is occupied by people or other targets infrequently or irregularly. Examples include country roads, low-use foot paths and low use sections of parks. In some instances, a seldom used area may be heavily used for short periods. Examples might include cemeteries, a field surrounded by trees that is used for special event parking, or trails and access roads used only when an event is underway.
- **Rare occupancy** describes sites that are not commonly used by people or other mobile/movable targets. Backcountry trails, fenced areas that are well away from more actively used parts of a site, remote parts of an estate, and gardens through which workers nor visitors typically pass would have rare occupancy.





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Weather conditions may further influence occupancy rates. Most tree failures occur during adverse weather events. In general, it is reasonable to assume that there will be fewer people occupying a park, trail, or pedestrian area during torrential rains, typhoons, hurricanes, tornadoes, blizzards, or ice storms. Conversely, in many cities, car traffic increases in rainy weather as people avoid walking, bicycling, or using public transportation if it involves exposure to the weather. It is also important to consider outdoor areas where people will gather during storm events.

(*Tree Risk Assessment Manual – Second Edition* – International Society of Arboriculture 2017 p. 40-41)

<sup>3</sup> The International Society of Arboriculture Tree Risk Assessment Qualification (TRAQ) is a tree risk assessment method used by trained and experienced arborists to determine the risk of harm from tree or branch failure. This method assesses three components of tree risk; Likelihood of Failure, Likelihood of Impact and Consequences of Failure. A qualitative descriptor is applied to each of these components of risk. These descriptors are applied to a set of matrices to determine an overall Risk of Harm posed by the tree. I am a qualified user of the TRAQ method. More information about this method can be found in the *Best Management Practices – Tree Risk Assessment* (Companion Publication to American Standard ANSI A300 Part 9: - *Tree Shrub and other woody plant management – Standard Practices (Tree risk assessment a. Tree structure assessment)* published by The International Society of Arboriculture 2011 **AND** *Tree Risk Assessment Manual* International Society of Arboriculture, Champaign, Illinois, USA 2017.

<sup>4</sup> **Normal Weather Conditions.** Most tree failures occur during periods of adverse weather – wind or ice storms, blizzards or heavy rains coupled with strong winds. Tree risk assessment is undertaken considering normal circumstances and typical weather conditions, which may include storms.

(*Tree Risk Assessment Manual – Second Edition* – International Society of Arboriculture 2017, p52).

<sup>5</sup> **Likelihood of Failure.** Likelihood of Failure is classified based on an evaluation of defects and structural conditions of the tree or its parts, expected loads, site conditions and weather. The likelihood of failure must have a time frame specified to have meaning.

- **Imminent:** Failure has started or is most likely to occur in the near future, even if there is no significant wind or increased load. The imminent category overrides the time frame stated in the scope of work.
- **Probable:** Failure may be expected under normal weather conditions within the specified timeframe.
- **Possible:** Failure may be expected in extreme weather conditions, but it is unlikely during normal weather conditions within the specified timeframe.
- **Improbable:** The tree or tree part is not likely to fail during normal weather conditions and may not fail in extreme weather conditions within the specified timeframe.

(*Tree Risk Assessment Manual – Second Edition* – International Society of Arboriculture 2017, p102).

<sup>6</sup> **Targets and likelihood of impact.** One of the factors that must be considered in tree risk assessment is the likelihood of a failed tree or tree part impacting a target of concern. To estimate this likelihood, you estimate, research or measure the occupancy rate of any targets that would be impacted by the failure (the target zones) and any factors that would protect the target from impact. The likelihood of impacting a target can be categorised using the following guidelines.

- **High:** The failed tree or part is likely to impact the target. This is the case when there is a constant target with no protection factors, and the direction of fall is toward the target
- **Medium:** The failed tree or part could impact the target, but is not expected to do so. This is the case for people in a frequently used area when the direction of fall may or may not be towards the target. An example of a *medium* likelihood of impacting people could be passengers in a car travelling on an arterial street (frequent occupancy) next to the assessed tree with a large dead branch over the street.
- **Low:** There is a slight chance that the failed tree or part will impact the target. This is the case for people in an occasionally used area with no protection factors and no predictable direction of fall; a frequently used area that is partially protected; or a constant target that is well protected from the assessed tree. Examples are vehicles on an occasionally used service road next to the assessed tree or a frequently used street that has a large tree providing protection between vehicles on the street and the assessed tree

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- **Very Low:** The chance of the failed tree or part impacting the target is remote. Likelihood of impact could be *very low* if the target is outside of the anticipated target zone or if occupancy rates are rare. Another example of *very low* likelihood of impact is people in an occasionally used area with protection against being struck by the failure due to the presence of other trees or structures between the tree being assessed and the targets.

(*Tree Risk Assessment Manual – Second Edition – International Society of Arboriculture 2017, p42*).

<sup>7</sup> **Consequences of Failure.** The consequences of failure can be categorised using the following guidelines.

**Severe** consequences are those that could involve serious personal injury or death, high value property damage, or major disruption of important activities. Examples of *severe* consequences include:

- Injury to one or more people that may result in hospitalization or death
- Destruction of a vehicle of extremely high value
- Major damage to or destruction of a house
- Serious disruption of high-voltage distribution circuits or transmission power lines

**Significant** consequences are those that involve substantial personal injury, moderate- to high-value property damage, or considerable disruption of activities. Examples of *significant* consequences include:

- Injury to a person requiring medical care
- Serious damage to a vehicle
- High-monetary damage to a structure
- Disruption of distribution primary voltage power lines
- Disruption of arterial traffic that causes an extended blockage and/or rerouting of traffic.

**Minor** consequences are those that involve minor personal injury, low- to moderate-value property damage, or small disruption of activities. Examples of *minor* consequences include:

- Minor injury to a person, typically not requiring professional medical care
- Damage to a landscape deck
- Moderate monetary damage to a structure or vehicle
- Short term disruption of power on secondary lines, streetlights, and individual services
- Temporary disruption of traffic on a secondary road

**Negligible** consequences are those that do not result in personal injury, involve low-value property damage, or disruptions that can be replaced or repaired. Examples of consequences include:

- Striking a person, causing no more than a bruise or scratch.
- Damage to a lawn or landscape bed
- Minor damage to a structure requiring inexpensive repair
- Disruption of power to landscape lighting
- Disruption of traffic on a neighbourhood street

(*Tree Risk Assessment Manual – Second Edition – International Society of Arboriculture 2017, pp 129-130*)

<sup>8</sup> **Levels of Risk.** In the tree risk assessment matrix, four terms are used to define levels of risk: *extreme*, *high*, *moderate* and *low*. These risk ratings are used to communicate the level of risk and to assist in making recommendations to the owner or risk manager for mitigation and inspection frequency. The priority for action depends on the risk rating and risk tolerance of the owner or manager.

- **Extreme:** The extreme-risk category applies in situations in which failure is *imminent*, with a *high* likelihood of impacting the target, and the consequences of the failure are *severe*. The tree risk assessor should recommend that mitigation measures be taken as soon as possible. In some cases, this may mean recommending or implementing immediate restriction of access to the target zone area to avoid injury to people.
- **High:** High-risk situations are those for which consequences are *significant* and likelihood of failure and impact is *very likely* or *likely*, or consequences are *severe* and likelihood is *likely*. This combination of likelihood and consequences indicates that the tree risk assessor should recommend mitigation measures be taken. The decision for mitigation and timing of treatment depends on the risk tolerance of the tree owner or risk manager. In populations of trees, the priority of high-risk trees is second only to extreme-risk trees.

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- **Moderate:** Moderate-risk situations are those for which consequences are *minor* and likelihood of failure and impact is *very likely* or *likely*, or likelihood is *somewhat likely* and consequences are *significant* or *severe*. The tree risk assessor may recommend mitigation and/or retaining or monitoring. The decision for mitigation and timing for treatment depends on the risk tolerance of the tree owner or manager. In populations of trees, moderate-risk trees represent a lower priority than high- or extreme-risk trees.
- **Low:** The low-risk category applies when consequences are *negligible*, when likelihood of failure and impact is *unlikely*, or consequences are *minor* and likelihood is *somewhat likely*. Mitigation is generally not required. Mitigation or maintenance measures may be desired for some trees, because it is sometimes possible to reduce the risk even further at very low cost, but the priority for action is low. Tree risk assessors may recommend retaining and monitoring these trees, as well as mitigation that does not include removal of the tree. Mitigation treatments may reduce risk or future risk, but the categorised risk rating is already at the lowest level.

(Tree Risk Assessment Manual – Second Edition – International Society of Arboriculture 2017, p132).

<sup>9</sup> **Life expectancy** is the estimated life span, or remaining life span of a tree. The **useful life expectancy** is the number of years a tree can be expected to be useful at the site, with acceptable levels of amenity, health and risk under the current site conditions. Consideration should be given to tree benefits, amenity value, historical values, tree surroundings, site use, risk management options and costs, habitat opportunities and other relevant factors. Simply remaining alive (life expectancy) may not be reasonable in an urban setting. Trees should continue to provide amenity and other benefits with acceptable levels of risk (useful life expectancy). For some trees, habitat value may contribute to or increase a tree's useful life expectancy.

<sup>10</sup> **Regulated tree meaning**

*Planning, Development and Infrastructure Act 2016*

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regulated tree means—

- a tree, or a tree within a class of trees, declared to be regulated by the regulations (whether or not the tree also constitutes a significant tree under the regulations); or
- a tree declared to be a significant tree, or a tree within a stand of trees declared to be significant trees, under the *Planning and Design Code* (whether or not the tree is also declared to be a regulated tree, or also falls within a class of trees declared to be regulated trees, by the regulations).

*Planning, Development and Infrastructure (General) Regulations 2017*

Section 3F—Regulated and significant trees

- (1) Subject to this regulation, the following are declared to constitute classes of **regulated trees** for the purposes of paragraph (a) of the definition of regulated tree in section 3(1) of the Act, namely trees within a designated regulated tree overlay that have a trunk with a circumference of 2 m or more or, in the case of trees that have multiple trunks, that have trunks with a total circumference of 2 m or more and an average circumference of 625 mm or more, measured at a point 1 m above natural ground level.
- (2) Subject to this regulation—
  - a prescribed criterion for the purposes of paragraph (b) of the definition of significant tree in section 3(1) of the Act is that a regulated tree under subregulation (1) has a trunk with a circumference of 3 m or more or, in the case of a tree with multiple trunks, has trunks with a total circumference of 3 m or more and an average circumference of 625 mm or more, measured at a point 1 m above natural ground level; and
  - regulated trees under subregulation (1) that are within the prescribed criterion under paragraph (a) are to be taken to be significant trees for the purposes of the Act.
- (3) For the purposes of subregulations (1) and (2), the measurement of the circumference of the trunks of a tree with multiple trunks is to be undertaken on the basis of the actual circumference of each trunk and without taking into account any space between the trunks.

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<sup>11</sup> **Diameter at Breast Height (DBH)** is the diameter of the trunk (circumference ÷ π) measured at breast height (1.40m above ground level). This diameter is used to calculate the Tree Protection Zone radius (TPZ) using the Australia Standard method outlined in AS 4970-2009 *Protection of trees on development sites*. When calculating a DBH for a tree with multiple trunks, the following formula is used.

$$\text{Combined DBH} = \sqrt{A^2 + B^2 + C^2 \text{ etc.}}$$

(A, B and C etc. are the DBH of each individual stem)

(Refer to appendix A of AS 4970 *Protection of trees on development sites*.)

<sup>12</sup> **Tree Protection Zone (TPZ)** A specified area above and below ground and at a given distance from the trunk set aside for the protection of a tree's roots and crown to provide for the viability and stability of a tree to be retained where it is potentially subject to damage by development.

The TPZ is the principal means of protecting trees on development sites. The TPZ is a combination of the root area and crown area requiring protection. It is an area isolated from construction disturbance, so that the tree remains viable. The TPZ incorporates the Structural Root Zone (SRZ).

The radius of the TPZ is calculated for each tree by multiplying the Trunk Diameter at Breast Height (DBH) × 12.

$$\text{TPZ} = \text{DBH} \times 12$$

DBH = trunk diameter measured at 1.4 m above ground.

Radius is measured from the centre of the stem at ground level.

A TPZ should not be less than 2 m nor greater than 15 m (except where crown protection is required).

Clause 3.3 covers variations to the TPZ.

The TPZ of palms, other monocots, cycads and tree ferns should not be less than 1 m outside the crown projection.

The diversity of trunk shapes, configurations and growing environments requires that DBH be measured using a range of methods to suit particular situations and Appendix A in AS 4970 provides examples.

When calculating a DBH for a tree with multiple stems, the combined DBH do not accurately represent the root volume or area and the TPZ becomes exaggerated. Combining DBH in the following formula results in a revised total DBH that better represents the total stem cross sectional area as if it were 1 stem. From this a more proportional TPZ can then be calculated.

$$\text{Combined DBH} = \sqrt{A^2 + B^2 + C^2 \text{ etc.}}$$

(A, B and C etc. are the DBH of each individual stem)

(From Australian Standard: AS 4970 – 2009 *Protection of trees on development sites*)

<sup>13</sup> The diameter of the stem (circumference ÷ π) measured immediately above the root buttress (basal flare). This measurement is taken in metres which is included within the formula to calculate a tree's Structural Root Zone.

<sup>14</sup> **Structural Root Zone (SRZ)** The area around the base of a tree required for the tree's stability in the ground. The woody root growth and soil cohesion in this area are necessary to hold the tree upright. The SRZ is nominally circular with the trunk at its centre and expressed by its radius in metres.

This zone considers a tree's structural stability only, not the root zone required for a tree's vigour and long-term viability, which will usually be a much larger area.

The SRZ only needs to be calculated when major encroachment into the TPZ is proposed.

There are many factors that affect the size of the SRZ (e.g., tree height, crown area, soil type, soil moisture). The SRZ may also be influenced by natural or built structures, such as rock and footings. An indicative SRZ radius can be determined from trunk diameter measured immediately above the root buttress using the following formula. Root investigation may provide more information on the extent of these roots.

$$\text{SRZ radius} = (D \times 50)^{0.42} \times 0.64$$

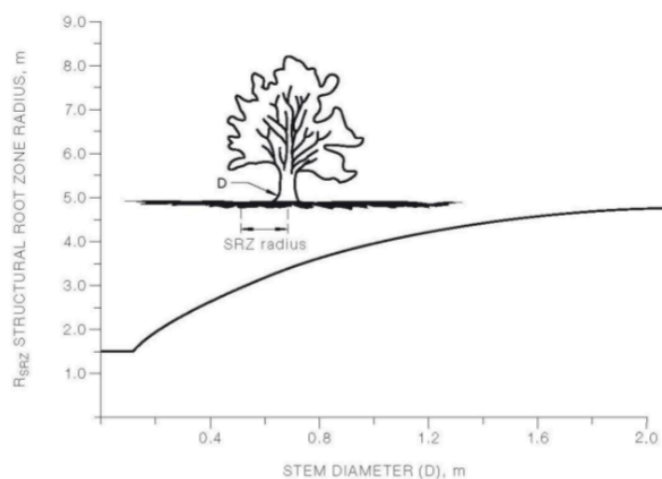
Where D = trunk diameter, in metres measured above the root buttress

Note\*\* The SRZ for trees with trunk diameters less than 0.15m will be 1.5m.

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The curve can be expressed by the following formula:  
 $R_{SRZ} = (D \times 50)^{0.42} \times 0.64$

## NOTES:

- 1  $R_{SRZ}$  is the structural root zone radius.
- 2 D is the stem diameter measured immediately above root buttress.
- 3 The SRZ for trees less than 0.15 m diameter is 1.5 m.
- 4 The SRZ formula and graph do not apply to palms, other monocots, cycads and tree ferns.
- 5 This does not apply to trees with an asymmetrical root plate.

FIGURE 1 STRUCTURAL ROOT ZONE

<sup>15</sup> Significant tree meaning*Planning, Development and Infrastructure Act 2016*

## Part 1 – Preliminary

## Section 3 – Interpretation

significant tree means—

- (a) a tree declared to be a significant tree, or a tree within a stand of trees declared to be significant trees, under the Planning and Design Code (whether or not the tree is also declared to be a regulated tree, or also falls within a class of trees declared to be regulated trees, by the regulations); or
- (b) a tree declared to be a regulated tree by the regulations, or a tree within a class of trees declared to be regulated trees by the regulations that, by virtue of the application of prescribed criteria, is to be taken to be a significant tree for the purposes of this Act;

*Planning, Development and Infrastructure (General) Regulations 2017*

## Section 3F—Regulated and significant trees

- (1) Subject to this regulation, the following are declared to constitute classes of regulated trees for the purposes of paragraph (a) of the definition of regulated tree in section 3(1) of the Act, namely trees within a designated regulated tree overlay that have a trunk with a circumference of 2 m or more or, in the case of trees that have multiple trunks, that have trunks with a total circumference of 2 m or more and an average circumference of 625 mm or more, measured at a point 1 m above natural ground level.

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- (2) Subject to this regulation—
- (a) a prescribed criterion for the purposes of paragraph (b) of the definition of **significant tree** in section 3(1) of the Act is that a regulated tree under subregulation (1) has a trunk with a circumference of 3 m or more or, in the case of a tree with multiple trunks, has trunks with a total circumference of 3 m or more and an average circumference of 625 mm or more, measured at a point 1 m above natural ground level; and
  - (b) regulated trees under subregulation (1) that are within the prescribed criterion under paragraph (a) are to be taken to be significant trees for the purposes of the Act.
- (3) For the purposes of subregulations (1) and (2), the measurement of the circumference of the trunks of a tree with multiple trunks is to be undertaken on the basis of the actual circumference of each trunk and without taking into account any space between the trunks.

<sup>xvi</sup> **Variations to the TPZ**

It may be possible to encroach into or make variations to the standard Tree Protection Zone (TPZ). Encroachment includes excavation, compacted fill and machine trenching.

**Minor encroachment** - If the proposed encroachment is less than 10% of the area of the TPZ and is outside the SRZ, detailed root investigations should not be required. The area lost to this encroachment should be compensated for elsewhere and contiguous with the TPZ. Variations must be made by the project arborist considering relevant factors listed in Clause 3.3.4. The figures in Appendix D demonstrate some examples of possible encroachment into the TPZ up to 10% of the area.

**Major encroachment** - If the proposed encroachment is greater than 10% of the TPZ or inside the SRZ (see Clause 3.3.5), the project arborist must demonstrate that the tree(s) would remain viable. The area lost to this encroachment should be compensated for elsewhere and contiguous with the TPZ. This may require root investigation by non-destructive methods and consideration of relevant factors listed in Clause 3.3.4.

(From Australian Standard AS 4970 – 2009 *Protection of trees on development sites*, section 3.3.)

<sup>17</sup> **Project arborist** - The person responsible for carrying out the tree assessment, report preparation, consultation with designers, specifying tree protection measures, monitoring and certification. The project arborist will be suitably experienced and competent in arboriculture, having acquired through training, qualification (minimum Australian Qualification Framework (AQF) Level 5, Diploma of Horticulture (Arboriculture)) and/or equivalent experience, the knowledge and skills enabling that person to perform the tasks required by this Standard.

(AS 4970 – 2009 *Protection of trees on development sites*)

<sup>18</sup> **Tree damaging activity meaning**

*Planning, Development and Infrastructure Act 2016*

**Part 1 – Preliminary**

**Section 3 – Interpretation**

**tree-damaging activity** means

- (a) the killing or destruction of a tree; or
- (b) the removal of a tree; or
- (c) the severing of branches, limbs, stems or trunk of a tree; or
- (d) the ringbarking, topping or lopping of a tree; or
- (e) any other substantial damage to a tree,

and includes any other act or activity that causes any of the foregoing to occur but does not include maintenance pruning that is not likely to affect adversely the general health and appearance of a tree or that is excluded by regulation from the ambit of this definition.

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***Planning, Development and Infrastructure (General) Regulations 2017***

**Section 3F (6)**

For the purposes of the definition of ***tree damaging activity*** in section 3(1) of the Act, pruning—

- (a) that does not remove more than 30% of the crown of the tree; and
- (b) that is required to remove—
  - (i) dead or diseased wood; or
  - (ii) branches that pose a material risk to a building; or
  - (iii) branches to a tree that is located in an area frequently used by people and the branches pose a material risk to such people,

is excluded from the ambit of that definition.





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CONSULTING

COMPLEX PROBLEMS  
RESOLVED SIMPLY

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25 November 2022

City of Salisbury  
**Attn: Chris Carrey**

34 Church Street, Salisbury  
South Australia, 5108

Dear Sir,

**Re: PROPOSED STORAGE WAREHOUSE**  
**71 – 75 WOOMERA AVENUE, EDINBURGH PARK 5111**  
**WATER CYCLE MANAGEMENT PLAN REPORT**  
*Triaxial Reference: TX16275.00-01\_SWMR [A]*

Further to your Request For Information (RFI) dated 21 September 2022, please find set out below the Stormwater Management Report (SWMR) addressing the items as required. This SWMR report should be accompanied by stormwater management drawings, as well as DRAINS and MUSIC files for the lodgement of a Planning Application (PA). These have also been prepared by Triaxial Consulting Group and are referenced throughout this report as the drawing set.

### **1. Site Description**

The site is bounded by Haslam Road at the North-East and Woomera Avenue at the South-West. The site is considered to have gentle slopes, with gradients in the order of 1% towards Woomera Avenue. The site area is approximately 1.9 Hectares. The site contains an existing warehouse, carparks and a driveway.

### **2. STORMWATER MANAGEMENT**

#### **2.1 Hydraulic Design**

A preliminary hydraulic design of the proposed stormwater network was carried out in order to size the various elements of the stormwater system. Generally, proposed development sub-catchment areas were idealized, and catchment flow path lengths were adopted from the proposed site layout.

Piped systems were sized to cater for the design storm of 10% AEP (Annual Exceedance Probability) and upsized where necessary to ensure 1% AEP flows are drained toward the OSD basin.

#### **2.2 On-site Detention**

The objectives of the council's on-site detention target are to ensure that future development does not increase the impact of rainfall events and that the stormwater management design demonstrates consideration for the existing capacity of the public drainage system.

In accordance with the Engineers Australia Publication "Australian Rainfall and Runoff" (ARR), the OSD system was modelled using a runoff-routing method. Therefore, calculations were performed using the "DRAINS" program to model and design the OSD system.

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The DRAINS model prepared for this project has been attached to the project file for council's development engineer's review.

The Triaxial Drawing Set reflects the OSD system sizes and locations as per the DRAINS modelling carried out. Table 1 below provides a summary of the DRAINS modelling for the development proposed. OSD calculation has been undertaken for the site as a whole.

Table 1 - Summary of DRAINS modelling results

Summary of Drains Modelling Results		
AR&R 2019 STORM EVENT	Pre-Development Discharge (m³/s)	Post-Development Discharge (m³/s)
10% AEP	0.131	0.097
1% AEP	0.345	161

The existing outlet pipe 425mm in diameter was redesigned with 225mm diameter orifice plate as detailed on the drawings. As per the council's requirement for OSD design, the 10% AEP governs the low-level outlet size, while the basin volume is governed by the 1% AEP. The overflow was modelled as a staged weir, as can be seen on the Triaxial drawing set.

3.3 Stormwater Quality

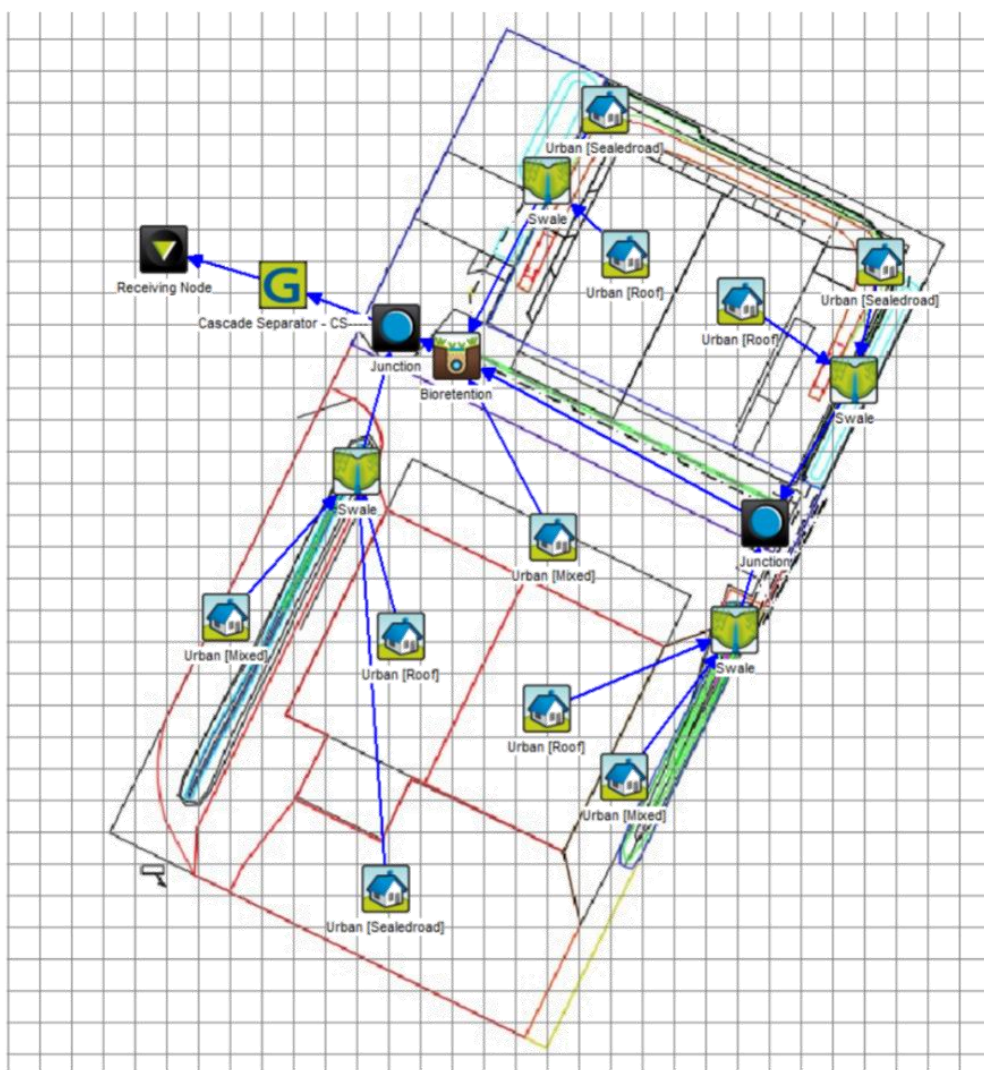
Stormwater quality was managed in accordance with Council's Water Sensitive Urban Design (WSUD) requirements for commercial/ industrial developments. The site uses vegetated swales to capture site run-offs prior to being further treated along the line.

A bioretention basin is used to improve the water quality for the proposed new pipe works before the final stage of cleaning with Ocean Protect Cascade as shown in figure 2: Below.

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**Figure 1 - MUSIC Model Schematic**

Figure 1 above shows the MUSIC model schematic adopted for the simulation, the resulting pollutant reductions to the council's targets are summarised below in table 2.

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Table 2 - MUSIC Model Results

Pollutant	Target	Reduction
Total Suspended Solids (TSS)	80%	95.2%
Total Phosphorus (TP)	60%	68.7%
Total Nitrogen (TN)	45%	55.3%
Gross Pollutants (GP)		100%

MUSIC-model for Council can be found in the attached project file.

4.0 Stormwater System Maintenance

The stormwater drainage system will need to be inspected and maintained at regular intervals. It is recommended that monitoring and recording of the performance of the stormwater system be undertaken regularly over a period of one year until such time as typical maintenance periods can be established. Initially, it is recommended that inspections be conducted at quarterly intervals and after large rainfall events until a suitable baseline can be estimated. Suitable intervals for maintenance work to be undertaken can then be programmed.

The OSD system and outlet should be cleared of debris whenever the site is visited by maintenance staff to ensure it functions as required. Table 2 below provides a schedule of maintenance procedures for the stormwater system.

Table 3 - Operation and Maintenance Intervals and Procedures

Item	Inspection Interval	Maintenance Interval	Task/Procedure
Pits and Pipes Network	Yearly	As required / Yearly	Remove and Dispose of Debris from Item
OSD and Outlet	Yearly	As required / Yearly	De-silt and Disposal of sediment
Rainwater Re-Use Tank	Yearly	5 Years Maximum	5 Years Maximum





### 5.0 Conclusion

Therefore, this document, enclosed Civil drawings, Drains and Music model, have adequately addressed all of the Council's requirements with regard to Stormwater Management associated with the proposal. We trust this SWMR and associated documents meet with the approval of Council in its assessment of this development application and invite any interested parties who may have any queries to contact the undersigned at their convenience.

Yours faithfully

**TRIAXIAL CONSULTING**

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Civil Team

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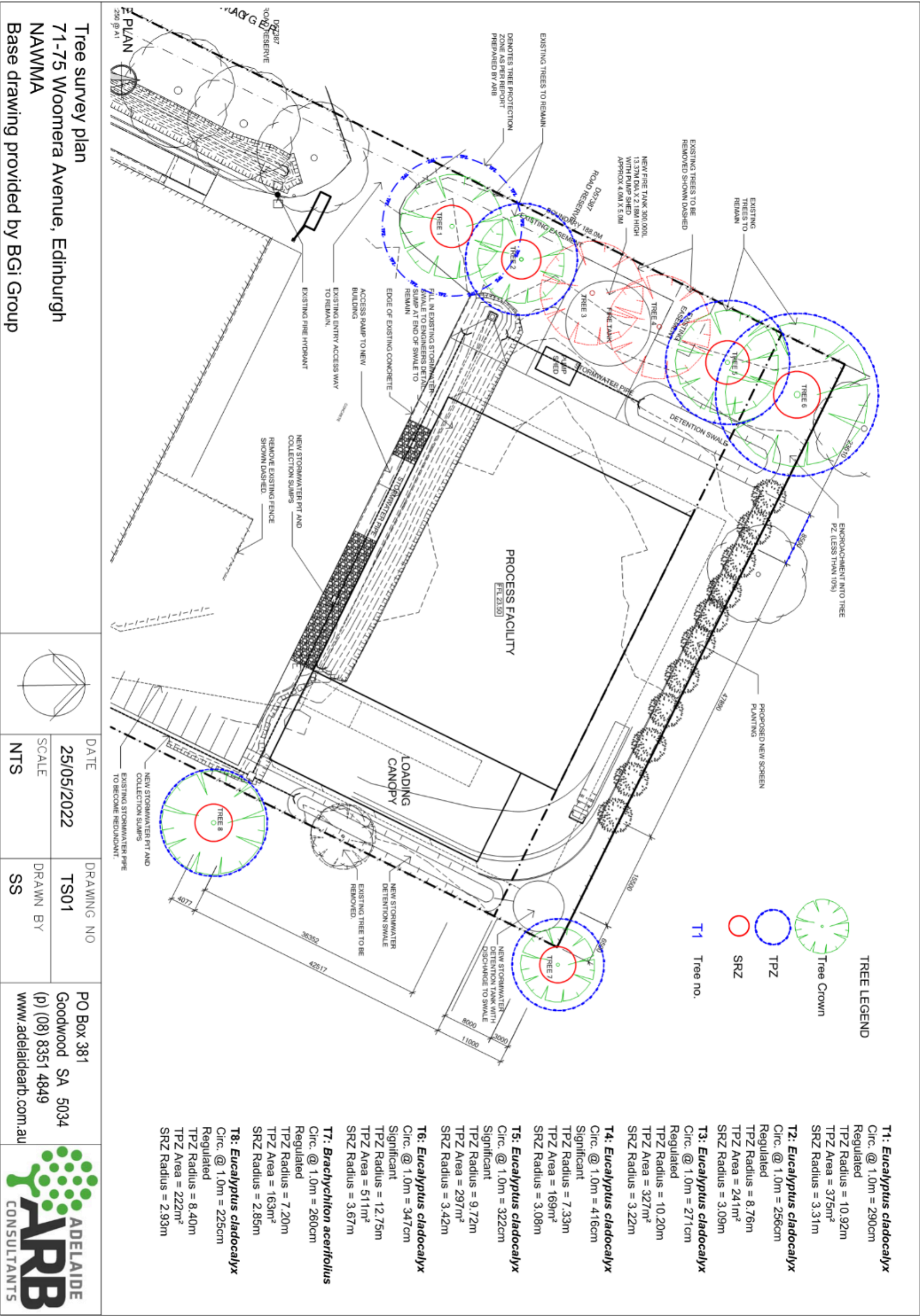
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5 of 5

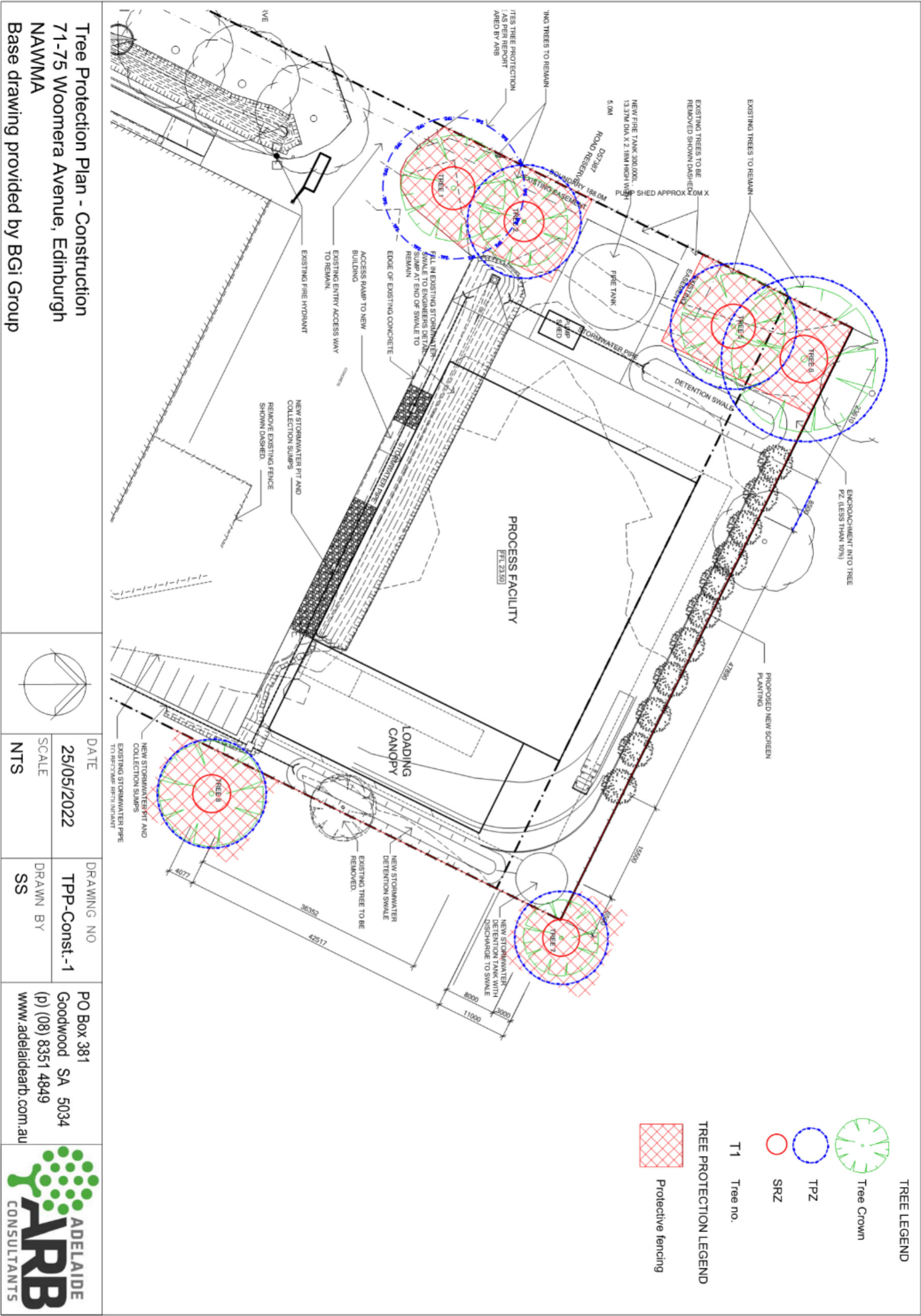














Ref: 22ADL-0316

6 December 2022

Chris Carrey  
Team Leader  
City of Salisbury  
Salisbury Community Hub,  
34 Church Street,  
Salisbury SA .5108

Dear Chris

### **NAWMA Paper Polishing Plant – 71-75 Woomera Road, Edinburgh**

This report accompanies an application by the Northern Adelaide Waste Management Authority (NAWMA) for additions and alterations to its existing recycling facility at the above address.

The proposal consists of a new building to be located behind the existing building at the site. It will accommodate a new operate a paper polishing plant or pulping/'lap' plant for recovered fibre.

#### **Background**

In March 2020 the Council of Australian Governments (COAG), now National Federation Reform Council (NFRC), agreed to ban export of recovered mixed paper/cardboard that does not meet international recycling trade guidelines, effective 1 July 2024.

This proposal is in response to the implementation of the paper/cardboard COAG export ban. The development will take mixed paper/cardboard from the existing NAWMA material recovery facilities located on the site and reduce contamination within the materials to a level that is permissible for the product be sold to overseas markets post 1 July 2024 (or interstate if capacity is available).

H:\Synergy\Projects\22ADL\22ADL-0316 - 71-75 Woomera Avenue, Edinburgh - NAWMA Expansion\Issued\221123\_RFI Response Package\221123\_CL\_v5\_EPA Planning Statement.docx



**Adelaide**  
12/154 Fullarton Rd  
Rose Park, SA 5067  
08 8333 7999

**Melbourne**  
29-31 Rathdowne St  
Carlton, VIC 3053  
03 8593 9650  
urps.com.au







### Application Plans and Details

Details and supporting reports (acoustic and traffic) relating to the proposed development are provided with this report.

### Subject Land

The subject land has a street address of 71-75 Woomera Avenue, Edinburgh. It is legally described as Allotment 506 in Deposited Plan 68296, Certificate of Title Volume 5960 Folio 906. The site has a frontage to Woomera Avenue of 102 metres, it also has a frontage to an adjoining road. The site has a total area of 1.91 hectares. Refer to attached copy of the Certificates of Title.

The site has been developed with a substantial building and associated driveways and car parking areas as seen in Figure 1 below. The vacant portion of the rear site is illustrated in Figure 2.



Figure 1: Location of Subject Land





**Figure 2: View of the building site facing north west**

### The Locality

*The location of the site in relation to adjacent land*

The site comprises of 71-75 Woomera Avenue, Edinburgh.

It is wholly within the Strategic Employment Zone.

Figure 3 below identifies the subject land in relation to adjacent land. The locality is characterised by large enclosed structures surrounded by hardstand manoeuvring areas and car parking.

**Figure 3: Location of subject site in relation to adjacent land**







*The distance to the nearest building (if any) on each piece of adjacent land*

The distance to the closest building on adjacent land (north) is approximately 30 metres.

*The use of each piece of adjacent land*

Land west of the subject land is occupied by Mastec for the manufacturing of mobile garbage bins.

Land north of the site is occupied by Mayfield Industries for the manufacturing and distribution of switchboard products.

Land to the east of the site is currently undeveloped.

Land south of the site is occupied by solar industries, transportation equipment and building supplies.

*The location of any lake, creek, dam or other form of surface water within 500 m of a boundary of the site*

Figure 4 shows the location of the closest watercourses. These are located within Purling Avenue approximately 480m north of the site and adjacent Diruwa Drive approximately 350m to the south of the site.

**Figure 4: Location of watercourses (shown in blue)**



4

SHAPING  
GREAT  
COMMUNITIES





## Description of the Activities

### Overview

Key proposal features include a new building of 2,035 square metres, plus 564 sqm of canopy accessed via the existing driveway.

The development will take mixed paper/cardboard from the existing NAWMA material recovery facilities located on the site and reduce contamination within the materials to a level that is permissible for the product be exported.

Processing activities include 5 state of the art optical sorters manufactured in Europe which yield maximum separation via profile detection technology for superior identification of non-fibre contaminants, including black objects and metals as well as all plastic grades.

The polished paper and cardboard products after being optically sorted, will be baled via two export size fibre balers. Once baled, the paper and cardboard is ready for dispatch to secondary reproducers both onshore in Australia and offshore into Southeast Asia.

### *Methods to be used to minimise potential impacts (including noise, odours, fumes, dust and other airborne emissions)*

Paper and Cardboard exiting the material recovery facility will travel up an incline conveyor and onto a cross-over conveyor that will transfer the material across the roadway to the new fibre sort building. This cross-over conveyor will have a walkway alongside for easy maintenance and covers for product containment to mitigate the risk of wind-blown litter.

Once the material enters the Paper Polishing Plant all products are processed within the building. Any dust within the building is captured via integrated dust hoods into each of the five optical sorters. Ducting from each hood combine and is enclosed to route to a bag house located outside the building that will be positioned above a compactor, where a controlled rotary valve will discharge the product without creating spillage or nuisance dust.

Air compressors are required for the Optical Sorters, and they have been designed to be positioned between the buildings to mitigate the risk of nuisance noise. Please also note there is no odour from the dry recyclable products being sorted and recovered.

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*Methods to be used during any works and construction for the purposes of the development to prevent soil that is eroded*

The successful contractor will be required to prepare a Construction Environmental Management Plan.

The site is presently partly developed and as proposal relates to an activity currently licensed under the EP Act a condition requiring this plan is considered to be appropriate requiring the plan to be provided prior to commencement of construction.

*The type and volume of waste to be generated on the site*

The proposed activity simply better separates any residual dry recyclables away from the paper and cardboard products. These materials include plastic bottles, plastic film, textiles, steel, and aluminium cans.

*Arrangements for the storage and disposal of waste, stormwater and sewage*

Materials separated away from the paper and cardboard, that is not suitable for Recycling within the current Material Recovery Facility (MRF) will be contained within an enclosed static compactor. This material is then sent offsite to Alternative Fuels located in Wingfield to be converted to fuel for the Adelaide Brighton Cement Project.

The stormwater management plan has been prepared by Triaxial Consulting with all documents and stormwater calculations attached. The SWMP involves all stormwater from roof catchment and ground surfaces to be collected into open detention swales and directed to the street stormwater system in the Tuggerway through a new gross pollutant trap at flow rates set by council.

Sewer from new amenities will be collected in an underground tank and pumped to the existing common effluent system to Woomera Ave. Final design of the system to be confirmed at later date.

*The predicted human health and environmental impacts of the activities*

There will be no human health or environmental impacts as a result of the proposed activities. The site will operate under its EPA license conditions and in line with its current Environmental Management Plan.

*The type and number of vehicles using the site, traffic movements into, out of and around the site, and the kind of surfaces on which vehicles will be moving*

Industrial developments are typically assessed on the basis of 1.0 peak hour trips per 100 m<sup>2</sup>. On this basis, the proposal would generate approximately 20 peak hour trips.

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In reality, as with parking demands, the traffic generation associated with the proposal will be much lower given the staffing numbers (i.e. less than 5 peak hour trips).

Regardless, the impact of the additional movements associated with the proposal (whether the conservative, theoretical forecast or realistic volume) will be negligible and the movements would be easily accommodated at the site's access points and on the adjacent road network.

Vehicles will be moving on hard stand surfaces as detailed on the stormwater plans.

#### *The hours and days of operation or trading*

The existing facility has about 30 employees on site at any one time. The new facility will result in two shifts of 4 employees per shift.

The existing facility has about 30 employees on site at any one time. The new facility will result in two shifts of 4 employees per shift, operating Monday – Friday with Saturday operations only used for maintenance and catch up from Christmas Day and New Year's Day closures.

#### *The excavations, earthworks or embankments to be undertaken or created for the purposes of the development*

The civil plans provided with this application details the proposed site levels.

The site is generally flat and only minor site preparation works are anticipated.

#### *How soil erosion will be prevented, and how sediment or pollutant that is generated by such works will be minimised and managed, and how it will be prevented from affecting adjoining land.*

The civil plans provided with this application details the proposed stormwater management measures.

### **Procedural Matters**

#### *Relevant Authority*

The City of Salisbury is the relevant planning authority.

#### *Zoning*

The subject land is located within the Strategic Employment Zone. No subzone applies.





#### *Assessment Pathway*

The development is neither Accepted, Deemed to Satisfy nor Restricted. As such the proposal is a Performance Assessed type of development.

The Planning and Design Code provides 'Rules of Interpretation'. They outline that every Zone, Subzone Overlay and General Development policies are comprised of Desired Outcomes (DOs), Performance Outcomes (POs) and Designated Performance Features (DPFs). These policies form the basis against which a Performance Assessed Development is assessed. The 'Rules' state:

##### Desired Outcomes (DOs)

- Desired outcome are policies designed to 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 or assist in assessing the merits of the development against the applicable performance outcomes collectively.

##### Performance Outcomes (POs)

- Performance outcomes are policies designed 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 (DPFs)

- 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.

The following section provides an assessment against the relevant policies that apply to this development.

#### *Nature of Development*

The proposal is for a building and the undertaking of recycled paper manufacturing in association with the existing material recovery facilities located on the site

The Planning and Design Code includes the following definition:





**Industry** means the carrying on, in the course of a trade or business, of any process (other than the generation of electricity using a renewable energy source or a process in the course of farming or mining) for, or incidental to:

- (a) the making of any article, ship or vessel, or of part of any article, ship or vessel; or
- (b) the altering, repairing, ornamenting, finishing, assembling, cleaning, washing, packing, bottling, canning or adapting for sale, or the breaking up or demolition, of any article, ship or vessel; or
- (c) the getting, dressing or treating of materials.

The use may include:

- (d) selling by wholesale of goods manufactured on site
- (e) selling by retail of goods manufactured on site, provided the total floor area occupied for such sale does not exceed 250m<sup>2</sup> (and industrial will be construed accordingly).

The proposed development is considered to be a General Industry – Paper Polishing Facilities in association with existing material recovery facilities.

#### *Notification*

Table 5 of the Strategic Employment Zone prescribes Procedural Matters (PM) – Notification. Table 5 includes performance assessed applications that are excluded from notification.

General Industry is exempt from notification except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.

On this basis, public notification is not required.

#### *Referrals*

The application is expected to require a referral to the EPA. No paper pulp is proposed as part of the development.

### **Planning Assessment**

#### *Zones and Overlays*

The following Zones and Overlays apply to the site:

#### *Zones*

- Strategic Employment Zone





#### Subzone

- No subzone applies

#### Overlays

- Building Near Airfields
- Defence Aviation Area - All structures over 15 metres
- Prescribed Wells Area
- Regulated and Significant Tree

#### Variations

- Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints

### Strategic Employment Zone

Code Provision	Assessment Commentary
<p>DO 1</p> <p>A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.</p>	<p>The proposal supports and enhances existing industrial activities on the subject land and provides additional employment.</p>
<p>DO 2</p> <p>Employment-generating uses are arranged to:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related</li> </ul>	<p>The proposal provides for efficient movement and co-location between the existing material recovery on site and the proposed processing.</p>





Code Provision	Assessment Commentary
<p>industry and warehousing, ship building and related support industries</p> <p>c) create new and enhance existing business clusters</p> <p>d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes</p> <p>e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.</p>	
<p>DO 3</p> <p>A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.</p>	<p>The proposed building is located at the rear of the site and will not be generally visible from the public realm</p>
<p>PO 1.1</p> <p>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.</p>	<p>The proposal is for an activity described as general industry and is consistent with DPF 1.1.</p>
PO 3.1	





Code Provision	Assessment Commentary
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.	
PO 3.3 Buildings are set back from the primary street boundary to contribute to a consistent streetscape.	The building line of the proposed structure is consistent with DPF 3.3 and locate no closer to the primary street frontage than the average of the existing buildings and is greater than 10m.
PO 3.5 Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.	Building walls are set back 3m or more from at least one side boundary, consistent with DPF 3.5.
PO 5.1 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.	There is no change proposed to the existing site arrangement and presentation to Woomera Road.
PO 5.2 Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.	Landscaped areas on the site are largely located along the western boundary and are consistent with DPF 5.2 which seeks 10 percent of the site comprised as landscaped area.  New plantings are proposed along the northern (rear) boundary of the site.





Code Provision	Assessment Commentary
<p>PO 5.3</p> <p>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.</p>	<p>The proposal retains existing landscaped areas.</p>

### Overlays

#### *Building Near Airfields*

The proposal provides for the additional processing of material already recovered at the site.

Lighting at the site will be consistent with existing lighting.

Neither the lighting nor activities proposed are expected to impact the operational and safety requirements of nearby airfield facilities.

The proposed building is located more than 35 times the height of the building from the centreline of the closest airfield, which is located approximately 3km from the site.

#### *Defence Aviation Area – All structures over 15 metres*

The proposed development includes a building with a height of 13.5 metres to the ridgeline when measured against finished ground level.





#### *Prescribed Wells Area*

The proposal does not involve the taking of water for which a licence would be required under the Landscape South Australia Act 2019.

### **Interface between Land Uses**

The following provisions are relevant:

#### **Interface between Land Uses**

- DO 1**      Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
  
- 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.
  
- 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:
  - (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.
  
- PO 4.1**    Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).
  
- 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.*

**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.*

The main potential interface impacts arising from this development include noise and operating hours. These impacts are assessed as follows:

- The location of the proposed development is well separated and located far from any sensitive receptors.
- The proposed operating hours are consistent with the existing facilities on the site.
- The proposal is located within a fully enclosed building and will be designed to achieve compliance with the EPA Noise Policy
- The proposal will not impact on other land in terms of overlooking, overshadowing and light spill.

### Transport, Access and Parking

The proposal satisfies the pertinent 'Transport, Access and Parking' (TAP) provisions of the Code as follows:

- No street infrastructure or roadside vegetation is affected as the proposal re-uses existing crossing places (with minor modifications/improvements).
- The vehicle access point/s are more than 6m from the road intersection, measured from the tangent point (TAP DPF 3.1 and DPF 3.5(b)(iii)).
- The existing driveway is finished with an all-weather surface and will have sufficient width to accommodate the anticipated visitor vehicles. The property has a circular vehicle one way driveway to facilitate safe traffic flow.
- The proposal uses existing access points and vehicle turnpaths have been designed to accommodate vehicles accessing the site.
- The proposal is provided with sufficient car parking for the increased operations.







The proposal is considered to involve appropriate parking and traffic conditions for the reasons above.

A traffic report prepared by Cirqa is provided with this application.

### Conclusion

The proposal consists of a new building located at the rear of the existing allotment. The proposed building has a form and appearance consistent with development established in the locality.

The site presently receives recyclable material (but not general waste, garden waste, e-waste or any other type of waste) collected through NAWMA's kerbside collection services and does not involve any permanent storage of any types of waste.

The proposed development will accommodate a new operate a paper polishing plant or pulping/'lap' plant for recovered fibre.

In March 2020 the Council of Australian Governments (COAG), now National Federation Reform Council (NFRF), agreed to ban export of recovered mixed paper/cardboard that does not meet international recycling trade guidelines, effective 1 July 2024.

This proposal is in response to the implementation of the paper/cardboard COAG export ban. The development will take mixed paper/cardboard from the existing NAWMA material recovery facilities located on the site, and reduce contamination within the materials to a level that is permissible for the product be sold to overseas markets post 1 July 2024 (or interstate if capacity is available).

Accordingly, there is no change of primary land use, rather the proposal is for an industrial facility to enable the continued operation of the exiting approved development.

The proposal is entirely consistent with the desired outcomes for the Zone that seeks development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution.

Similarly, the proposal directly responds to the Desired Outcome that seeks a range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.



For the above reasons the proposed development sufficiently accords with the Code and warrants planning consent.



Yours sincerely

A handwritten signature in black ink, appearing to read 'David Bills', is written over a horizontal line.

David Bills  
Associate Director

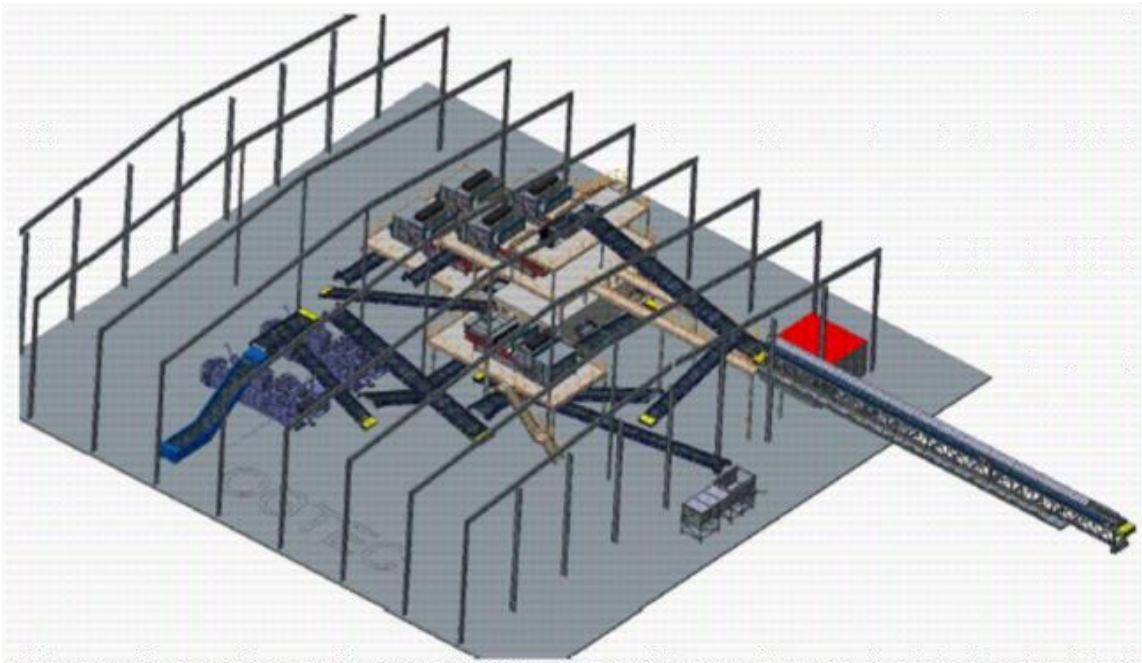
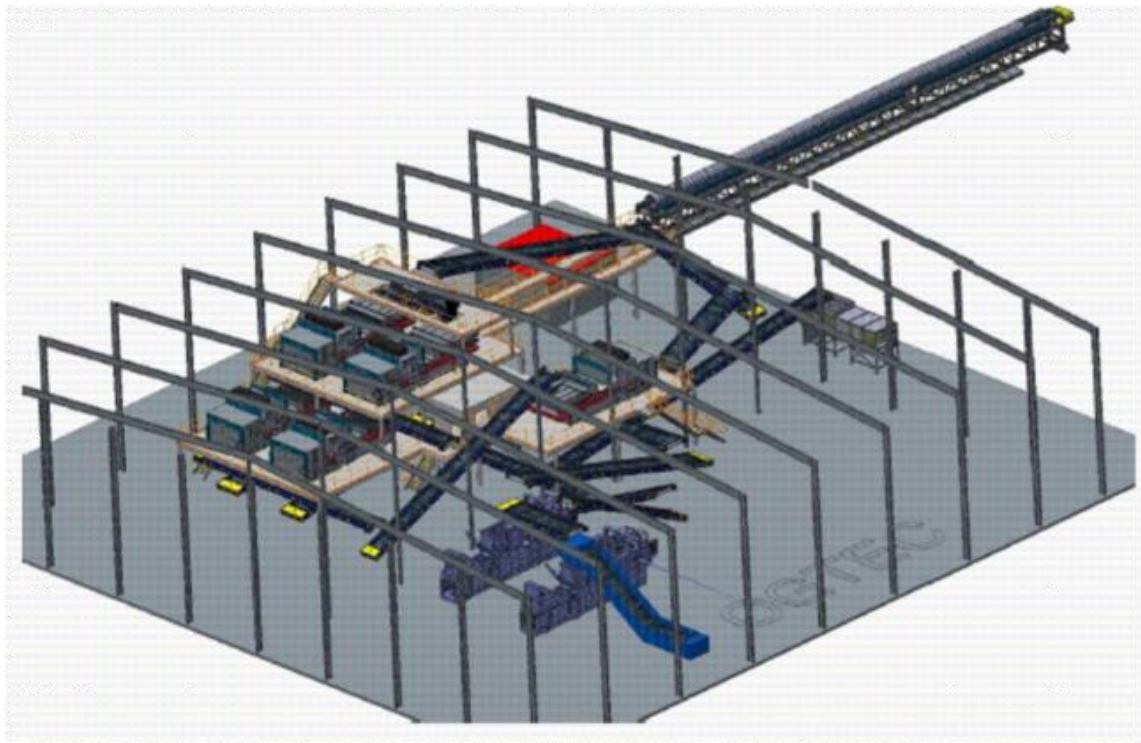



DRAWING SCHEDULE

BG_00	COVER SHEET
BG_10	SITE PLAN
BG_20	FLOOR PLAN
BG_30	ELEVATIONS
BG_31	ELEVATIONS
BG_40	SECTIONS

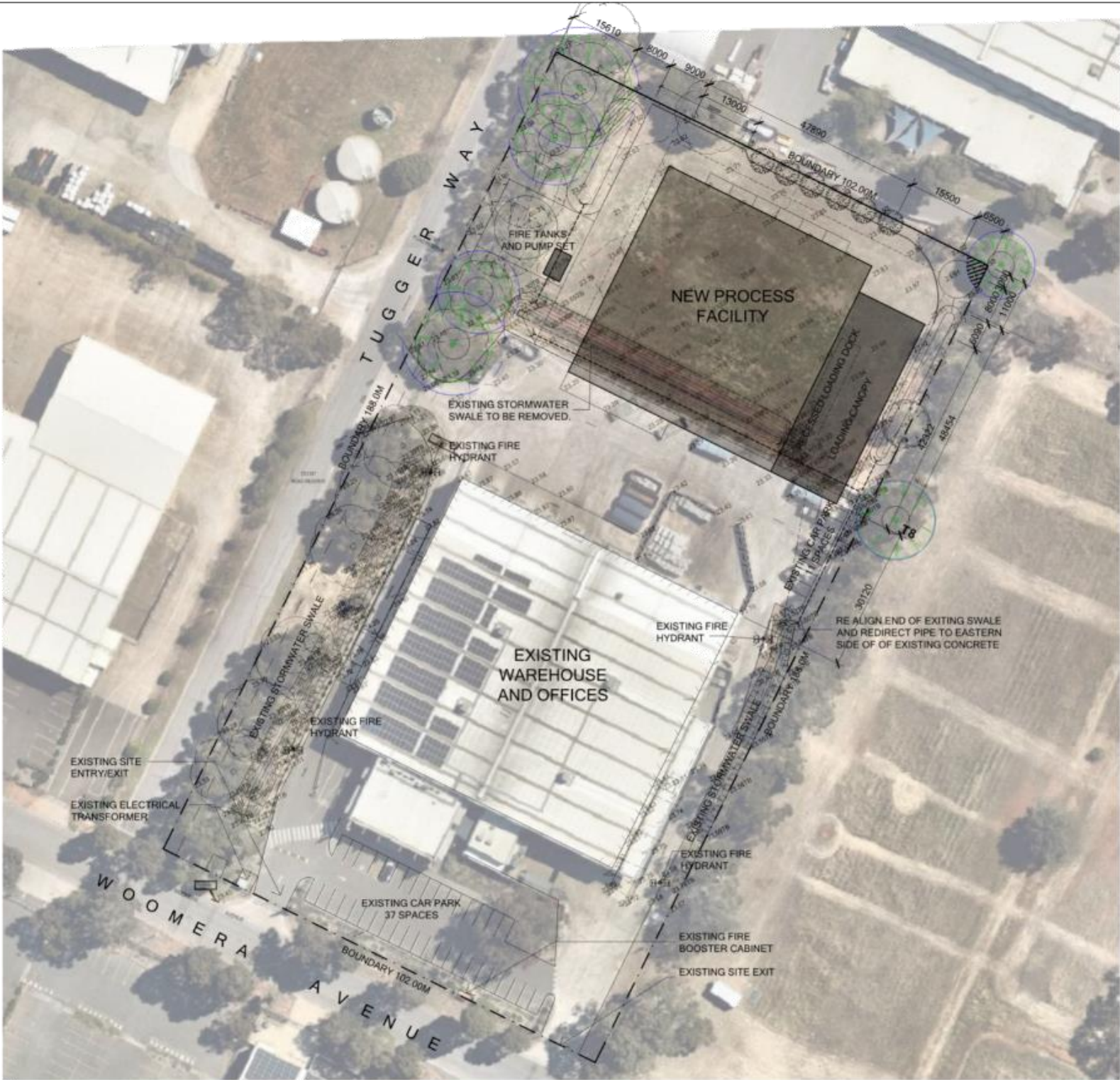
# NAWMA

## NEW PAPER POLISHING PLANT



	PROJECT No :-	32438	REV.		DESCRIPTION.	DATE.	REV.		DESCRIPTION.	DATE.	NAWMA		DATE.
	SCALE :-		A		PLANNING CONSENT	31.10.22					INDUSTRIAL BUILDING FOR RECYCLED PAPER PROCESSING FACILITY		NOVEMBER 2021
	DRAWN :-										71 -75 WOOMERA AVENUE, EDINBURGH PARK		DRAWING No
	CHECKED :-												REV.
	APPROVED:-										COVER SHEET		BG_00
BGI Building Group   21-23 Tanunda Road NURIOOTPA SA 5355   p. 08 8562 2799   e. info@bgibg.com.au   w. bgibuildinggroup.com.au   f. 08 8562 3107													A



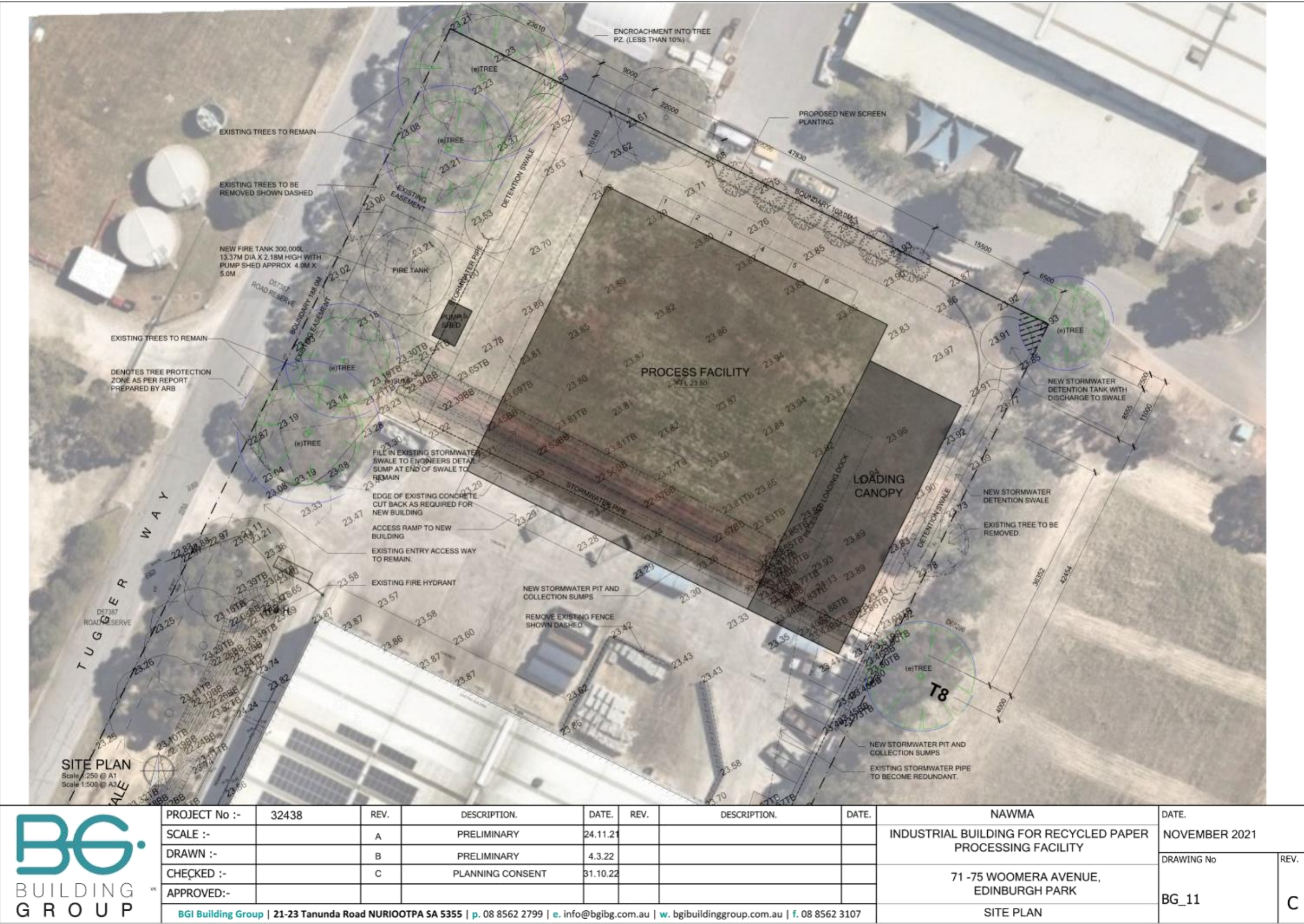


BUILDING AREAS & VOLUMES		M2	M3
EXISTING			
SITE		19,176	
EXISTING BUILDING AND OFFICES		4,230	
NEW WORK			
NEW PROCESS FACILITY		2,035	25,000
AWNING CANOPY		564	3,600
TOTAL NEW BUILDING AREA		2,599	28,600
TOTAL FINAL BUILDING AREAS		6,829	
TOTAL SITE COVERAGE		35.6%	

BLOCK PLAN  
Scale 1:500 @ A1  
Scale 1:1000 @ A3

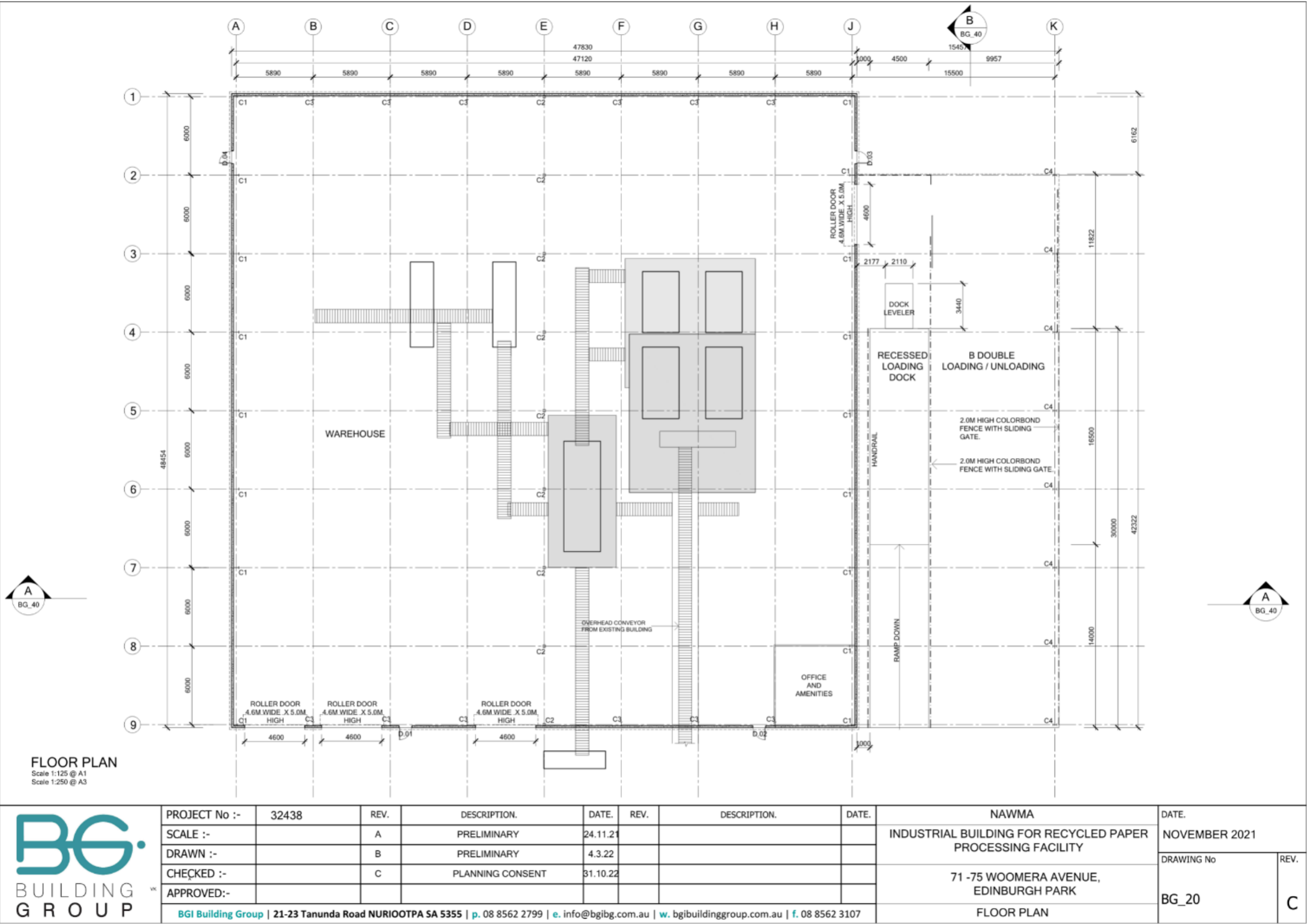
	PROJECT No :-	32438	REV.	DESCRIPTION.	DATE.	REV.	DESCRIPTION.	DATE.	NAWMA		DATE.
	SCALE :-		A	PRELIMINARY	24.11.21				INDUSTRIAL BUILDING FOR RECYCLED PAPER PROCESSING FACILITY		NOVEMBER 2021
	DRAWN :-		B	PRELIMINARY	4.3.22				71 -75 WOOMERA AVENUE, EDINBURGH PARK		DRAWING No
	CHECKED :-		C	PRELIMINARY	29.8.22						REV.
	APPROVED:-		D	PLANNING CONSENT	31.10.22				BLOCK PLAN		BG_10
BGI Building Group   21-23 Tanunda Road NURIOOTPA SA 5355   p. 08 8562 2799   e. info@bgibg.com.au   w. bgibuildinggroup.com.au   f. 08 8562 3107									D		



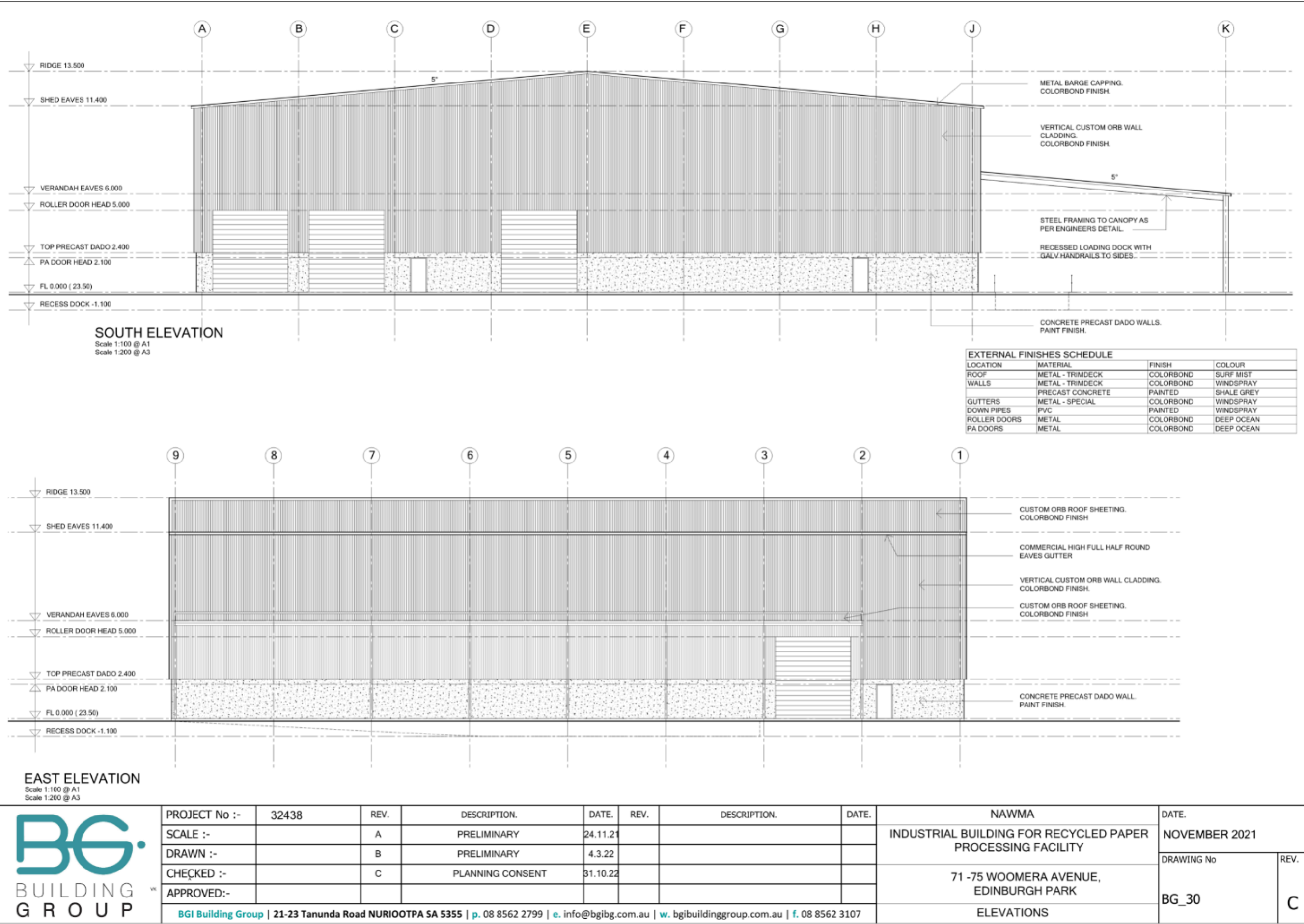


Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

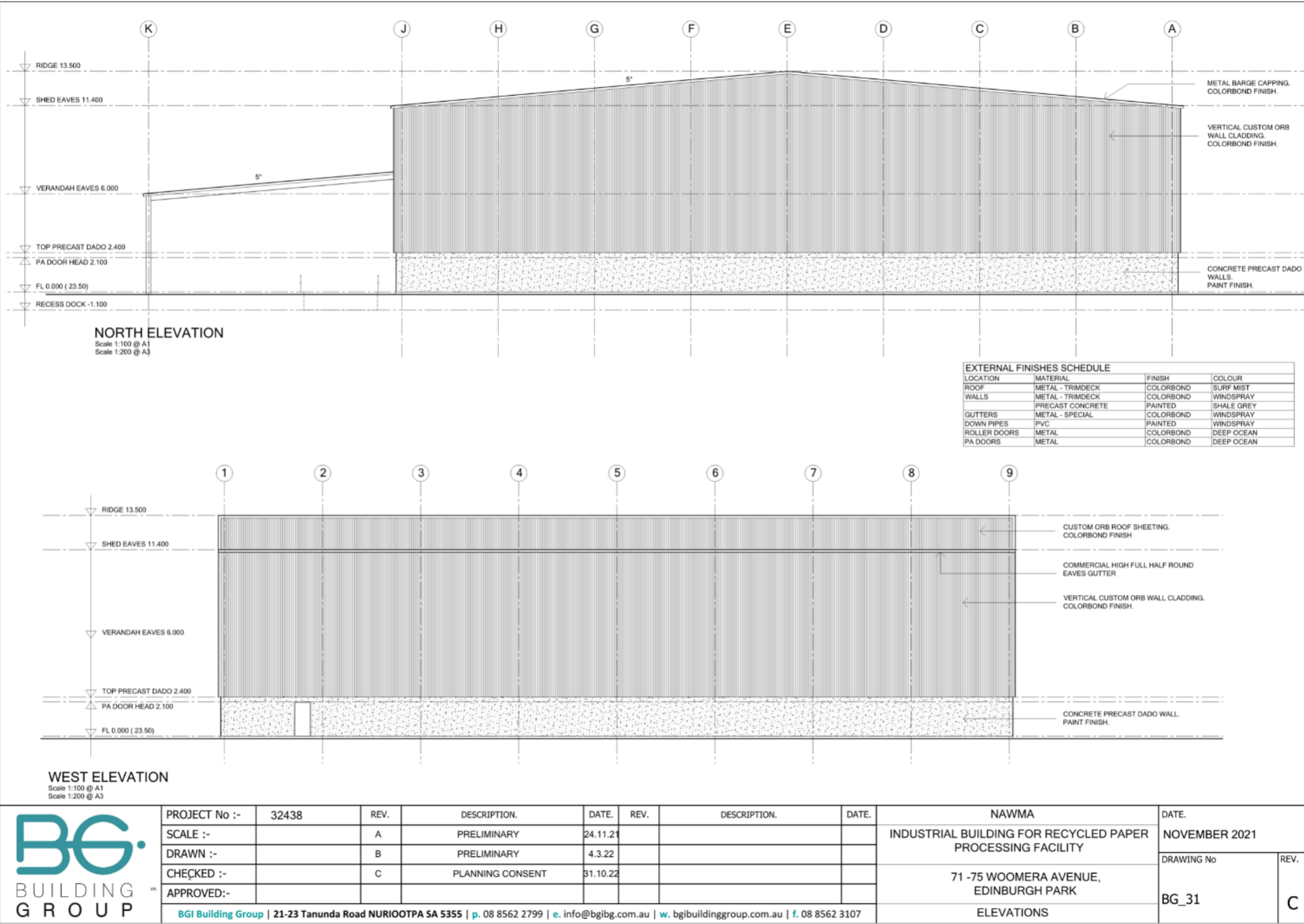




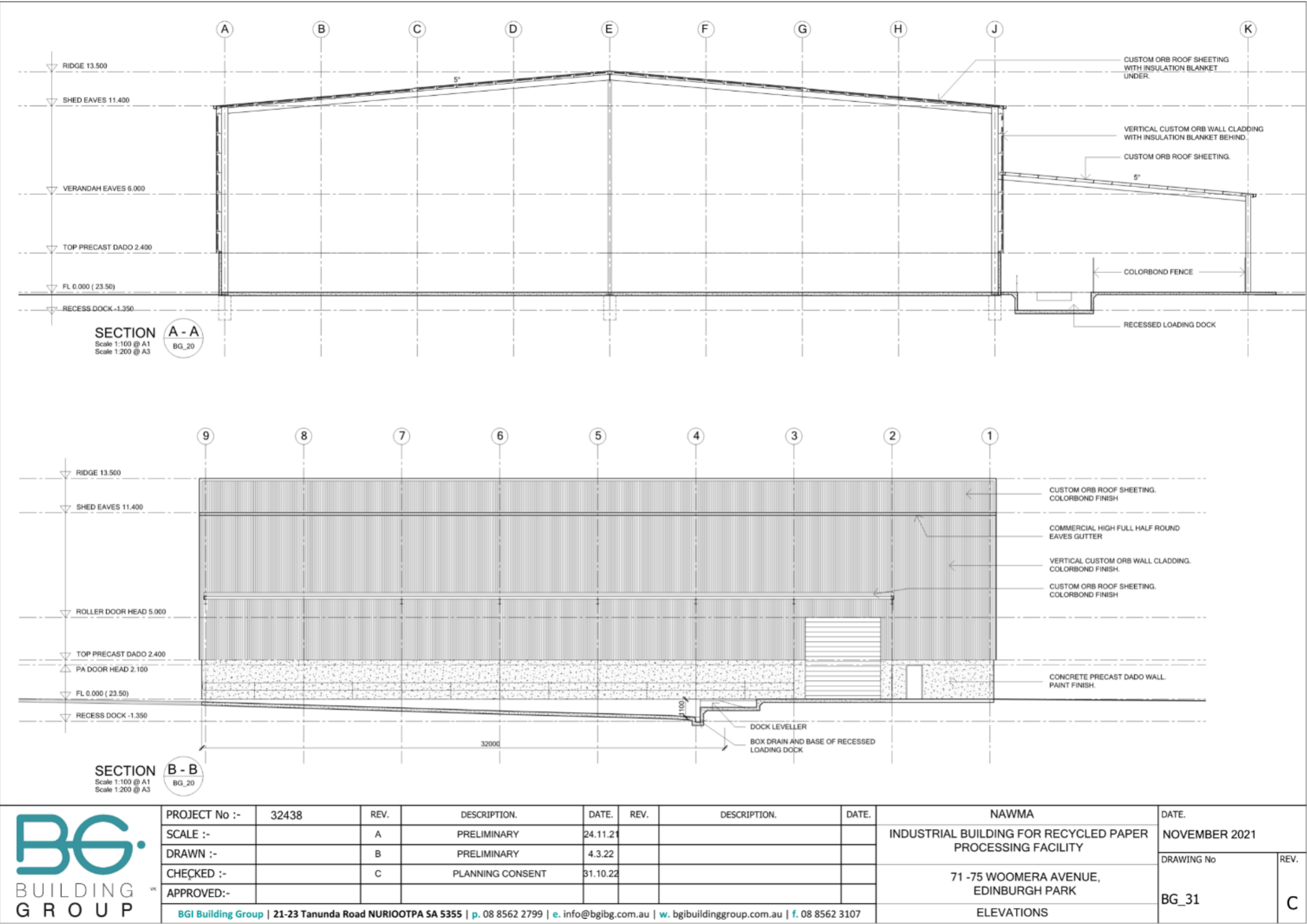
















Product	Register Search (CT 5960/906)
Date/Time	18/03/2019 12:50PM
Customer Reference	JN20350/NAWMA
Order ID	20190318005203



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 5960 Folio 906

Parent Title(s)	CT 5946/161			
Creating Dealing(s)	TG 10336421			
Title Issued	28/03/2006	Edition 4	Edition Issued	29/08/2017

### Estate Type

FEE SIMPLE

### Registered Proprietor

NORTHERN ADELAIDE WASTE MANAGEMENT AUTHORITY  
OF PO BOX 10 MDC EDINBURGH NORTH SA 5113

### Description of Land

ALLOTMENT 506 DEPOSITED PLAN 68296  
IN THE AREA NAMED EDINBURGH  
HUNDRED OF MUNNO PARA

### Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED S (RTC 9330350)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED G TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (TG 10336421)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A AND B (RTC 10255048)

### Schedule of Dealings

NIL

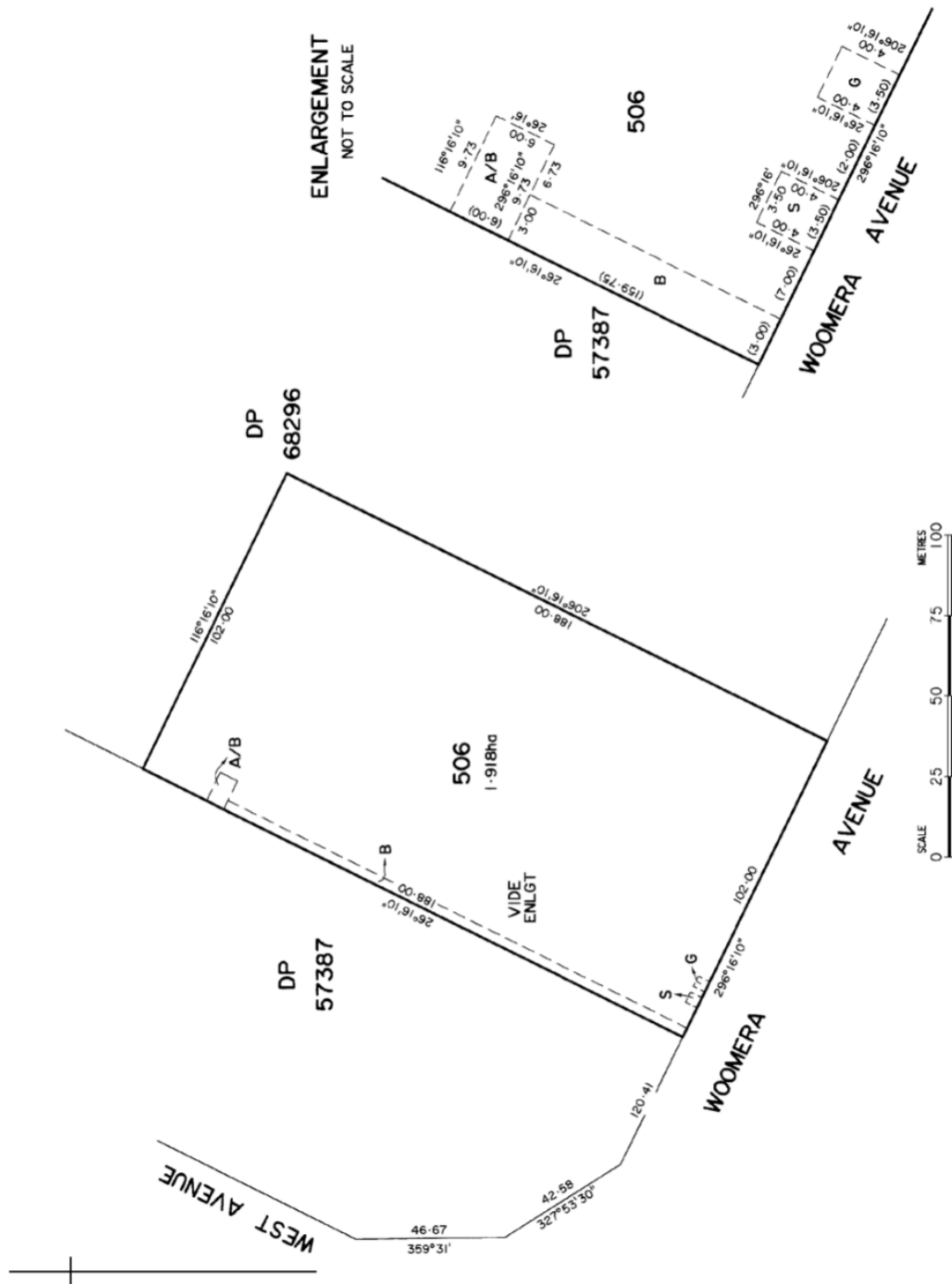
### Notations

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

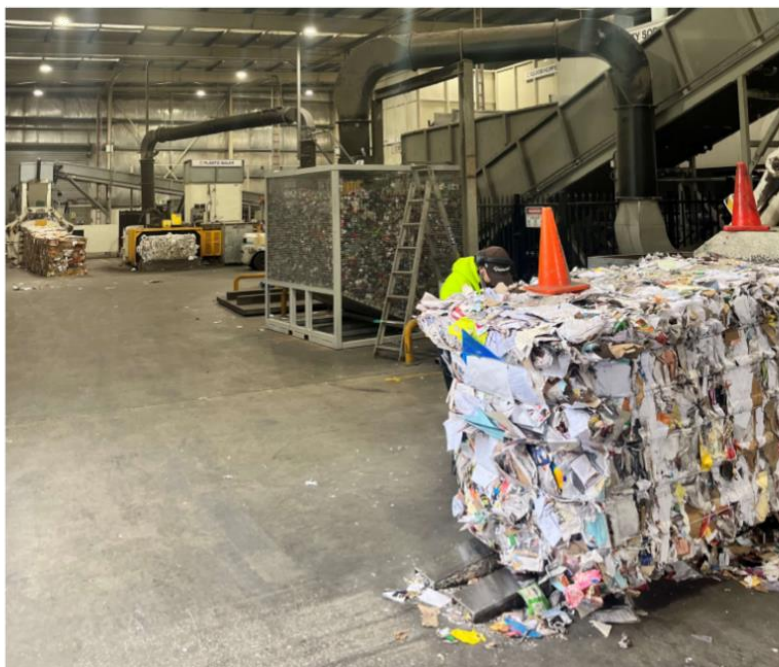




<b>Product</b>	Register Search (C1 5960/900)
<b>Date/Time</b>	18/03/2019 12:50PM
<b>Customer Reference</b>	JN20350/NAWMA
<b>Order ID</b>	20190318005203







# NAWMA Paper Polishing Plant 71-75 Woomera Avenue Edinburgh Park

Environmental Noise Assessment

23 August 2022  
Reference ID: 52-2





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23 August 2022  
Reference ID: 52-2

NAWMA Paper Polishing Plant 71-75 Woomera Avenue Edinburgh Park - Environmental Noise Assessment



## Abbreviations

DO	Desired Outcome of the Code
DTS	Deemed to Satisfy criteria of the Code
EPA	South Australian Environment Protection Authority
NAWMA	Northern Adelaide Waste Management Authority
PO	Performance Outcome of the Code
WHO	World Health Organization

## Glossary

A-weighting	A mathematical adjustment to the measured noise levels to represent the human response to sound. An <i>A-weighted noise level</i> is presented as dB(A)
Ambient noise level	The noise level associated with the environment in the absence of the activity under investigation
Characteristic	A characteristic determined in accordance with the <i>Environment Protection (Noise) Policy 2007</i> (the Policy) to be fundamental to the nature and impact of the noise. For example, a noise source is deemed to exhibit a characteristic if it produces distinctive tonal, impulsive, low frequency or modulating features
Code	<i>Planning and Design Code</i> Version 2022.15 dated 18 August 2022, PlanSA
Day	A period defined by the <i>Environment Protection (Noise) Policy 2007</i> as between 7am and 10pm
EP Act	<i>Environment Protection Act 1993</i>
Equivalent noise level	The A-weighted noise level which is equivalent to a noise level which varies over time. The descriptor is $L_{Aeq}$ and it is the <i>A-weighted source noise level</i> ( <i>continuous</i> ) referenced in the Policy. The $L_{Aeq}$ is also referenced as an average noise level in this assessment for simplicity
dB	The logarithmic unit of measurement to define the magnitude of a fluctuating air pressure wave. Used as the unit for <i>sound</i> or <i>noise level</i> . An <i>A-weighted noise level</i> is presented as dB(A)
Indicative Noise Level	The noise level assigned by the Policy at a location to represent an impact on the acoustic amenity at that location. No further action is required to be taken under the <i>Environment Protection Act 1993</i> for noise levels which are lower than the Indicative Noise Level
Night	A period defined by the <i>Environment Protection (Noise) Policy 2007</i> as between 10pm and 7am
Noise	An interchangeable term with sound but which is most often described as <i>unwanted sound</i>





Noise Sensitive Premises	Premises that could be "noise-affected". For the purposes of most assessments, the noise sensitive premises are residential dwellings, however, consideration has also been made to an outdoor area at the adjacent industrial land use in this assessment
Policy	The <i>Environment Protection (Noise) Policy 2007</i>
Sound	An activity or operation which generates a fluctuating air pressure wave. The ear drum can perceive both the frequency (pitch) and the magnitude (loudness) of the fluctuations to convert those waves to sound
Sound pressure level	The magnitude of sound (or noise) at a position. The sound pressure level can vary according to location relative to the noise source, and operational, meteorological and topographical influences
WHO Guidelines	<i>Guidelines For Community Noise</i> Birgitta Berglund Thomas Lindvall Dietrich H Schwela London, United Kingdom, April 1999, World Health Organization





## Executive Summary

The Northern Adelaide Waste Management Authority (NAWMA) propose to construct a new paper polishing plant to supplement their existing waste management and resource facility at 71-75 Woomera Avenue, Edinburgh Park.

NAWMA currently operate a waste management and resource recovery facility at the site. The paper polishing plant is proposed in a new building on the northern portion of the site for the supplementary sorting of paper and cardboard. The proposed paper polishing plant comprises internal equipment (sorting machines, conveyers and balers), a loading dock and a conveyor between the existing and new buildings on the site.

The paper polishing plant is well located from a noise perspective, with the closest dwellings being more than 500m to the south-west from the site with significant buildings located both on the site and throughout the intervening *Strategic Employment Zone* acting to shield the plant

There are other industrial facilities in the vicinity. It is understood that the industrial facility to the immediate north raised concern during development of the original waste management and resource recovery facility with respect to environmental noise. The paper polishing plant will provide significant shielding to the openings in the existing building and will be designed to proactively consider the industrial facility to the north.

The assessment predicts noise levels at the dwellings and the adjacent industrial facility based on measurements conducted of existing comparable equipment, and from manufacturer's noise data. The predicted noise levels are compared against standards in the *Environment Protection (Noise) Policy 2007* (the Policy) with the aim of ensuring the proposed supplementary operation does not adversely impact on the amenity of any land use in the locality.

This assessment determines that the proposed sorting of paper and cardboard can achieve the Policy without any specific additional acoustic treatment, other than ensuring a minimum construction standard for the new building and ensuring the procured equipment is consistent with that used in the existing operation and specified in the manufacturer's data.





## Introduction

The Northern Adelaide Waste Management Authority (NAWMA) currently operate a waste management and resource recovery facility at 71-75 Woomera Avenue, Edinburgh Park. NAWMA propose to construct a paper polishing plant in a new building on the northern portion of the site for the supplementary sorting of paper and cardboard.

The proposed facility is well located from a noise perspective, with the closest dwellings being more than 500m to the south-west from the site.

The general location of the plant, the NAWMA site, the closest dwellings, adjacent industrial facilities, and the *Planning and Design Code* zones are shown in Figure 1 below.

Figure 1 The facility and surrounding locality



Source Plan SA – SA Property & Planning Atlas



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23 August 2022  
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NAWMA Paper Polishing Plant 71-75 Woomera Avenue Edinburgh Park - Environmental Noise Assessment



## Assessment Criteria

### The Code

The facility and adjacent industry are in a *Strategic Employment Zone* of the *Planning and Design Code Version 2022.15* dated 18 August 2022 (the Code). The closest dwellings (located more than 500m to the south-west) are in a *General Neighbourhood Zone*. The following provisions within the Code are considered relevant to the environmental noise assessment.

#### Interface between Land Uses (Part 4 – General Development Policies)

##### Desired Outcome DO 1

Development is located and designed to *mitigate adverse effects* on or from neighbouring and proximate land uses.

##### Performance Outcome 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*.

##### Performance Outcome 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:

- 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.

##### Performance Outcome PO 4.1

Development that emits noise (other than music) *does not unreasonably impact the amenity of sensitive receivers* (or lawfully approved sensitive receivers).

##### Deemed to Satisfy Criteria DTS 4.1

Noise that might affect sensitive receivers achieves the relevant *Environment Protection (Noise) Policy* criteria.

### The Policy

*Interface between Land Uses DTS 4.1* references the *Environment Protection (Noise) Policy 2007* (the Policy).





The Policy was developed under the *Environment Protection Act 1993* (the EP Act). The EP Act incorporates a requirement to ensure the acoustic *amenity of a locality is not unreasonably interfered with*. The Policy provides a quantitative approach to satisfy this requirement underpinned by the World Health Organization's *Guidelines for Community Noise* (WHO Guidelines) as it relates to community annoyance and sleep disturbance.

Compliance with the Policy will satisfy *Interface between Land Uses DTS 4.1*; and is considered to also satisfy the subjective requirements of the Desired and Performance Outcomes in the Code (being the *Interface between Land Uses DO 1, PO 1.2, PO 2.1, and PO 4.1*).

The Policy establishes *Indicative Noise Levels* that apply at noise sensitive premises during the day (7am to 10pm) and night (10pm to 7am the following day). The noise level varies according to the land use zoning in which the facility and the dwellings are located.

The Policy *Indicative Noise Levels* apply at premises that could be "noise-affected" and are typically applied to existing (or future) dwellings. Commercial or industrial facilities are not usually considered to be "noise affected" as they are often a source of noise themselves, and it is not often *reasonable or practicable* to satisfy the Policy levels when generated by a commercial or industrial source immediately adjacent another.

Notwithstanding the above, it is understood that the industrial facility to the immediate north raised concern during development of the original waste management and resource recovery facility with respect to environmental noise. Whilst the paper polishing plant will provide significant shielding to the openings in the existing building, this assessment considers the industrial facility to the north against the requirements of the Policy as a proactive and conservative consideration. The Policy requirements are those that apply during the day at the outdoor space of the adjacent industrial facility. The night criterion is not considered relevant on the basis that the night criterion relates to sleep disturbance rather than worker comfort.

This assessment has applied the *equivalent noise level* criteria that applies to a new development to the activities at the facility, being the *Indicative Noise Level* minus 5 dB(A).

Based on the above, the relevant noise levels for the assessment are as follows:

- *General Neighbourhood Zone:*
  - An *equivalent noise level* of 52 dB(A) during the day
  - An *equivalent noise level* of 45 dB(A) during the night
  - An *instantaneous maximum noise level* of 60 dB(A) during the night.
- *Strategic Employment Zone:*
  - An *equivalent noise level* of 59 dB(A)

The *equivalent noise levels* are to be considered over the Policy's default assessment period of 15 minutes.

When predicting noise levels for comparison to the Policy, the predicted *equivalent noise levels* are to be adjusted (increased) where the activities exhibit "annoying" characteristics (dominant tonal, impulsive, low frequency content or modulation characteristics) in comparison to the surrounding ambient environment.





## Assessment

### Noise Data Inputs

Noise level measurements were conducted at the existing NAWMA waste management and resource recovery facility on 20 July 2022 using a calibrated *Rion NL-42 sound level meter*.

The measurement methodology established the noise level from balers and conveyors at the existing facility. These results in combination with manufacturer's noise data for the *Pellenc "MISTRAL+ 2000"* sorting machine has enabled an internal noise level for the facility to be determined.

In addition to the above, noise level measurements were also made of B-double trucks and a 3-tonne forklift at the existing NAWMA waste management and resource recovery facility.

### Operational Assumptions

The following inputs have been utilised for the assessment over the default 15-minute period of the Policy and are the basis for the predicted noise levels:

- Continuous operation of *Pellenc* sorting machines, conveyers, and balers, resulting in an internal noise level of 76 dB(A), when measured at the walls and roof within the new building
- Continuous operation of a conveyor between the existing and proposed buildings with a sound power level of 90 dB(A)
- one B-double truck movement in and out of the site in any 15-minute period via the northern internal road and into the eastern loading dock, with a sound power level of 101 dB(A) per arrival/departure (vehicle manoeuvring, opening, and closing doors and conversing)
- one B-double truck idling in the loading dock for 5 minutes with a sound power level of 98 dB(A)
- one 3-tonne forklift continuously moving in and out of the warehouse loading a truck in the loading dock with a sound power level of 100 dB(A).

### Predicted Noise Levels

Noise predictions have been made for the above operational assumptions, the proposed masonry dado wall and sheet metal construction for the new sorting building (as documented), and with thermal insulation installed to the internal side of the sheet metal roof and walls of the building (as per the existing building). The noise prediction results are summarised in Table 1 for the closest dwellings and at the outdoor space of the industrial facility to the north (circled as black in Figure 1).

When predicting noise levels for comparison with the Policy, the noise levels are to be adjusted (increased) where the activities exhibit "annoying" characteristics (dominant tonal, impulsive, low frequency content or modulation characteristics) in comparison to the surrounding ambient environment.





The application of a penalty is not considered to be warranted in the *General Neighbourhood Zone* given that the residents are exposed to vehicle and truck movements on public roads that are closer than the facility and the predicted noise levels are unlikely to be discernible within the existing ambient environment. Similarly, a penalty is not considered to be warranted at the industrial facility to the north given that this facility has its own internal road closer to and directly adjacent the outdoor space, noting that the predicted noise level occurs when a B-double truck passes between the new building and the outdoor space.

Table 1 Predicted Noise Levels dB(A)

Receiver	Predicted cumulative noise level (dB(A))			Compliance
	Day	Night		
	L <sub>Aeq</sub>	L <sub>Aeq</sub>	L <sub>Amax</sub>	
Criterion	52	45	60	
1	<35	<35	<45	Yes
Criterion	59	-	-	
2	57	-	-	Yes

#### Noise Reduction Measures

With reference to Table 1, the proposal will achieve the assessment criteria required to satisfy the Policy with no specific additional treatments other than ensuring:

- consistency of the procured equipment with comparable equipment already operating in the existing facility and with the manufacturer's noise data for the *Pellenc "MISTRAL+ 2000"*
- minimum 50mm thick thermal insulation with a minimum density of 10 kg/m<sup>3</sup> and a sarking protective cover (generally as per the existing building) is installed to the internal side of the sheet metal roof and walls of the new building.





## Conclusion

NAWMA propose to construct a new paper polishing plant at 71-75 Woomera Avenue, Edinburgh Park.

NAWMA currently operates a waste management and resource recovery facility at the site, and the paper polishing plant is proposed in a new warehouse on the northern side of the site for the sorting of paper and cardboard. The proposed paper polishing plant comprises internal equipment (sorting machines, conveyers and balers), a loading dock and a conveyor between the existing and new buildings on the site.

The paper polishing plant is well located from a noise perspective, with the closest dwellings located more than 500m to the south-west from the site. There are also other industrial facilities in the vicinity.

The assessment predicts noise levels at the dwellings and the closest adjacent industrial facility based on measurements conducted of the existing comparable equipment and the manufacturer's noise data. The predicted noise levels are compared against standards in the *Environment Protection (Noise) Policy 2007* with the aim of ensuring the proposed increased operation does not adversely impact on the amenity of the locality.

This assessment determines that the proposed sorting of paper and cardboard can achieve the *Environment Protection (Noise) Policy 2007* without any specific additional acoustic treatment, other than ensuring the procured equipment is consistent with the equipment used in the existing operations and as provided by the manufacturer's data, and the new building incorporates thermal insulation to the internal side of the sheet metal roof and walls.

Based on the above, this assessment concludes the proposed paper polishing plant will not adversely impact on the amenity of any dwelling in the locality or on existing industrial land uses, and will meet the relevant *Environment Protection (Noise) Policy 2007* and *Planning and Design Code* provisions.





## References

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*Building Group "NAWMA – New Storage Warehouse" drawings (Project 32438), dated 4 March 2022*

*Environment Protection (Noise) Policy 2007, SA EPA*

*Guidelines For The Use Of The Environment Protection (Noise) Policy 2007, SA EPA June 2009*

*Guidelines For Community Noise Birgitta Berglund Thomas Lindvall Dietrich H Schwela London, United Kingdom, April 1999, World Health Organization*

*Pellenc "Preliminary Acoustic Report" for the MISTRAL+ 2000, dated 19 August 2016*

*Planning and Design Code Version 2022.15 dated 18 August 2022, PlanSA*



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Reference ID: 52-2

NAWMA Paper Polishing Plant 71-75 Woomera Avenue Edinburgh Park - Environmental Noise Assessment



## Document History

### Distribution:

Issue date	23 August 2022
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### Author Details:

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Ref: 22ADL-0316

21 December 2022

Hayley Riggs  
EPA  
Via:SA Planning Portal

Dear Hayley

### **NAWMA Paper Polishing Plant – 71-75 Woomera Road, Edinburgh**

I refer to the recent request for additional information in relation to the above application.

I am pleased to provide the following:

#### **Transport across roadway**

There is no transport across a public road, rather it is a hard stand area within the operations between the existing building and the proposed building. The transfer conveyor will be in an elevated position to allow thoroughfare and is designed in a way that contains the material from the elements and also assists with pedestrian and vehicle interaction.

#### **Management post optical sorting**

Once optically sorted away from the paper and cardboard the residual recyclables will be transferred to an enclosed compactor on site for reprocessing via conveyor belts.

#### **Composition of residuals**

Residuals to be transported to the alternative fuels facility include single use plastics, film plastic and any other residuals that cannot be marketed and re processed through the existing MRF markets.



## **URPS**

**Adelaide**  
12/154 Fullarton Rd  
Rose Park, SA 5067  
08 8333 7999

**Melbourne**  
29-31 Rathdowne St  
Carlton, VIC 3053  
03 8593 9650  
urps.com.au

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SHAPING  
GREAT  
COMMUNITIES





### Details of overall process material balance

*a. the input and output flowrates (tonnes/hr)*

10tph is the capacity of the proposed plant. Presently the MRF produces Mixed Paper to a quality specification of 92% to 94% purity. The new facility will produce purity to 98% and greater to meet market specifications.

*b. a description and identification of all process output streams (including wastes) and anticipated quantities (tonnes/annum).*

The new proposal is not taking any more material than it has previously, it's just a more efficient way to separate and aggregate recyclables to meet market specifications.

**Table 1: Material Composition**

Material	Quantity (kg/h)	Purity (%)
Mixed Paper	7310	73.1
Soft Plastics	240	2.4
Rigid Plastics	280	2.8
Metal	70	0.7
Black or Inert	30	0.3
Waste	280	2.8
OCC	1790	17.9
<b>Total</b>	<b>10,000</b>	<b>100%</b>

I trust that these details will enable the assessment to be finalised.

Yours sincerely

David Bills  
Associate Director







**Appendix 2**  
*Agency Referral Response - EPA*





**Environment Protection Authority**  
 GPO Box 2607 Adelaide SA 5001  
 211 Victoria Square Adelaide SA 5000  
 T (08) 8204 2004  
 Country areas 1800 623 445

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EPA Reference: PDI 430

27 January 2023

Chris Carrey  
 City of Salisbury  
 PO Box 8  
 Salisbury SA 5108

Email: [CCarey@salisbury.sa.gov.au](mailto:CCarey@salisbury.sa.gov.au)

Dear Mr Carrey,

#### EPA Development Application Referral Response

Development Application Number	22030607
Applicant	Northern Adelaide Waste Management Authority
Location	71-75 Woomera Avenue, Edinburgh SA 5111
Proposal	Industrial building for recycled paper processing in association with existing material recovery facility and removal of one (1) significant tree and one (1) regulated tree

This application was referred to the Environment Protection Authority (EPA) by the Assessment Manager at the City of Salisbury in accordance with section 122 of the *Planning, Development and Infrastructure Act 2016* (PDI Act). The following response is provided in accordance with section 122(5)(b)(ii) of the PDI Act.

The EPA assessment criteria are outlined in section 57 of the *Environment Protection Act 1993* and include the objects of the Environment Protection Act, the general environmental duty, relevant environment protection policies and the waste strategy for the State.

Advice contained herein includes consideration of the location with respect to existing land uses and is aimed at protecting the environment and avoiding potential adverse impacts upon the locality.

[www.epa.sa.gov.au](http://www.epa.sa.gov.au)



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**PROPOSAL**

The proposal is for the construction of a new building to be located behind the existing recycling facility operated by the Northern Adelaide Waste Management Authority (NAWMA). The new building would accommodate a new operation involving paper polishing or pulping/‘lap’ for recovered fibre.

The development would take mixed paper/cardboard from the existing NAWMA material recovery facilities located on the site and reduce contamination within the materials to a level that is permissible for the product to be exported. Processing activities include five units of optical sorters which would yield maximum separation via profile detection technology for identification of non-fibre contaminants, including black objects and metals as well as all plastic grades. Following the optical sorting, the polished paper and cardboard products would be baled via two export size fibre balers. Once baled, the paper and cardboard are ready for dispatch to secondary reprocessors both onshore in Australia and offshore into Southeast Asia.

The hours of operation are not specified however the supporting documentation states that two shifts would operate. It is stated that the site would operate Monday to Friday with occasional work on Saturdays as required.

**SITE**

The site is located at 71-75 Woomera Road, Edinburgh SA. NAWMA currently holds an EPA licence 50286 for waste recovery activities conducted at this location.

The site has a frontage to Woomera Avenue of 102 metres. The site has a total area of 1.91 hectares. The site has been developed with a substantial building and associated driveways and carparking areas.

The site is located within the Strategic Employment Zone. The locality is characterised by large, enclosed structures surrounded by hardstand maneuvering areas and car parking. The distance to the closest building on adjacent land (north) is approximately 30 metres.

Land west of the subject land is occupied by Mastec for the manufacturing of mobile garbage bins. Land north of the site is occupied by Mayfield Industries for the manufacturing and distribution of switchboard products. Land to the east of the site is currently undeveloped. Land south of the site is occupied by solar industries, transportation equipment and building supplies.

The EPA conducted a site visit on 14 December 2022.

**ENVIRONMENTAL ASSESSMENT****Interface Between Uses**

The EPA publication [\*Evaluation distances for effective air quality and noise management\*](#) (2016) (Evaluation Distance publication) recommends an evaluation distance of 300m between sensitive receivers and the activity of ‘waste or recycling depots (other)’.

The EPA notes that the distance to the nearest sensitive receivers is approximately 500 metres.

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### Noise

The EPA notes that the noise generating activities and equipment proposed to be used onsite include an incline conveyor, from which paper and cardboard would pass to a cross-over conveyor that would transfer the material across the internal roadway to the new fibre sort building. Once the material enters the Paper Polishing Plant, all products are processed within the building. Air compressors are required for the Optical Sorters and are to be positioned between the buildings to mitigate the risk of nuisance noise.

The supporting documentation included an acoustic report entitled 'NAWMA Paper Polishing Plant 71-75 Woomera Avenue Edinburgh Park Environmental Noise Assessment' prepared by Echo Acoustic Consultants and dated 23 August 2022 (Environmental Noise Assessment).

The following inputs have been utilised for the assessment over the default 15 minute period of the *Environment Protection (Noise) Policy 2007* (Noise Policy) and are the basis for the predicted noise levels:

- Continuous operation of Pellenc sorting machines, conveyors and balers, resulting in an internal noise level of 76 dB(A), when measures at the walls and roof within the new building.
- Continuous operation of a conveyor between the existing and proposed buildings with a sound power level of 90 dB(A)
- One B-double truck movement in and out of the site in any 15 minute period via the northern internal road and into the eastern loading dock, with a sound power level of 101 dB(A) per arrival/departure (vehicle maneuvering, opening and closing doors and conversing)
- One B-double truck idling in the loading dock for 5 minutes with a sound power level of 98 dB(A)
- One 3 tonne forklift continuously moving in and out of the warehouse loading a truck in the loading dock with a sound power level of 100 dB(A).

Predicted noise levels in the Environment Noise Assessment were less than 35dB(A) at residential receivers in the General Neighbourhood Zone at all times, and 57 dB(A) for the adjacent industrial property. The EPA is satisfied that these noise levels demonstrate compliance with the Noise Policy, however it is noted that predicted noise levels are largely reliant on:

- the use of the proposed Pellenc Mistral+ 2000 sorting machine (or equivalent, with respect to noise)
- the installation of a minimum 50mm thick thermal insulation with a minimum density of 10kg.m3 and a sarking protective cover to the internal side of the sheet metal roof and walls of the new building.

As such, conditions are directed below in this regard.

### Air Quality

Paper and cardboard exiting the material recovery facility would travel up an incline conveyor and onto a crossover conveyor that would transfer the material across the roadway to the new fibre sort building. This crossover conveyor would have a walkway alongside for easy maintenance and covers for product containment to mitigate the risk of windblown litter.

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Once the material enters the Paper Polishing Plant all products are processed within the building. Any dust within the building is captured via integrated dust hoods into each of the five optical sorters. Ducting from each hood combines and is enclosed and directed to a bag house located outside of the building that would be positioned above a compactor, where a controlled rotary valve would discharge the product without creating spillage or nuisance dust.

The proposed dust mitigation measures are satisfactory to the EPA.

#### **Water Quality**

The proposed stormwater management system is outlined in the *Water Cycle Management Plan Report*, prepared by Triaxial Consulting, dated 25 November 2022 and accompanying Stormwater Management Drawings, 18 November 2022.

The majority of the proposed activities are to occur inside a building and hence would not be exposed to rainfall runoff. There is some potential for pollutant generation from vehicle movements, materials unloading and loading and from the conveyor system. These would be adequately managed by the stormwater system proposed as part of the concept design. Detailed design would need to ensure the outcome modelled can be met. A condition is directed below in this regard.

The EPA also notes that the stormwater system would require periodic maintenance and a maintenance schedule is proposed as part of the provided supporting documentation. As such, a note is advised below in this regard.

#### **Waste Management**

The site currently receives recyclable material (but not general waste, garden waste, e-waste or any other type of waste) collected through NAWMA's kerbside collection services and does not involve any permanent storage of any types of waste.

The proposed activity aims to better separate any residual dry recyclables away from the paper and cardboard products. These materials include plastic bottles, plastic film, textiles, steel, and aluminium cans. Materials that are separated away from the paper and cardboard and not suitable for recycling within the current Material Recovery Facility (MRF) would be contained within an enclosed static compactor. This material is then sent offsite to the Alternative Fuels Facility located in Wingfield to be converted to fuel for the Adelaide Brighton Cement Project. This is satisfactory to the EPA.

#### **Environmental Authorisation**

The proposed activity would require a variation to the site's existing licence. An advisory note is attached below.

#### **CONCLUSION**

Provided the conditions directed below are implemented, the EPA is satisfied that the proposed development would not result in unacceptable environmental impacts.

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**DIRECTION**

The relevant authority is directed to attach the following conditions to any approval:

1. The detailed design of the stormwater management system including swales and bioretention must incorporate the outcomes outlined in the *Water Cycle Management Plan Report*, prepared by Triaxial Consulting, dated 25 November 2022 and accompanying Stormwater Management Drawings, 18 November 2022.
2. Only the Pellenc Mistral+ 2000 sorting machines (or other sorting machine with an equivalent or lower sound power level) must be installed at the site.
3. Prior to commencing operation, the internal side of the sheet metal roof and walls of the new building must be fitted with a minimum 50mm thick thermal insulation with a minimum density of 10kg/m<sup>3</sup> and a sarking protective cover.

The following notes provide important information in relation to the development and are requested to be included in any approval:

- The applicant/owner/operator are 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 activities on the site and associated with the site (including during construction) do not pollute the environment in a way which causes or may cause environmental harm.
- The stormwater drainage system should be inspected and maintained at regular intervals as described in the *Water Cycle Management Plan Report*, prepared by Triaxial Consulting, dated 25 November 2022.
- An environmental authorisation (licence) is required for this development. Before commencing operation, the applicant/operator should contact the Environment Protection Authority on (08) 8204 2058 or email [EPALicensing@sa.gov.au](mailto:EPALicensing@sa.gov.au) for information about the licensing application process and requirements.
- A licence application may be refused where conditions of Development Approval directed by the Environment Protection Authority have not been complied with.
- More information about the Environment Protection Authority and the Environment Protection Act and policies can be found at: [www.epa.sa.gov.au](http://www.epa.sa.gov.au).

If you have any questions about this response, please contact Sophie Gordon on 08 8204 2078 or email [Sophie.Gordon@sa.gov.au](mailto:Sophie.Gordon@sa.gov.au).

Yours faithfully

Courtney Stollznow  
Delegate  
ENVIRONMENT PROTECTION AUTHORITY

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## **Appendix 3**

### *Extract of Planning and Design Code*



Policy24 - Enquiry

**71-75 WOOMERA AV EDINBURGH SA 5111****Address:**Click to view a detailed interactive [SAILIS](#) in SAILIS

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

**Property Zoning Details****Local Variation (TNV)**

Concept Plan (Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints)

**Overlay**

Building Near Airfields

Defence Aviation Area (All structures over 15 metres)

Prescribed Wells Area

Regulated and Significant Tree

**Zone**

Strategic Employment

**Selected Development(s)**

General industry

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.

If no assessment pathway is shown this means the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

**Property Policy Information for above selection**

General industry - Code Assessed - Performance Assessed

**Part 2 - Zones and Sub Zones****Strategic Employment Zone****Assessment Provisions (AP)**



## Policy24 - Enquiry

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"> <li>(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</li> <li>(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</li> <li>(c) create new and enhance existing business clusters</li> <li>(d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes</li> <li>(e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.</li> </ul>
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"> <li>(a) Advertisement</li> <li>(b) Automotive collision repair</li> <li>(c) Electricity substation</li> <li>(d) Energy generation facility</li> <li>(e) Energy storage facility</li> <li>(f) Fuel depot</li> <li>(g) General industry</li> <li>(h) Intermodal facility</li> <li>(i) Light Industry</li> <li>(j) Motor repair station</li> <li>(k) Public service depot</li> <li>(l) Rail marshalling yard</li> <li>(m) Renewable energy facility (other than a wind farm)</li> <li>(n) Retail fuel outlet</li> <li>(o) Service trade premises</li> <li>(p) Shop</li> <li>(q) Store</li> <li>(r) Telecommunications facility</li> <li>(s) Training facility</li> <li>(t) Warehouse</li> </ul>
PO 1.2	DTS/DPF 1.2

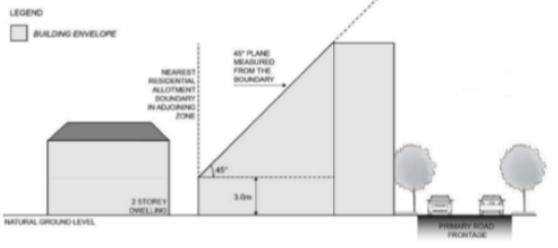
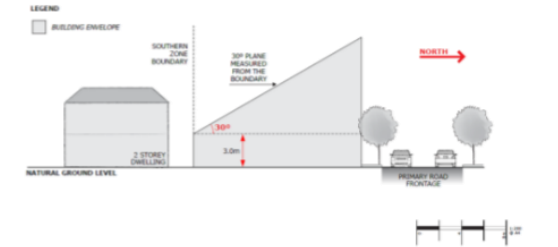


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Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.	Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes: <ul style="list-style-type: none"> <li>(a) Bulky goods outlet</li> <li>(b) Consulting room</li> <li>(c) Indoor recreation facility</li> <li>(d) Light industry</li> <li>(e) Motor repair station</li> <li>(f) Office</li> <li>(g) Place of worship</li> <li>(h) Research facility</li> <li>(i) Service trade premises</li> <li>(j) Store</li> <li>(k) Training facility</li> <li>(l) Warehouse.</li> </ul>
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: <ul style="list-style-type: none"> <li>(a) using a variety of building finishes</li> <li>(b) avoiding elevations that consist solely of metal cladding</li> <li>(c) using materials with a low reflectivity</li> <li>(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.</li> </ul>	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: <ul style="list-style-type: none"> <li>(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</li> <li>(b) where no building exists on an adjoining site: <ul style="list-style-type: none"> <li>(i) 8m or more for buildings up to 6m high</li> <li>(ii) not less than 10m for buildings greater than 6m high.</li> </ul> </li> </ul>
PO 3.4 Buildings are set back from secondary street boundaries to accommodate the provision of landscaping between buildings	DTS/DPF 3.4 Building walls are set back 4m or more from a secondary street boundary.



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and the road to enhance the appearance of land and buildings when viewed from the street.	
<p>PO 3.5</p> <p>Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.</p>	<p>DTS/DPF 3.5</p> <p>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.</p>
Interface Height	
<p>PO 4.1</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.1</p> <p>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):</p>  <p>LEGEND</p> <p>□ BUILDING ENVELOPE</p> <p>NEAREST RESIDENTIAL ALLOTMENT BOUNDARY IN ADJOINING ZONE</p> <p>45° PLANE MEASURED FROM THE BOUNDARY</p> <p>3.0m</p> <p>NATURAL GROUND LEVEL</p> <p>2 STOREY DWELLING</p> <p>PRIMARY ROAD FRONTAGE</p>
<p>PO 4.2</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>	<p>DTS/DPF 4.2</p> <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>LEGEND</p> <p>□ BUILDING ENVELOPE</p> <p>SOUTHERN ZONE BOUNDARY</p> <p>30° PLANE MEASURED FROM THE BOUNDARY</p> <p>3.0m</p> <p>NATURAL GROUND LEVEL</p> <p>2 STOREY DWELLING</p> <p>PRIMARY ROAD FRONTAGE</p> <p>NORTH</p>
<p>PO 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>PO 5.1</p>	<p>DTS/DPF 5.1</p>



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<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>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> <p>(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:</p> <table border="1"> <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:  (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> <tr> <td>3m</td><td>Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).</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:  (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.	3m	Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).
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:  (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.												
3m	Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).												
<p>PO 5.2</p> <p>Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.</p>	<p>DTS/DPF 5.2</p> <p>Landscape areas comprise:</p> <p>(a) not less than 10 percent of the site (b) a dimension of at least 1.5m.</p>												
<p>PO 5.3</p> <p>Landscape areas incorporate a range of plant species of varying heights at maturity, including tree species with a canopy above</p>	<p>DTS/DPF 5.3</p> <p>None are applicable.</p>												



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clear stems, to complement the scale of relevant buildings.			
Concept Plans			
PO 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><tr><th>Description</th></tr><tr><td>Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints</td></tr></table>  In relation to DTS/DPF 8.1, in instances where:  <div><div>(a)</div><div>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.</div></div> <div><div>(b)</div><div>in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.</div></div>	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**

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. 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): <ul style="list-style-type: none"> <li>(a) advertisement</li> <li>(b) air handling unit, air conditioning system or exhaust fan</li> <li>(c) building work on railway land</li> <li>(d) carport</li> <li>(e) fence</li> <li>(f) outbuilding</li> </ul>	Except development that does not satisfy any of the following: <ul style="list-style-type: none"> <li>1. Strategic Employment Zone DTS/DPF 4.1</li> <li>2. Strategic Employment Zone DTS/DPF 4.2.</li> </ul>



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<ul style="list-style-type: none"> <li>(g) retaining wall</li> <li>(h) shade sail</li> <li>(i) solar photovoltaic panels (roof mounted)</li> <li>(j) telecommunications facility</li> <li>(k) temporary public service depot</li> <li>(l) verandah</li> <li>(m) water tank.</li> </ul>	
<p>3. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) consulting room</li> <li>(b) general industry</li> <li>(c) light industry</li> <li>(d) office</li> <li>(e) motor repair station</li> <li>(f) retail fuel outlet</li> <li>(g) store</li> <li>(h) warehouse.</li> </ul>	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
<p>4. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) internal building works</li> <li>(b) land division</li> <li>(c) replacement building</li> <li>(d) temporary accommodation in an area affected by bushfire</li> <li>(e) tree damaging activity.</li> </ul>	None specified.
<p>5. Demolition.</p>	<p>Except any of the following:</p> <ul style="list-style-type: none"> <li>1. the demolition of a State or Local Heritage Place</li> <li>2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.</li> </ul>
<p>6. Shop.</p>	<p>Except:</p> <ul style="list-style-type: none"> <li>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</li> <li>2. shop that does not satisfy Strategic Employment Zone DTS/DPF 1.3.</li> </ul>
<p>7. Telecommunications facility.</p>	Except telecommunications facility that does not satisfy Strategic Employment Zone DTS/DPF 1.5.
<b>Placement of Notices - Exemptions for Performance Assessed Development</b>	
None specified.	
<b>Placement of Notices - Exemptions for Restricted Development</b>	



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None specified.

## Part 3 - Overlays

### 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
<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> <ul style="list-style-type: none"> <li>(a) primarily or wholly for residential purposes</li> <li>(b) for non-residential purposes that does not incorporate outdoor floodlighting.</li> </ul>
<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"> <li>(a) food packing/processing plant</li> <li>(b) horticulture</li> <li>(c) intensive animal husbandry</li> <li>(d) showground</li> <li>(e) waste management facility</li> <li>(f) waste transfer station</li> <li>(g) wetland</li> <li>(h) wildlife sanctuary.</li> </ul>
<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



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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
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 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

**Prescribed Wells Area Overlay****Assessment Provisions (AP)**

Desired Outcome	
DO 1	



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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"> <li>(a) horticulture</li> <li>(b) activities requiring irrigation</li> <li>(c) aquaculture</li> <li>(d) industry</li> <li>(e) intensive animal husbandry</li> <li>(f) commercial forestry</li> </ul> <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"> <li>(a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or</li> <li>(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>.</li> </ul>

**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"> <li>(a) horticulture</li> <li>(b) activities requiring irrigation</li> <li>(c) aquaculture</li> <li>(d) industry</li> <li>(e) intensive animal husbandry</li> <li>(f) commercial forestry.</li> </ul>	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.
Commercial forestry that requires a forest water licence under Part 8 Division 6 of the <i>Landscape South Australia Act 2019</i> .			

**Part 4 - General Development Policies****Clearance from Overhead Powerlines****Assessment Provisions (AP)****Desired Outcome**



## Policy24 - Enquiry

DO 1	Protection of human health and safety when undertaking development in the vicinity of overhead transmission powerlines.
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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 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"> <li>(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</li> <li>(b) durable - fit for purpose, adaptable and long lasting</li> <li>(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</li> <li>(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.</li> </ul>

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
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:  (a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces (b) screening rooftop plant and equipment from view	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.



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(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	
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.
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 7.2 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 7.2  None are applicable.
PO 7.4 Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.	DTS/DPF 7.4  None are applicable.
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  None are applicable.
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 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.	DTS/DPF 7.7  None are applicable.
Earthworks and sloping land	
PO 8.1	DTS/DPF 8.1



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Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	Development does not involve any of the following: <ul style="list-style-type: none"> <li>(a) excavation exceeding a vertical height of 1m</li> <li>(b) filling exceeding a vertical height of 1m</li> <li>(c) a total combined excavation and filling vertical height of 2m or more.</li> </ul>
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: <ul style="list-style-type: none"> <li>(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</li> <li>(b) paved with an impervious material to facilitate wastewater collection</li> <li>(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area</li> <li>(d) designed to drain wastewater to either: <ul style="list-style-type: none"> <li>(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</li> <li>(ii) a holding tank and its subsequent removal off-site on a regular basis.</li> </ul> </li> </ul>	DTS/DPF 32.1 None are applicable.

## Infrastructure and Renewable Energy Facilities

## Assessment Provisions (AP)

Desired Outcome	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.



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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
Water Supply	
PO 11.1 Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1 Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
Wastewater Services	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following:  (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following:  (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

## 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
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General Land Use Compatibility									
<p>PO 1.2</p> <p>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.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>								
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"> <li>(a) the nature of the development</li> <li>(b) measures to mitigate off-site impacts</li> <li>(c) the extent to which the development is desired in the zone</li> <li>(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.</li> </ul>	<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:  (a) restaurant (b) 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:  (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
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> <ul style="list-style-type: none"> <li>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight</li> <li>b. other zones is managed to enable access to direct winter sunlight.</li> </ul>	<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"> <li>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight</li> <li>b. other zones is managed to enable access to direct winter sunlight.</li> </ul>	<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"> <li>a. for ground level private open space, the smaller of the following: <ul style="list-style-type: none"> <li>i. half the existing ground level open space</li> </ul> </li> <li>or</li> </ul>								



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	<p>ii. 35m<sup>2</sup> 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>(b) the orientation of the solar energy facilities</p> <p>(c) the extent to which the solar energy facilities are already overshadowed.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>
Activities Generating Noise or Vibration	
<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> <p>(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</p> <p>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</p> <p>(c) housing plant and equipment within an enclosed structure or acoustic enclosure</p> <p>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>
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</p>	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>



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nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:	
(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.	
Light Spill	
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.
PO 6.2 External lighting is not hazardous to motorists and cyclists.	DTS/DPF 6.2 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.

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	DTS/DPF 1.4



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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.	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 roads or a pedestrian activated crossing.
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.




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PO 3.7	DTS/DPF 3.7
Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	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: <ul style="list-style-type: none"> <li>(a) 80 km/h road - 110m</li> <li>(b) 70 km/h road - 90m</li> <li>(c) 60 km/h road - 70m</li> <li>(d) 50km/h or less road - 50m.</li> </ul>
PO 3.8	DTS/DPF 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.	None are applicable.
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.
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: <ul style="list-style-type: none"> <li>(a) availability of on-street car parking</li> <li>(b) shared use of other parking areas</li> <li>(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</li> <li>(d) the adaptive reuse of a State or Local Heritage Place.</li> </ul>	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: <ul style="list-style-type: none"> <li>(a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements</li> <li>(b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas</li> <li>(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.</li> </ul>
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 6.5	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.



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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.
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.
<b>Residential Development</b>	
<b>Detached Dwelling</b>	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.
<b>Group Dwelling</b>	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.  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.  0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
<b>Residential Flat Building</b>	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.  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.  0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
<b>Row Dwelling where vehicle access is from the primary street</b>	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.



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	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.
<b>Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)</b>	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.  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.
<b>Semi-Detached Dwelling</b>	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.
<b>Aged / Supported Accommodation</b>	
<b>Retirement village</b>	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.  Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.  0.2 spaces per dwelling for visitor parking.
<b>Supported accommodation</b>	0.3 spaces per bed.
<b>Residential Development (Other)</b>	
<b>Ancillary accommodation</b>	No additional requirements beyond those associated with the main dwelling.
<b>Residential park</b>	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.  Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.  0.2 spaces per dwelling for visitor parking.
<b>Student accommodation</b>	0.3 spaces per bed.
<b>Workers' accommodation</b>	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
<b>Tourist</b>	
<b>Caravan park / tourist park</b>	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation.  Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.  A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
<b>Tourist accommodation</b>	1 car parking space per accommodation unit / guest room.
<b>Commercial Uses</b>	
<b>Auction room/ depot</b>	1 space per 100m <sup>2</sup> of building floor area plus an additional 2 spaces.



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<b>Automotive collision repair</b>	3 spaces per service bay.
<b>Call centre</b>	8 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Motor repair station</b>	3 spaces per service bay.
<b>Office</b>	4 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Retail fuel outlet</b>	3 spaces per 100m <sup>2</sup> gross leasable floor area.
<b>Service trade premises</b>	2.5 spaces per 100m <sup>2</sup> of gross leasable floor area 1 space per 100m <sup>2</sup> of outdoor area used for display purposes.
<b>Shop (no commercial kitchen)</b>	5.5 spaces per 100m <sup>2</sup> 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 <sup>2</sup> 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.
<b>Shop (in the form of a bulky goods outlet)</b>	2.5 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Shop (in the form of a restaurant or involving a commercial kitchen)</b>	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 <sup>2</sup> 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.
<b>Community and Civic Uses</b>	
<b>Childcare centre</b>	0.25 spaces per child
<b>Library</b>	4 spaces per 100m <sup>2</sup> of total floor area.
<b>Community facility</b>	10 spaces per 100m <sup>2</sup> of total floor area.
<b>Hall / meeting hall</b>	0.2 spaces per seat.
<b>Place of worship</b>	1 space for every 3 visitor seats.



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<b>Pre-school</b>	1 per employee plus 0.25 per child (drop off/pick up bays)
<b>Educational establishment</b>	<p>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.</p> <p>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.</p> <p>For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.</p>
<b>Health Related Uses</b>	
<b>Hospital</b>	<p>4.5 spaces per bed for a public hospital.</p> <p>1.5 spaces per bed for a private hospital.</p>
<b>Consulting room</b>	4 spaces per consulting room excluding ancillary facilities.
<b>Recreational and Entertainment Uses</b>	
<b>Cinema complex</b>	0.2 spaces per seat.
<b>Concert hall / theatre</b>	0.2 spaces per seat.
<b>Hotel</b>	1 space for every 2m <sup>2</sup> of total floor area in a public bar plus 1 space for every 6m <sup>2</sup> 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.
<b>Indoor recreation facility</b>	<p>6.5 spaces per 100m<sup>2</sup> of total floor area for a Fitness Centre</p> <p>4.5 spaces per 100m<sup>2</sup> of total floor area for all other Indoor recreation facilities.</p>
<b>Industry/Employment Uses</b>	
<b>Fuel depot</b>	<p>1.5 spaces per 100m<sup>2</sup> total floor area</p> <p>1 spaces per 100m<sup>2</sup> of outdoor area used for fuel depot activity purposes.</p>
<b>Industry</b>	1.5 spaces per 100m <sup>2</sup> of total floor area.
<b>Store</b>	0.5 spaces per 100m <sup>2</sup> of total floor area.
<b>Timber yard</b>	<p>1.5 spaces per 100m<sup>2</sup> of total floor area</p> <p>1 space per 100m<sup>2</sup> of outdoor area used for display purposes.</p>



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<b>Warehouse</b>	0.5 spaces per 100m <sup>2</sup> total floor area.
<b>Other Uses</b>	
<b>Funeral Parlour</b>	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
<b>Radio or Television Station</b>	5 spaces per 100m <sup>2</sup> 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



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Non-residential development			
<b>Non-residential development</b> excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	5 spaces per 100m <sup>2</sup> 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
<b>Non-residential development</b> excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	6 spaces per 100m <sup>2</sup> 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
<b>Tourist accommodation</b>	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			
<b>Residential component of a multi-storey building</b>	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
<b>Residential flat building</b>	Dwelling with no separate bedroom -0.25 spaces per	None specified.	City Living Zone



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dwelling	Urban Activity Centre Zone
1 bedroom dwelling - 0.75 spaces per dwelling	Urban Corridor (Boulevard) Zone
2 bedroom dwelling - 1 space per dwelling	Urban Corridor (Business) Zone
3 or more bedroom dwelling - 1.25 spaces per dwelling	Urban Corridor (Living) Zone
0.25 spaces per dwelling for visitor parking.	Urban Corridor (Main Street ) Zone
	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><b>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</b></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<sup>(2)</sup></p> <p>(b) is within 400 metres of a bus interchange<sup>(1)</sup></p> <p>(c) is within 400 metres of an O-Bahn interchange<sup>(1)</sup></p> <p>(d) is within 400 metres of a passenger rail station<sup>(1)</sup></p> <p>(e) is within 400 metres of a passenger tram station<sup>(1)</sup></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.]



Policy24

P&amp;D Code (in effect) Version 2023.2 02/02/2023

71-75 WOOMERA AV EDINBURGH SA 5111

**Address:**Click to view a detailed interactive [SAILIS](#) in SAILIS

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

**Property Zoning Details****Zone**

Strategic Employment

**Overlay**

Building Near Airfields  
 Defence Aviation Area (All structures over 15 metres)  
 Prescribed Wells Area  
 Regulated and Significant Tree

**Local Variation (TNV)**

Concept Plan (Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints)

**Selected Development(s)**

Tree-damaging activity

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.  
 If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

**Property Policy Information for above selection**

Tree-damaging activity - Code Assessed - Performance Assessed

**Part 2 - Zones and Sub Zones****Strategic Employment Zone****Assessment Provisions (AP)**

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Desired Outcome (DO)

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	<p>Employment-generating uses are arranged to:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(c) create new and enhance existing business clusters</li> <li>(d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes</li> <li>(e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.</li> </ul>
DO 3	A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.

**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**

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. 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):	Except development that does not satisfy any of the following:



Policy24		P&D Code (in effect) Version 2023.2 02/02/2023
<ul style="list-style-type: none"> <li>(a) advertisement</li> <li>(b) air handling unit, air conditioning system or exhaust fan</li> <li>(c) building work on railway land</li> <li>(d) carport</li> <li>(e) fence</li> <li>(f) outbuilding</li> <li>(g) retaining wall</li> <li>(h) shade sail</li> <li>(i) solar photovoltaic panels (roof mounted)</li> <li>(j) telecommunications facility</li> <li>(k) temporary public service depot</li> <li>(l) verandah</li> <li>(m) water tank.</li> </ul>		<ul style="list-style-type: none"> <li>1. Strategic Employment Zone DTS/DPF 4.1</li> <li>2. Strategic Employment Zone DTS/DPF 4.2.</li> </ul>
<p>3. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) consulting room</li> <li>(b) general industry</li> <li>(c) light industry</li> <li>(d) office</li> <li>(e) motor repair station</li> <li>(f) retail fuel outlet</li> <li>(g) store</li> <li>(h) warehouse.</li> </ul>		Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
<p>4. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) internal building works</li> <li>(b) land division</li> <li>(c) replacement building</li> <li>(d) temporary accommodation in an area affected by bushfire</li> <li>(e) tree damaging activity.</li> </ul>		None specified.
<p>5. Demolition.</p>		<p>Except any of the following:</p> <ul style="list-style-type: none"> <li>1. the demolition of a State or Local Heritage Place</li> <li>2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.</li> </ul>
<p>6. Shop.</p>		<p>Except:</p> <ul style="list-style-type: none"> <li>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</li> <li>2. shop that does not satisfy Strategic Employment Zone DTS/DPF 1.3.</li> </ul>
<p>7. Telecommunications facility.</p>		Except telecommunications facility that does not satisfy Strategic Employment Zone DTS/DPF 1.5.

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Policy24	P&D Code (in effect) Version 2023.2 02/02/2023
<b>Placement of Notices - Exemptions for Performance Assessed Development</b>	
None specified.	
<b>Placement of Notices - Exemptions for Restricted Development</b>	
None specified.	

## Part 3 - Overlays

### Regulated and Significant Tree Overlay

#### Assessment Provisions (AP)

Desired Outcome (DO)

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: <ul style="list-style-type: none"> <li>(a) make an important visual contribution to local character and amenity</li> <li>(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</li> <li>(c) provide an important habitat for native fauna.</li> </ul>	DTS/DPF 1.1 None are applicable.
PO 1.2 Significant trees are retained where they: <ul style="list-style-type: none"> <li>(a) make an important contribution to the character or amenity of the local area</li> <li>(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</li> </ul>	DTS/DPF 1.2 None are applicable.

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Policy24		P&D Code (in effect) Version 2023.2 02/02/2023	
<ul style="list-style-type: none"><li>(c) represent an important habitat for native fauna</li><li>(d) are part of a wildlife corridor of a remnant area of native vegetation</li><li>(e) are important to the maintenance of biodiversity in the local environment and / or</li><li>(f) form a notable visual element to the landscape of the local area.</li></ul>			
<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"><li>(a) tree damaging activity is only undertaken to:<ul style="list-style-type: none"><li>(i) remove a diseased tree where its life expectancy is short</li><li>(ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like</li><li>(iii) rectify or prevent extensive damage to a building of value as comprising any of the following:<ul style="list-style-type: none"><li>A. a Local Heritage Place</li><li>B. a State Heritage Place</li><li>C. a substantial building of value</li></ul></li></ul><p>and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity</p><li>(iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire</li><li>(v) treat disease or otherwise in the general interests of the health of the tree and / or</li><li>(vi) maintain the aesthetic appearance and structural integrity of the tree</li></li></ul> <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>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"><li>(a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible</li><li>(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.</li></ul>		<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,</p>		<p>DTS/DPF 2.1</p> <p>None are applicable.</p>	



Policy24		P&D Code (in effect) Version 2023.2 02/02/2023	
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.			
Land Division			
PO 3.1	DTS/DPF 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.	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







**INFORMATION  
ONLY  
ITEM**

8.2.1

**COUNCIL ASSESSMENT PANEL****DATE**

28 February 2023

**HEADING**

Assessment Manager Quarterly Report - October to December 2022

**AUTHOR**

Chris Zafiropoulos, Assessment Manager, City Development

**SUMMARY**

This report provides the Assessment Manager Quarterly Report for the period between October to December 2022.

**RECOMMENDATION**

1. That the information be received and noted.

**ATTACHMENTS**

There are no attachments to this report.

**1. BACKGROUND**

- 1.1 The general operating procedures require the Assessment Manager to prepare a quarterly report of:
  - the development applications with representations determined under delegated authority for the previous period.
  - any development application delegated by the Panel where a deemed consent notice has been received.
- 1.2 This report provides a quarterly report for the period October to December 2022.

**2. REPORT**

- 2.1 The Panel is assigned as a relevant authority in its own right under the *Planning, Development and Infrastructure Act 2016*. In the exercise of its duties, the Panel delegated to the Assessment Manager specific duties and powers on its behalf. Delegations enhance decision making processes and allow nominated matters to be resolved efficiently and effectively without the need for the Panel's consideration.
- 2.2 The delegations provide for:
  - Administrative matters to assist in the timely processing of applications such as verifying development applications, undertaking statutory referrals and public notification.
  - Determining prescribed development applications.



### Overview of planning application activity

2.3 The planning applications for the period are summarised in the table below.

	Number
Planning Applications Submitted	307
Planning Applications determined	342
Notified Applications	16
Determined planning consents by relevant authority (excluding private certification)	
➤ CAP	2
➤ Assessment Manager (AM)	330
➤ AM as delegate for Panel	10

2.4 The number of development applications that were notified during this period was sixteen (16). Ten (10) development applications were determined by the Assessment Manager under delegated authority and two (2) development applications were determined by the Panel.

2.5 The number of planning applications that were lodged under the previous *Development Act 1993* (prior to 19 March 2021) that are still active at the end of this quarter is forty-seven (33) down from eighty-five (47) from the previous quarter.

### Development Applications Assessed under Delegated Authority by the Assessment Manager

The development applications considered by the Assessment Manager under delegated authority are summarised below:

**Truck Parking (Parking of maximum 10 commercial vehicles for a temporary period of 18 months only) at 56-62 Kaurna Ave, Edinburgh**

Representations – none

Decision – Approve with conditions

**Change of Use to Automotive Collision Repair at 14-26 Nylex Ave, Salisbury South**

Representations – Three (oppose)

Decision – Approve with conditions

**Change of Use from Indoor Recreation Facility to Community Facility and Internal Alterations at 57 Stanbel Rd, Salisbury Plain**

Representations – one (support)

Decision – Approve with conditions



<b>Upgrade to Existing Telecommunications Facility at 87-93 Milne Road, Para Vista</b> Representations – one (support) Decision – Approve with conditions
<b>Two Storey Dwelling with associated Retaining Walls and Fencing with a combined height greater than 2.1 metres at 12 Oklahoma Ave, Para Vista</b> Representations – three (support) Decision – Approve with conditions
<b>Alterations and Additions to Thomas More College at 23-29 &amp; 42-44 Amsterdam Cr Salisbury Downs</b> Representations – none Decision – Approve with conditions
<b>Two Storey Dwelling with Associated Masonry Front Fencing &amp; Granny Flat at 12 Taylor St, Parafield Gardens</b> Representations – five (support) Decision – Approve with conditions
<b>Double storey dwelling with combined retaining wall and fence exceeding 2.1m high at 7 Wilmot St, Ingle Farm</b> Representations – two (support) Decision – Approve with conditions
<b>Attached Verandah at 31 Dignam Drive, Paralowie</b> Representations – one (support) Decision – Approve with conditions
<b>Detached Dwelling and combined Retaining and Fencing greater than 2.1m high at 6 Gully View Ct, Salisbury Heights</b> Representations – four one (three support / 1 support with concerns) Decision – Approve with conditions

### Deemed Consents

2.6 No deemed consent notices have been received for this period.

## 3. CONCLUSION / PROPOSAL

3.1 The Assessment Manager Quarterly Report for the period October to December 2022 be received and noted.







**INFORMATION  
ONLY  
ITEM**

8.2.2

**COUNCIL ASSESSMENT PANEL****DATE**

28 February 2023

**HEADING**

Status of Current Appeal Matters and Deferred Items

**AUTHOR**

Chris Zafiropoulos, Assessment Manager, City Development

**SUMMARY**

The report provides an update on current appeal matters and deferred items.

**RECOMMENDATION**That the Panel Council:

1. Receives the information.

**ATTACHMENTS**

There are no attachments to this report.

**1. REPORT**

*Applicant Appeal to Environment, Resources and Development Court, Tony Maiello (N27 Pty Ltd) v City of Salisbury (ERD-22-000014) - Development Application 361/1618/2020/2A*

The Applicant appealed against the decision of the Panel to refuse the development application. The applicant presented two alternative proposals in response to the decision of the Panel but the amendments have not addressed the concerns of the Panel. Kelledy Jones Lawyers have been engaged to act on behalf of the Panel before the ERD Court. The matter has been adjournment at the request of the appellant and is currently relisted before the Court for 22 May 2023.

The applicant has requested adjournment of the current proceedings in order to lodge a new application and for a decision to be made on this application. The new application has been made under the Planning and Design Code and is proposing two dwellings. This application has been refused planning consent by the Assessment Manager and an appeal has been lodged against this decision. This appeal has also been adjournment at the request of the appellant and is currently relisted before the Court for 22 May 2023.







<b>ITEM</b>	8.2.3
	<b>COUNCIL ASSESSMENT PANEL</b>
<b>DATE</b>	28 February 2023
<b>HEADING</b>	Review of Assessment Manager Decision - DA22031953, Unit 1-2, 30 Shepherdson Road, Parafield Gardens
<b>AUTHOR</b>	Chris Carrey, Team Leader Planning, City Development
<b>SUMMARY</b>	The report seeks the Panel's Review of the Assessment Manager's Decision to Refuse Planning Consent to development application 22031953.

**RECOMMENDATION**

1. The Panel determines to either affirm, vary or set aside the Assessment Manager's decision and substitute with its own decision to development application no. 22031953, for '*Construction of Two (2) Single Storey Group Dwellings In Association With Four (4) Existing Single Storey Group Dwellings, Shared Driveway, Visitor Car Parking And Landscaping*' at Unit 1-2, 30 Shepherdson Road, Parafield Gardens, SA 5107.

**ATTACHMENTS**

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

1. Application to Assessment Panel for Review and Supporting Submission (Botten Levinson Lawyers)
2. Proposal Plans and Supporting Documentation – DA 22031953
3. Assessment Manager – Planning Assessment Report and Site Inspection Photos
4. Decision Notification Form
5. Code Rules – Assessment Start – Group Dwelling – dated 6 October 2022

**1. BACKGROUND**

- 1.1. On 29 December 2022 the Council Assessment Manager Refused Planning Consent to development application no. 22031953, for '*Construction of Two (2) Single Storey Group Dwellings In Association With Four (4) Existing Single Storey Group Dwellings, Shared Driveway, Visitor Car Parking And Landscaping*' at Unit 1-2, 30 Shepherdson Road, Parafield Gardens, SA 5107.
- 1.2. On 27 January 2023 the Applicant made an application to the Assessment Panel to review the Assessment Manager decision under Section 202(1)(b)(i)(A) of the *Planning, Development and Infrastructure Act, 2016*. On 10 February 2023 the Applicant provided a detailed submission in support of the review (refer Attachment 1).



## 2. REPORT

- 2.1. Pursuant to section 202(1)(b)(i)(A) of the *Planning, Development and Infrastructure Act 2016*, applicants have the right to apply to a Council Assessment Panel for a review of an Assessment Manager's decision relating to a Prescribed Matter.
- 2.2. The Panel has adopted a policy to guide consideration of such reviews. The Panel's policy provides that:
- 2.2.1. The Panel will consider the Prescribed Matter afresh;
  - 2.2.2. Information, materials and submissions which were not before the Assessment Manager at the time of the decision will not be considered by the Panel;
  - 2.2.3. Except for the supporting submission provided in Attachment 1, the Panel will not receive submissions or addresses from any party;
  - 2.2.4. The Presiding Member may permit Panel members to ask questions or seek clarification from the Applicant and/or Assessment Manager, in his discretion;
  - 2.2.5. Pursuant to Regulation 13(2)(b) of the *Planning, Development and Infrastructure (General) Regulations, 2017*, the Panel will exclude the public and staff involved in the prescribed matter from attendance during deliberation.
- 2.3. Upon review of the matter, the Panel may:
- 2.3.1. Resolve to defer its decision if it considers it requires additional time or information to make its decision; or
  - 2.3.2. Affirm the Assessment Manager's decision; or
  - 2.3.3. Vary the Assessment Manager's decision; or
  - 2.3.4. Set aside the Assessment Manager's decision and substitute with its own decision.
- 2.4. Provided in the attachments are details of the prescribed matter for review by the applicant (Attachment 1), details of the development application (Attachment 2), reasons for the Assessment Manager's decision in the assessment report (Attachment 3).
- 2.5. A copy of the decision notice is provided in Attachment 4 and the relevant Planning and Design Code extract is provided in Attachment 5.
- 2.6. The following draft resolutions are provided for the Panel's consideration.

### Affirm the decision of the Assessment Manager

The Council Assessment Panel resolves to affirm the decision of the Assessment Manager to refuse planning consent to development application no. 22031953, for '*Construction of Two (2) Single Storey Group Dwellings In Association With Four (4) Existing Single Storey Group Dwellings, Shared Driveway, Visitor Car Parking And Landscaping*' at Unit 1-2, 30 Shepherdson Road, Parafield Gardens, SA 5107.



A. The proposed development is contrary to the following provisions of the Planning and Design Code:

a) General Neighbourhood Zone PO 2.1

*Reason: The proposed sites are not of a suitable size and dimension to remain compatible with the pattern of development in the low-rise and predominantly low-density neighbourhood.*

b) General Neighbourhood Zone DTS/DPF 2.1

*Reason: The proposed site areas will not achieve a minimum site area of 300m<sup>2</sup>.*

c) General Neighbourhood Zone PO 3.1

*Reason: Insufficient space has been provided around the buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.*

d) General Neighbourhood Zone DTS/DPF 3.1

*Reason: The development exceeds a maximum site coverage of 60%.*

e) General Neighbourhood Zone DTS/DPF 9.1

*Reason: The dwelling walls are not setback from the rear boundary at least 3 metres.*

f) General Development Policies – Design in Urban Areas DO 1

*Reason: The development does not positively contribute to the character of the immediate area.*

g) General Development Policies – Design in Urban Areas PO 17.1

*Reason: The development does not incorporate a window of the specified size in the front elevation to encourage passive surveillance.*

h) General Development Policies – Design in Urban Areas PO 18.2

*Reason: The bedrooms located at the front of the dwelling are minimally setback from the common driveway such that they are not adequately shielded from noise and artificial light intrusion.*

i) General Development Policies – Design in Urban Areas PO 20.1

*Reason: The carport will detract from the appearance of the dwelling as the opening width exceeds 50% of the site frontage visible to the common driveway.*

j) General Development Policies – Design in Urban Areas PO 20.2

*Reason: The dwelling elevation facing the common driveway does not make a positive contribution to the appearance of the common driveway as the carport opening width exceeds 50% of the site frontage visible to the common driveway and will be the dominant feature of the elevation.*



k) General Development Policies – Design in Urban Areas PO 20.3

*Reason: The visual mass of the two dwellings will be visible to the neighbouring dwellings to the rear of the subject land. They will have a negative impact when viewed from adjoining allotments as there is little to no articulation and the dwellings are proposed to be setback a minimal 0.9 metres from the rear boundary.*

l) General Development Policies – Design in Urban Areas PO 31.2

*Reason: The orientation and siting of the proposed dwellings will impact upon the amenity and outlook of occupants and neighbours. The development results in a minimal setback of 0.9 metres to both the front and rear boundaries. This will change the aspect of the existing residents on the subject land and to the adjacent rear properties by the construction of dwellings rather than the existing outbuilding.*

m) General Development Policies – Design in Urban Areas PO 33.4

*Reason: The vehicles parking in the carports in the proposed dwellings are required to reverse into a reversing bay in front of Units 3 and 4. While possible as demonstrated on the plans and supported by the traffic engineer engaged to review the proposal, this is not practical and an inconvenient manoeuvre for the residents of the proposed dwellings when exiting the subject land taking into consideration the number of movements which will occur on a daily basis. It will also impact upon the existing residents.*

n) General Development Policies – Design in Urban Areas PO 33.5

*Reason: The entry doors of the proposed dwellings are setback further than 1.5 metres from the common driveway, this setback is the northern end of the porch. The design of the dwellings there is minimal area for residents and visitors to access the dwellings in a safe manner.*

These departures signify an overdevelopment of the site, resulting in site areas which are significantly smaller than envisaged in the General Neighbourhood Zone; insufficient setbacks which will have a negative impact on the amenity of existing and future residents while also creating inconvenient traffic movements within the common driveway; and proximity to the existing group dwellings will further impact on the amenity of existing and future residents as well as those existing residents on neighbouring properties.



Vary the decision of the Assessment Manager

- 2.7. The Council Assessment Panel resolves to vary the decision of the Assessment Manager to refuse planning consent to development application no. 22031953, for ‘*Construction of Two (2) Single Storey Group Dwellings In Association With Four (4) Existing Single Storey Group Dwellings, Shared Driveway, Visitor Car Parking And Landscaping*’ at Unit 1-2, 30 Shepherdson Road, Parafield Gardens, SA 5107.

- A. That the application is at variance with the Planning and Design Code and does not warrant planning consent for the following reasons:

*[Reasons to be added by CAP]*

Set aside the decision of the Assessment Manager

- 2.8. The Council Assessment Panel resolves to set aside the decision of the Assessment Manager to refuse planning consent to development application no. application number 22031953, for ‘*Construction of Two (2) Single Storey Group Dwellings In Association With Four (4) Existing Single Storey Group Dwellings, Shared Driveway, Visitor Car Parking And Landscaping*’ at Unit 1-2, 30 Shepherdson Road, Parafield Gardens, SA 5107 and substitute the following decision.

- A. The proposed development is not considered to be seriously at variance with the Planning and Design Code.
- B. That Planning Consent is GRANTED in accordance with the plans and details submitted with the application and subject to the following Conditions:

*[conditions to be added by CAP]*







## **Appendix 1**

### *Application to Assessment Panel for Review and Supporting Submission (Botten Levinson Lawyers)*



## APPLICATION TO ASSESSMENT PANEL<sup>1</sup>

### Decision Review Request

Prescribed form pursuant to section 203(1) for review of a decision of an Assessment Manager under section 202(1)(b)(i)(A) of the *Planning, Development and Infrastructure Act 2016* (Act)

<b>Applicant details:</b>	Name: N43 Pty Ltd Phone: 08 8212 9777 Email: <a href="mailto:thg@bllawyers.com.au">thg@bllawyers.com.au</a> Postal address: C/- Botten Levinson Lawyers, Level 1, 28 Franklin Street, Adelaide SA 5000
<b>Development Application Number:</b>	22031953
<b>Subject Land:</b>	Unit 1-2, 30 Shepherdson Road, Parafield Gardens SA 5107 Allotment 54, Deposited Plan 6238, Certificate of Title Volume 5527 Folio 540
<b>Date of decision of the Assessment Manager:</b>	29 December 2022
<b>Decision (prescribed matter<sup>2</sup>) for review by Assessment Panel:</b>	Refusal of planning consent for Development Application No. 22031953
<b>Reason for review:</b>	In all the circumstances and having regard to the relevant provisions of the Planning and Design Code the proposed development warrants consent. Detailed submissions will be provided in support of the review shortly.
<b>Do you wish to be heard by the Assessment Panel?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Date:</b>	27.1.23
<b>Signature:</b>	<input checked="" type="checkbox"/> <i>If being lodged electronically please tick to indicate agreement to this declaration.</i>

<sup>1</sup> This application must be made through the relevant facility on the SA planning portal. To the extent that the SA planning portal does not have the necessary facilities to lodge this form, the application may be lodged—

- (i) by email, using the main email address of the relevant assessment panel; or
- (ii) by delivering the application to the principal office or address of the relevant assessment panel.

<sup>2</sup> **Prescribed matter**, in relation to an application for a development authorisation, means—

- (a) any assessment, request, decision, direction or act of the Assessment Manager under the Act that is relevant to any aspect of the determination of the application; or
- (b) a decision to refuse to grant the authorisation; or
- (c) the imposition of conditions in relation to the authorisation; or
- (d) subject to any exclusion prescribed by the regulations, any other assessment, request, decision, direction or act of the assessment manager under the Act in relation to the authorisation.

This form constitutes the form of an application to an assessment panel under section 202(1)(b)(i)(A) of the *Planning, Development and Infrastructure Act 2016*, determined by the Minister for Planning and Local Government, pursuant to regulation 116 of the Planning, Development and Infrastructure (General) Regulations 2017. Last amended: 31 July 2020

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**Government of South Australia**  
Attorney-General's Department





Our ref: THG/223013

10 February 2023

Mr Terry Mosel  
Presiding Member  
City of Salisbury Assessment Panel  
34 Church Street  
SALISBURY SA 5108

By email: [city@salisbury.sa.gov.au](mailto:city@salisbury.sa.gov.au)

Dear Presiding Member,

**Review of Assessment Manager decision – DA 22031953 – Unit 1-2, 30 & 32  
Shepherdson Road, Parafield Gardens**

This firm acts for N43 Pty Ltd, the applicant for DA 22031953 which seeks planning consent for the:

*construction of two (2) single storey group dwellings in association with  
four (4) existing single storey group dwellings, shared driveway, visitor car  
parking and landscaping (proposed development)*

at Unit 1-2, 30 and 32 Shepherdson Road, Parafield Gardens (**land**).

On 29 December 2022 the Council's Assessment Manager assessed the proposed development and determined to refuse planning consent (**the decision**).

Our client now applies to the Assessment Panel for review of the decision pursuant to section 202(1)(b)(i)(A) of the *Planning, Development and Infrastructure Act 2016*.

We urge the Panel to overturn the refusal and facilitate the provision of affordable housing in a high convenience, strategic location with no adverse amenity, streetscape or traffic impacts.

**Background**

The land comprises two regular shaped allotments with a total area of 1591.43m<sup>2</sup> in the General Neighbourhood Zone (**Zone**) of the Planning and Design Code (**Code**). These allotments form a single site with a primary frontage to Shepherdson Road. Four single storey group dwellings are currently located on the land, together with a common driveway and shared landscaping.

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28 Franklin Street, Adelaide  
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BL Lawyers Pty Ltd trading as Botten Levinson Lawyers ABN 36 611 397 285 ACN 611 397 285  
BL/223013-0001.docx



The proposed development seeks planning consent to demolish a freestanding garage located at the rear of the site in order to construct an additional two, single storey group dwellings, with associated upgrades to the common areas. There is no proposal to divide the land.

The proposed development is categorised as Performance Assessed Development and is to be assessed against the applicable policies identified in Table 3 of the Zone.

#### Grounds of Review

The reasons for refusal in themselves reveal that the assessment process has miscarried, and that the proposed development warrants consideration afresh by the Panel.

The Assessment Manager has relied on a number of Designated Performance Features (DPFs) as reasons for refusal, together with a Desired Outcome (DO). With respect, the Assessment Manager has erred in his interpretation and application of the Code.

The Rules of Interpretation in Part 1 of the Code provide:

*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 [emphasis added]*

In circumstances where the proposed development satisfies a DPF, it is unnecessary and inappropriate for the relevant authority to undertake a further assessment against the PO, let alone determine that it is not satisfied.

However, if the DPF is **not** satisfied, this does not mean that the PO cannot be met in some other way. That much was recognised by the ERD Court in the recent decision of *Parkins v Adelaide Hills Council Assessment Manager*<sup>1</sup> where the Court remarked that:

*A DPF... is advisory, it is but one way the PO is satisfied. If a DPF was the only way a PO was to be satisfied, the PO has no work to do.*<sup>2</sup>

Further, a relevant authority should not rely on a DO as a reason for refusal. Part 1 provides:

*Desired outcome are policies designed to **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** ...[emphasis added]*

<sup>1</sup> [2022] SAERDC 12.

<sup>2</sup> At [74].



The role of DOs is to aid and assist the relevant authority in the interpretation and application of the relevant POs. They are not planning policies to be assessed against in their own right, and as such cannot be relied upon as a reason for refusal.

In light of the above, our client seeks a review of the decision and responds to the individual reasons for refusal as follows:

Dwelling density - reasons (a) and (b)

*Calculation of site area*

1. DPF 2.1 in the Zone prescribes a minimum site area of "300m<sup>2</sup> (average, including common areas)" for a group dwelling.
2. The Code defines "site" as:  
  
*... the area of land (whether or not comprising a separate or entire allotment) on which a building is built, or proposed to be built, including the curtilage of the building, ....*<sup>3</sup>
3. What falls in the curtilage of a building is a question of fact and degree, however in *Polites v City of Holdfast Bay & Anor (No 2)*<sup>4</sup> the Court found that a driveway which provided the only means of vehicle access to a pair of attached dwellings formed part of the curtilage of each of the dwellings because it was provided for and contributed to their use and enjoyment.
4. The circumstances of that case are similar to the present in that the common driveway provides the only means of access from Shepherdson Road, and clearly contributes to the use and enjoyment of each of the dwellings (existing and proposed). This extends to the common landscaped areas.
5. In the case of group dwellings, the courts have long determined the site area of a dwelling by dividing the area of the relevant allotment by the number of dwellings.<sup>5</sup> In some circumstances, it will be appropriate to exclude certain common areas from this calculation, however the approach is the same as that taken when determining the curtilage of a building.<sup>6</sup>
6. In line with the above approach, the average site area of the six group dwellings is 265.24m<sup>2</sup>, representing a minor departure of 34.76m<sup>2</sup> or 11.6% from DPF 2.1.
7. As outlined above, this does not mean the proposed development must be refused. Instead, the relevant authority must carefully weigh up and consider whether the proposed development warrants planning consent having regard to the terms of the corresponding PO 2.1.

*Higher density housing appropriate*

<sup>3</sup> Part 8 (Administrative Terms and Definitions) – Planning and Design Code.

<sup>4</sup> (1998) 72 SASR 475 at [22]. See also *Gregory & Noor v City Of Charles Sturt & George Majda & Associates* [2018] SAERDC 37

<sup>5</sup> *Forest v City of Holdfast Bay* [1999] SAERDC 96.

<sup>6</sup> *City of Mitcham v Terra Equities Pty Ltd* [2007] SASC 244 at [25].



8. PO 2.1 in the Zone provides:

*Allotments/sites created for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, **with higher densities closer to public open space, public transport stations and activity centres** [emphasis added]*

9. In essence, the policy permits higher densities in locations which are more convenient to live in having regard to their proximity to services and amenities. This is consistent with the DO 1 for the Zone which seeks “**low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities**” [emphasis added].
10. What is meant by “low density” in the context of PO 2.1 can be inferred by reference to the minimum site area prescribed by DPF 2.1,<sup>7</sup> however the departure of 34.76m<sup>2</sup> from that minimum is still be within the range of “low and medium-density housing” sought.
11. Of course, density is a relative concept. In *Karidis Corporation Limited v City of Marion*<sup>8</sup>, Commissioner Hamnett emphasised the importance of locality in determining density:

*Factors such as the site coverage, the allotment size, the number of bedrooms per dwelling, the number of persons per dwelling and the areas of private and common open space available may all provide useful indicators of density, **but density is a relative concept that will often need to be considered in the context of a particular locality.** .... While some quantitative indicators of density may be available, such as the minimum site areas per dwelling required in this case, **these will not always be decisive in a planning assessment.** ...In some circumstances, proximity to public or common open spaces may substitute to an extent for reduced amounts of private open space on an allotment, while the quality of private open space may be more important than the quantity. In short, there will usually be important qualitative questions to ask about the consequences of introducing a higher density form of development into an existing residential area. [emphasis added]*

12. There are a range of factors which support a higher density at this location, including:

12.1 Proximity of the land to the Parafield Gardens Children’s Centre, Parafield Gardens Primary School, and the Parafield Gardens High School. These facilities are all located within the same educational complex directly across Shepherdson Road, meaning children can attend the same site throughout their schooling. All of the facilities are within easy walking distance of the land. This is particularly convenient for low income families, avoiding the need for reliance on public or private transport.

12.2 Both schools feature large ovals which would generally be open to the public outside school hours, however there are a range of

<sup>7</sup> *Pilkington v Tea Tree Gully CC* [2021] SAERDC 13 at [46]-[51].

<sup>8</sup> [2013] SAERDC 34 at [95].



public reserves in the locality, including the Heyford Reserve (which includes well maintained open space, playground equipment and sports courts) which is approximately 500m from the land.

- 12.3 Proximity of the land to various retail services. A Local Activity Centre is located 230m south of the land, with a Suburban Activity Centre 410m to the southeast; this latter centre includes the Parafield Plaza Supermarket, TerryWhite Chemmart, and Australia Post.
  - 12.4 The land is also conveniently serviced by public transport, including Bus Stop 37 320m to the east on Salisbury Highway, and Bus Stop 36C 500m to the west on Oleander Drive. These services provide easy access to a range of facilities in the broader locality.
13. This approach is consistent with that taken by the ERD Court in *Palumbo Building Pty Ltd v City of Salisbury*<sup>9</sup>, where the Court considered a proposal to construct three, two-storey dwellings on one allotment in the Residential Zone of the City of Salisbury Development Plan. The zone did not prescribe minimum site areas, however Principle of Development Control 3(c) provided for:
- (c) *concentrations of medium-density residential development in suitable location, in particular:*
    - (i) *within 200 metres or easy walking distance of a district centre or neighbourhood centre;*
    - (ii) *close to public transport or major employment nodes; and*
    - (iii) *Adjacent to public open space*

The Court remarked at [89] that:

*Suitable locations for such nodes or concentrations [of medium density development] are most likely to occur close to district or neighbourhood centres, public transport, major employment opportunities and adjacent to public open space, in accordance with Zone Principle 3(c). However, I do not find ... that medium-density development needs to be limited to locations which meet the criteria set out in Principle 3(c).*

(our emphasis)

14. Perception is also relevant because “when one comes down to the level of the local street, the observer “sees” density in terms of how closely spaced the built-form is”.<sup>10</sup> The reality is that there will be little perceived increase in density from the

<sup>9</sup> [2013] SAERDC 33.

<sup>10</sup> *Murray and Murray and Cassidy and Cassidy and Corporation of the Town of St Peters* (PAT No. 69 of 1992)



street because the proposed dwellings will be sited almost entirely *behind* the existing dwellings.

15. The proposed dwellings are two bedroom units likely to be occupied by small, low-income single parent households, whose children will attend the schools across the road. They represent an affordable housing option in a well serviced and convenient place to live, which is entirely consistent with the intent of PO 2.1.

Site coverage – reasons (c) and (d)

16. DPF 3.1 in the Zone prescribes a maximum site coverage of 60%.
17. Site coverage is calculated by reference to the total roof area of all roofed buildings/structures on a "site".<sup>11</sup> As set out above, the average site area of each proposed dwelling is 265.24m<sup>2</sup>.
18. The total roofed area of all roofed buildings/structures on the site is 594.24m<sup>2</sup>. As such, the site coverage which will result from the proposed development is 37.34%.
19. This is significantly less than the maximum prescribed by DPF 3.1, therefore the corresponding PO 3.1 is satisfied and the proposed development cannot be refused on this ground.

Rear boundary setback – reason (e)

20. Non-compliance with a designated performance feature cannot be given as a reason for refusal. The relevant authority must assess the proposed development against the corresponding performance outcome.
21. PO 9.1 of the Zone provides:

*Dwelling walls are set back from rear boundaries to provide:*

1. *separation between dwellings in a way that contributes to a suburban character*
  2. *access to natural light and ventilation for neighbours*
  3. *private open space*
  4. *space for landscaping and vegetation.*
22. Due to the orientation of the dwellings it is inappropriate to assess rear-boundary setbacks by reference to the setback to the western boundary when the group dwellings are orientated north-south.
  23. The set-back to the "rear" boundaries associated with the dwellings should be calculated at 3 metres. That setback is considerable and provides sufficient opportunity for landscaping and areas of private open space.
  24. In any event, the 900mm setback to the western boundary provides access to natural light and ventilation for neighbours, noting that it is a common feature of the local suburban character for large outbuildings to be constructed close to the rear boundary.

<sup>11</sup> Part 8 (Administrative Terms and Definitions) – Planning and Design Code.



25. The proposed development is in sufficient accordance with PO 9.1 so as to warrant consent.

Character of locality – reason (f)

26. A desired outcome cannot be given as a reason for refusal. The role of desired outcomes is to guide the interpretation of performance outcomes.
27. In any case, the proposed development will have no impact on the character of the locality. The proposed dwellings will be located behind the existing dwellings on the land and will not be readily visible from the streetscape. Further, the proposed landscaping along the primary frontage and common areas will significantly improve the amenity of the streetscape from what presently exists.

Passive surveillance – reason (g)

28. The configuration of the existing group dwellings, and the significant setback of the proposed dwellings from Shepherdson Road, means there are limited opportunities to provide passive surveillance of the street.
29. This is no different to units 3 and 4, which necessarily do not incorporate windows facing the primary street. Units 1 and 2 however, do have windows facing Shepherdson Road, satisfying the intended purpose of PO 17.1 in the Design in Urban Areas policy for the benefit of the entire site.

Siting of bedrooms – reason (h)

30. PO 18.2 in the Design in Urban Areas policy provides:

*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 [emphasis added].*

31. Bedroom 2 in each dwelling will be setback some 5m from the common driveway and as such will not be impacted by noise or artificial light intrusion from the common driveway.
32. Bedroom 1 in each dwelling will be setback 2m from the common driveway and will be shielded from noise and artificial light intrusion by:
- 32.1 The proposed 1.8m high colorbond fence and gate;
- 32.2 A pillar adjacent the porch area; and
- 32.3 The incorporation of a small corner window which is of a height and size so as to minimise any adverse impacts whilst allowing access to natural light.
33. The proposed dwellings will also be located at the end of the common driveway, meaning this area will not be accessed frequently.
34. Plainly, the proposed development satisfies PO 18.2.

Visibility of garage – reason (i)

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35. The proposed carports will not detract from the streetscape or the appearance of a dwelling in accordance with PO 20.1 of the Design in Urban Areas policy.
36. The proposed carports will be setback approximately 35m from Shepherdson Road and will not be a prominent feature of the streetscape. They will also be screened by new plantings in the common areas which will provide visual interest and relief.
37. In any case, a large enclosed garage already exists on the land in the same location. The proposed development simply seeks to replace this structure with a less prominent and better quality design.

External appearance – reason (j)

38. When assessing a proposed development the relevant authority must have regard to the on-ground reality. The reality of this development is that the proposed dwellings will be located almost entirely behind existing buildings. As such, they have no true street facing elevation and will have minimal impact on the streetscape.
39. In any case, the north eastern elevation of each dwelling satisfies DPF 20.2 in the Design in Urban Areas policy as it incorporates:
  - 39.1 Four different materials or finishes, namely:
    - 39.1.1 Smooth textured external render coating;
    - 39.1.2 PGH Adelaide red face brickwork with Brighton Lite mortar;
    - 39.1.3 Timber panelled entrance door; and
    - 39.1.4 Powder coated window and door frames with black finish
  - 39.2 A porch which projects 1.5m from the building wall; and
  - 39.3 450mm wide eaves which extend across the length of the north eastern elevation.
40. Accordingly, the proposed development satisfies the corresponding PO 20.2.

Visual mass – reason (k)

41. PO 20.3 in the Design in Urban Areas policy states that “*the visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets*” [emphasis added].
42. In no sense can the proposed dwellings be said to be “larger buildings” to which this policy is directed. They are modest single-storey buildings with low pitched roofs set-back from all site boundaries.

Building orientation – reason (l)

43. The site and orientation of the proposed dwellings minimises impacts on the amenity, outlook and privacy of occupants and neighbours in accordance with PO 31.2 in the Design in Urban Areas policy.

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44. The shared living areas of each dwelling will feature large glass sliding doors which will open onto a landscaped garden area, providing a pleasant outlook for occupants. These living areas will also be setback some 3m from the side boundary, minimising impacts on privacy which will otherwise be addressed by the 1.8m high boundary fence enclosing each dwelling.
45. Although the “front boundaries” of the proposed dwellings will have a setback of 900mm, this is consistent with the minimum side boundary setback prescribed by DPF 8.1 in the Zone – noting that the orientation of units 3 and 4 is such that a 900mm setback is all that those units require.

Driveway access – reason (m)

46. DPF 33.4 in the Design in Urban Areas policy provides:

***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*** [emphasis added].

47. The Traffic Report prepared by Phil Weaver & Associates demonstrates that B85 vehicles parked in the proposed carports will be able to exit the parking space in a two-point turn manoeuvre. Entry to these parking spaces will be even simpler, requiring no manoeuvring at all.
48. On this basis, the corresponding PO 33.4 is satisfied and the proposed development cannot be refused on this ground.

Separation from common driveways and manoeuvring areas – reason (n)

49. DPF 33.5 in the Design in Urban Areas policy provides:

***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*** [emphasis added].

50. The entry door and Bedroom 1 corner window of each proposed dwelling will be set back approximately 2m from the common driveway.
51. Plainly, the Assessment Manager has misinterpreted DPF 33.5 when assessing the proposed development against the corresponding PO 33.5.

**Summary**

This application comprises a carefully considered proposal that seeks to activate underutilised land at the rear of four existing group dwellings to provide quality, affordable housing in a strategic location.

Having regard to the proximity of the site to a full range of child care and education facilities, as well as public transport options, the dwellings will be well suited to low-income single parents. It is important that the planning system provides that range of housing options, particularly in locations such as this.

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- 10 -

The dwellings will afford adequate amenity to occupants without impacting on the amenity of the existing dwellings on the site or on adjacent allotments.

In all of the circumstances, the proposed development warrants consent.

#### **Nature of review**

Pursuant to the Assessment Panel's Policy for review of Assessment Manager decisions, the Assessment Panel will consider the matter afresh.

The Assessment Panel may confirm the refusal or alternatively set aside the refusal and grant planning consent to the proposed development.

The nature of a review is that it is conducted by an independent decision maker in accordance with the principles of procedural fairness and natural justice

#### **Request to be heard**

As the purpose of the review is to have the Assessment Panel undertake an independent review of the proposal it is important that the applicant is afforded procedural fairness in the process. That includes a right to a fair hearing and a right to be heard.

We formally request the opportunity to be heard at Assessment Panel meeting.

We look forward to your response on the question of whether the applicant will be given an opportunity to appear before the Assessment Panel when the review is considered.

Yours faithfully



**Tom Game**  
**BOTTEN LEVINSON**

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Email: thg@bllawyers.com.au

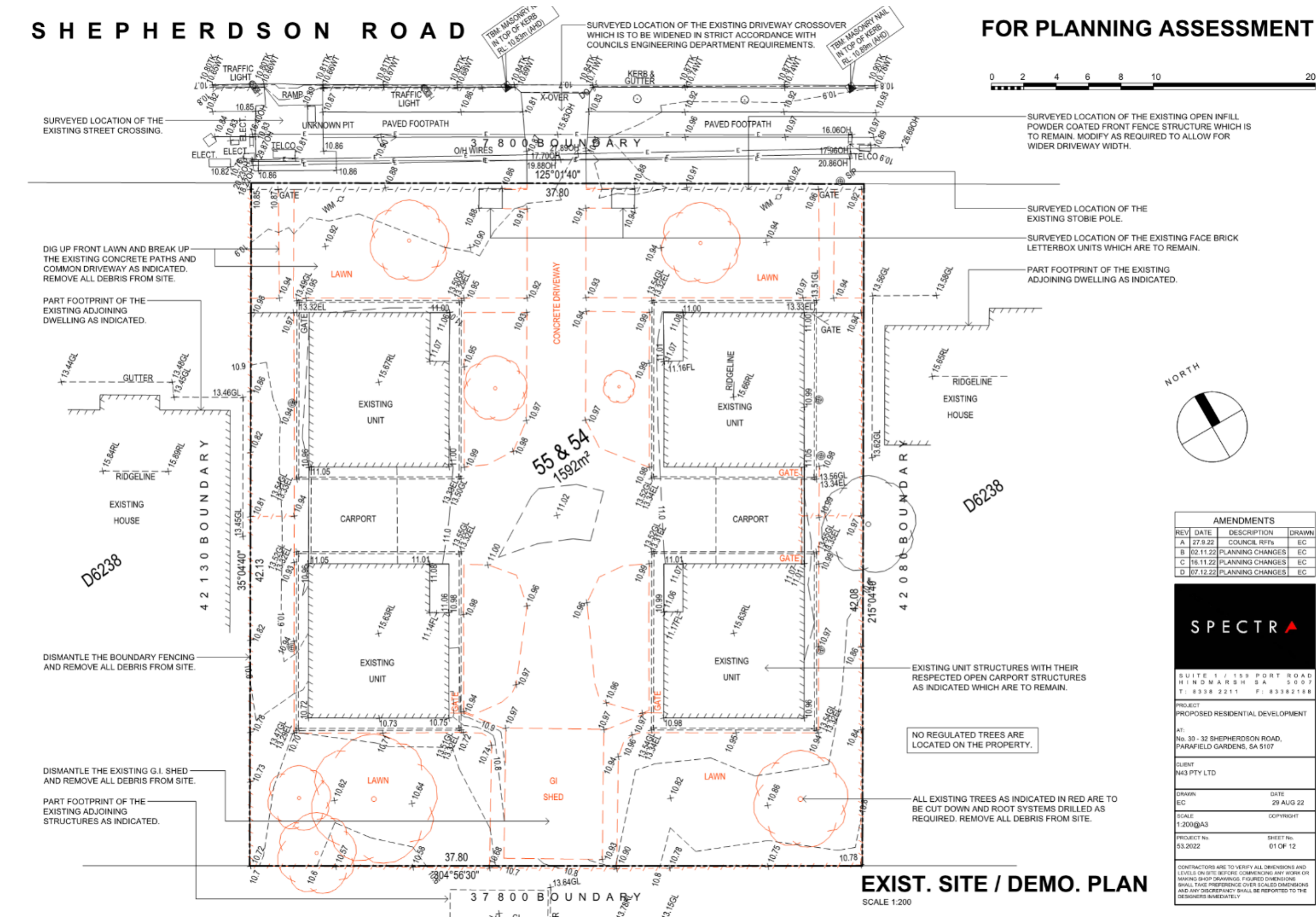
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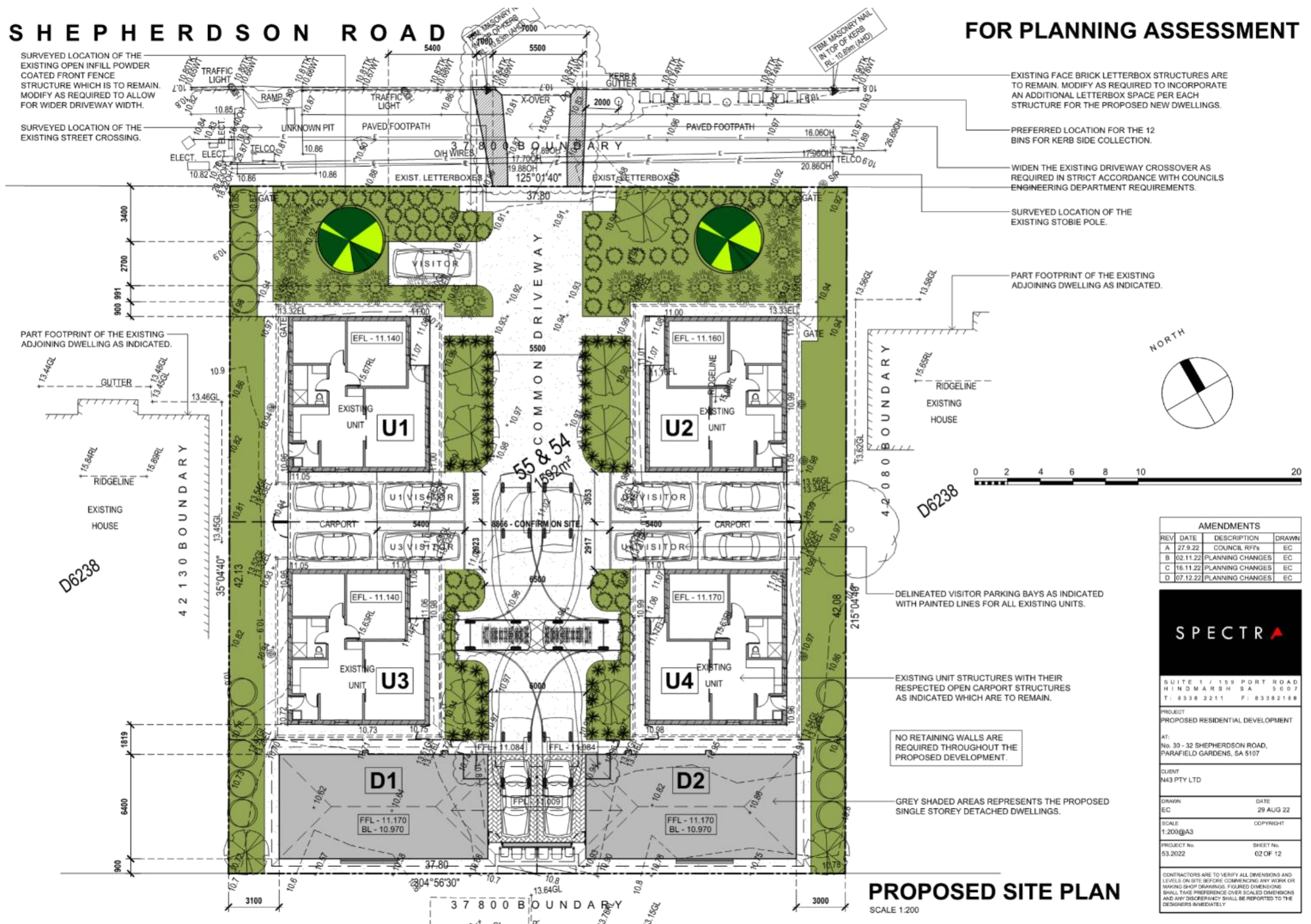
## **Appendix 2**

### *Proposal Plans and Supporting Documentation*

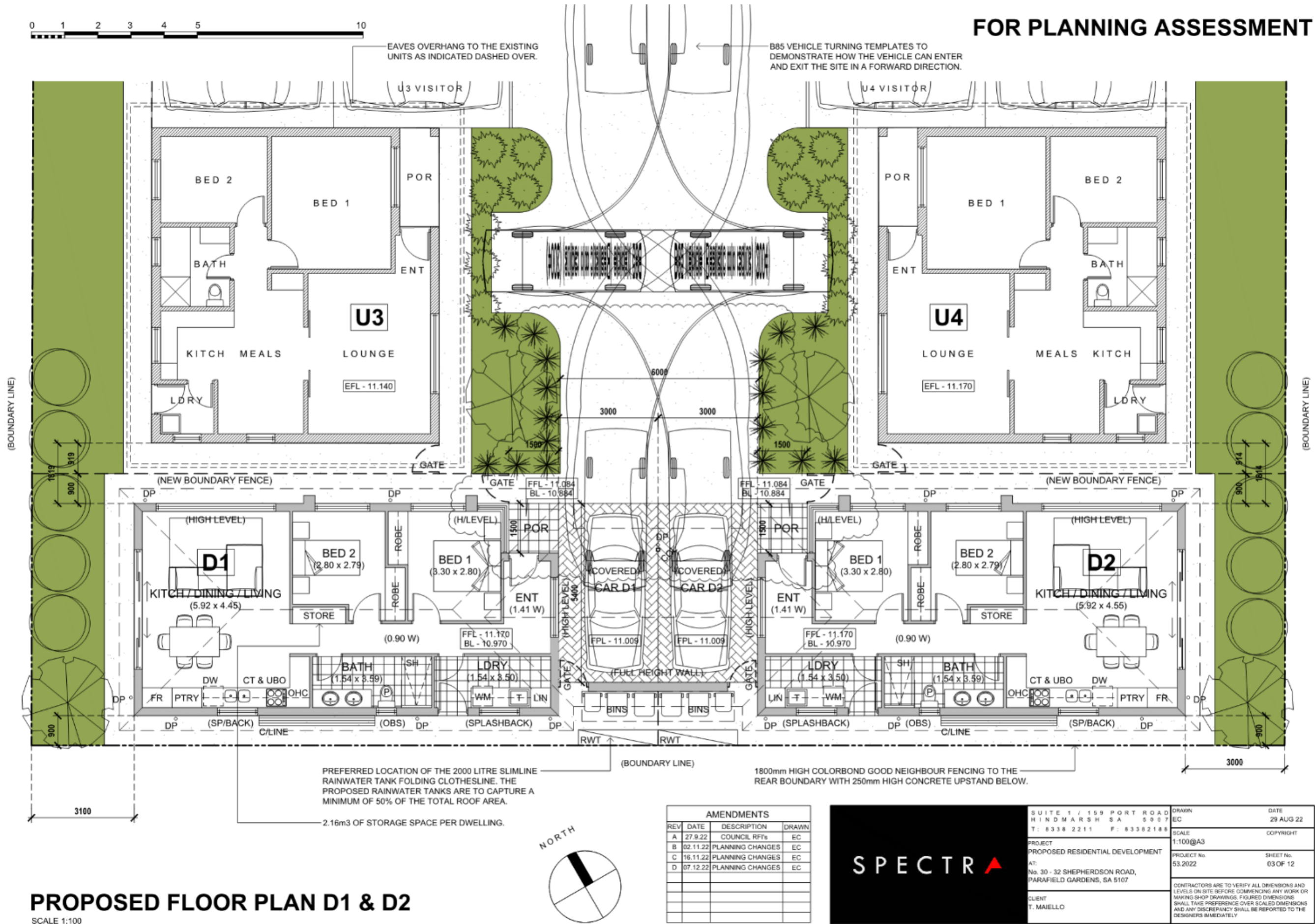














AREA ANALYSIS	
EXISTING UNIT 1	
LIVING	78.75 m2
PORCH	3.58 m2
CARPORT	16.60 m2
TOTAL	98.93 m2
PRIVATE OPEN SPACE	45.29 m2
EXISTING UNIT 2	
LIVING	78.93 m2
PORCH	3.57 m2
CARPORT	16.60 m2
TOTAL	99.10 m2
PRIVATE OPEN SPACE	45.96 m2
EXISTING UNIT 3	
LIVING	78.99 m2
PORCH	3.54 m2
CARPORT	15.96 m2
TOTAL	98.49 m2
PRIVATE OPEN SPACE	47.88 m2
EXISTING UNIT 4	
LIVING	78.96 m2
PORCH	3.47 m2
CARPORT	15.87 m2
TOTAL	98.30 m2
PRIVATE OPEN SPACE	48.21 m2
PROPOSED DWELLING 1	
LIVING	79.83 m2
PORCH	2.25 m2
TOTAL	82.08 m2
PRIVATE OPEN SPACE	25.34 m2
PROPOSED DWELLING 2	
LIVING	80.47 m2
PORCH	2.25 m2
TOTAL	82.72 m2
PRIVATE OPEN SPACE	24.67 m2
TOTAL BUILDING	559.62 m2
SITE	1591.43 m2
SITE COVERAGE	35.15%
SOFT LANDSCAPING	473.31 m2 (29.74%)

FOR PLANNING ASSESSMENT

AMENDMENTS			
REV	DATE	DESCRIPTION	DRAWN
A	27.9.22	COUNCIL RFP	EC
B	02.11.22	PLANNING CHANGES	EC
C	16.11.22	PLANNING CHANGES	EC
D	07.12.22	PLANNING CHANGES	EC

SPECTR

SUITE 1 / 159 PORT ROAD  
HINDMARSH SA 5007  
T: 8338 2211 F: 8338 2188

PROJECT  
PROPOSED RESIDENTIAL DEVELOPMENT

AT:  
No. 30 - 32 SHEPHERDSON ROAD,  
PARAFIELD GARDENS, SA 5107

CLIENT  
N43 PTY LTD

DRAWN  
EC

DATE  
29 AUG 22

SCALE  
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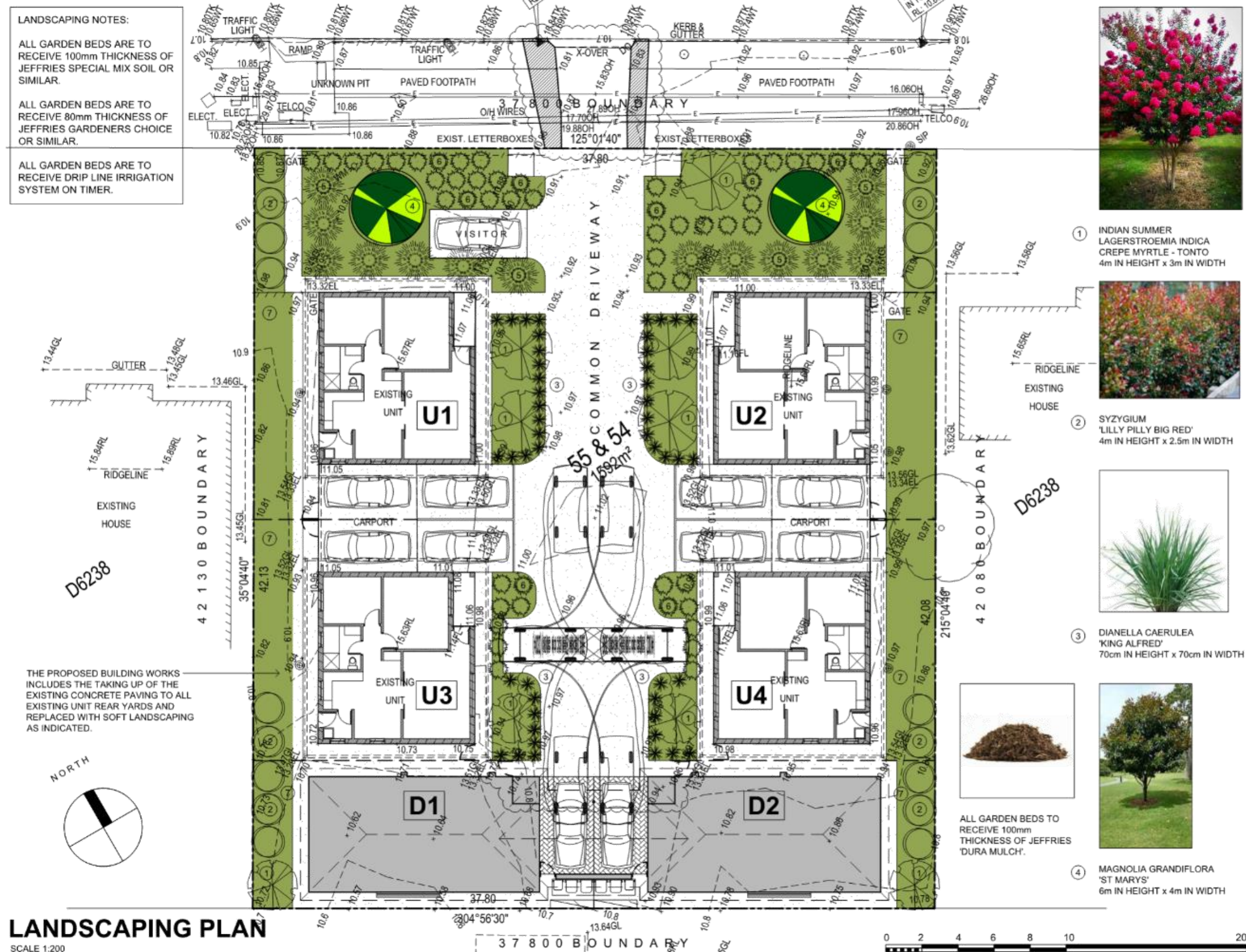
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53.2022

SHEET No.  
04 OF 12

CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNERS IMMEDIATELY



**FOR PLANNING ASSESSMENT**



⑤ DIETES GRANDIFOLIA  
'LARGE WILD IRIS'  
1.2m IN HEIGHT x 1.2m IN WIDTH



⑥ LIMONIUM PEREZIL  
'SEA LAVENDER'  
0.6m IN HEIGHT x 0.4m IN WIDTH



⑦ DRAUGHT TOLERANT GRASS  
FOR SHADE CONDITIONS.



① INDIAN SUMMER  
LAGERSTROEMIA INDICA  
CREPE MYRTLE - TONTO  
4m IN HEIGHT x 3m IN WIDTH



② SYZYGIUM  
'LILLY PILLY BIG RED'  
4m IN HEIGHT x 2.5m IN WIDTH



ALL GARDEN BEDS TO  
RECEIVE 100mm  
THICKNESS OF JEFFRIES  
'DURA MULCH'.



④ MAGNOLIA GRANDIFLORA  
'ST MARYS'  
6m IN HEIGHT x 4m IN WIDTH

AMENDMENTS			
REV	DATE	DESCRIPTION	DRAWN BY
A	27.9.22	COUNCIL RFPs	E
B	02.11.22	PLANNING CHANGES	E
C	16.11.22	PLANNING CHANGES	E
D	07.12.22	PLANNING CHANGES	E

SPECTR 

SUITE 1 / 159 PORT ROAD  
HINDMARSH SA 500  
T: 8338 2211 F: 8338 2118

PROJECT	PROPOSED RESIDENTIAL DEVELOPMENT
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AT:  
No. 30 - 32 SHEPHERDSON ROAD,  
PARAFIELD GARDENS, SA 5107

CLIENT  
N43 PTY LTD

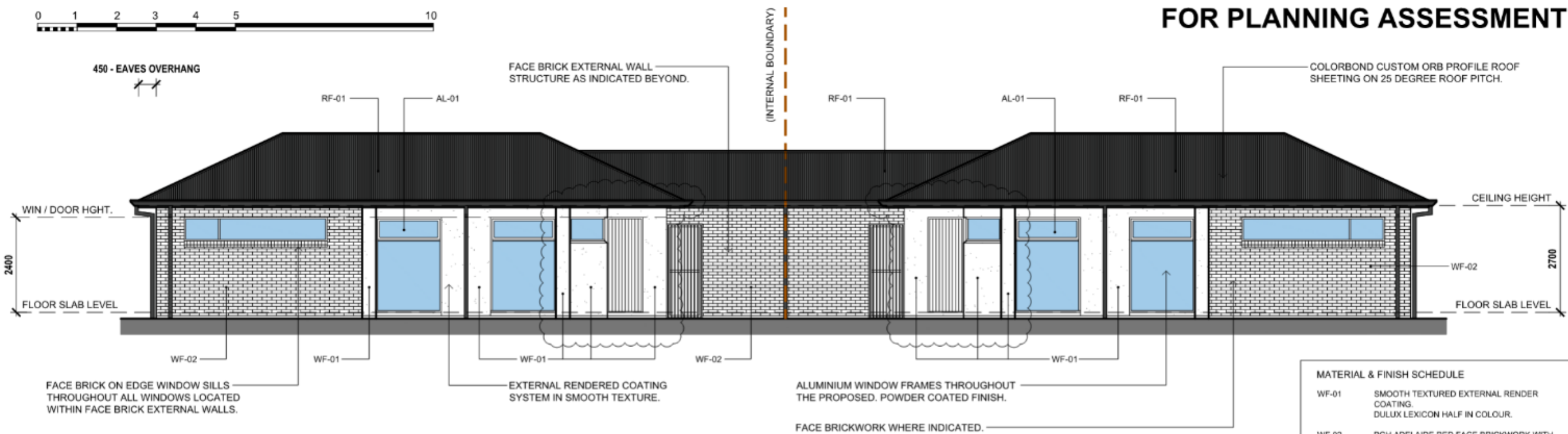
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EC	29 AUG 22

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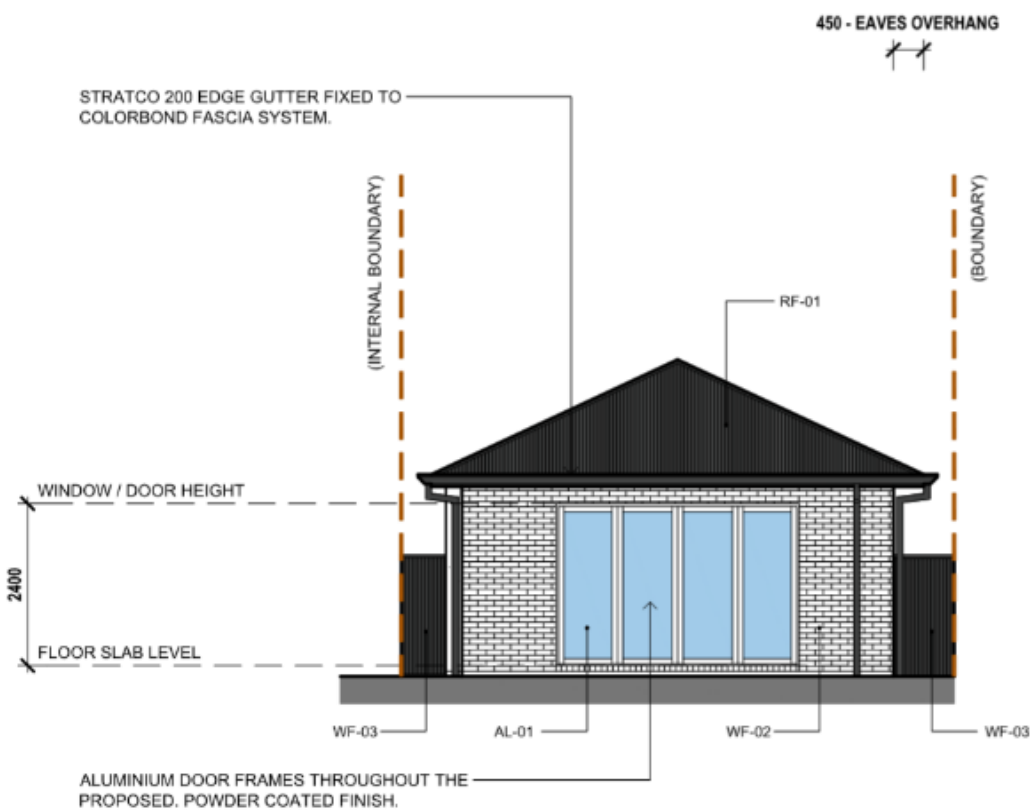
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53.2022	05 OF 12

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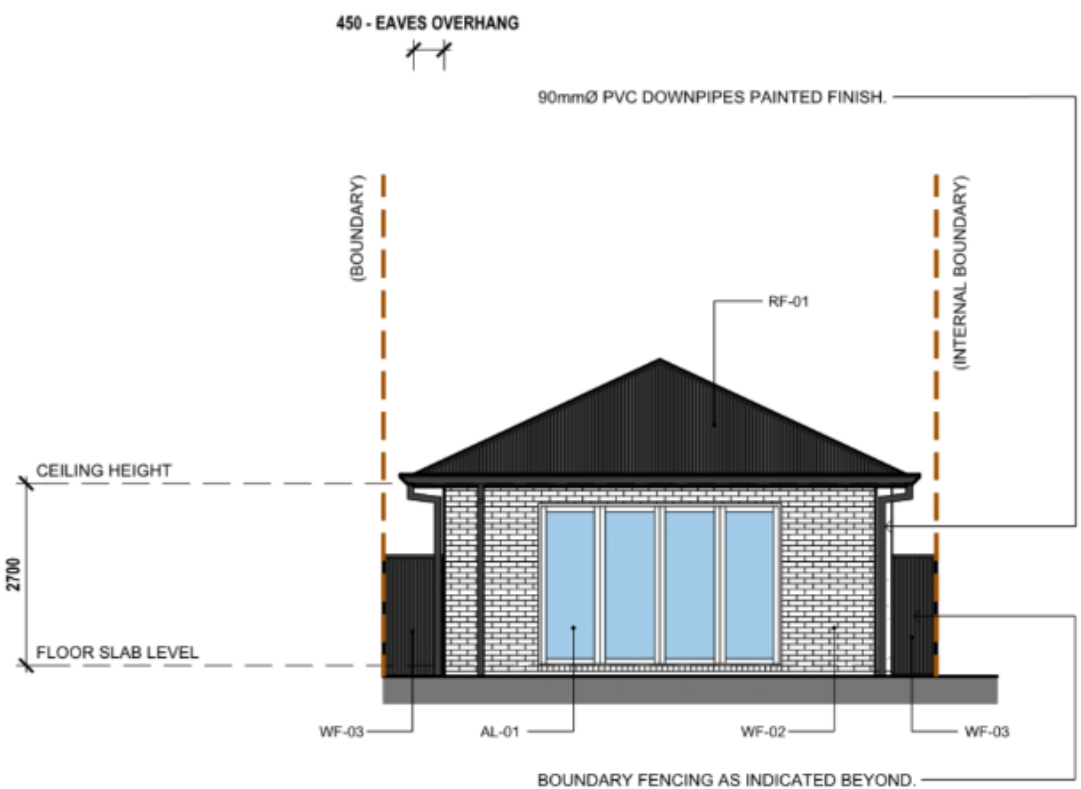




**NORTH-EASTERN ELEVATION - D1 & D2**  
SCALE 1:100



**NORTH-WESTERN ELEVATION - D1**  
SCALE 1:100



**SOUTH-EASTERN ELEVATION - D2**  
SCALE 1:100

MATERIAL & FINISH SCHEDULE	
WF-01	SMOOTH TEXTURED EXTERNAL RENDER COATING. DULUX LEXICON HALF IN COLOUR.
WF-02	PGH ADELAIDE RED FACE BRICKWORK WITH BRIGHTON LITE MORTAR.
WF-03	POWDER COATED CUSTOM ORB PROFILE GOOD NEIGHBOUR FENCING AND ACCESS GATE. MONUMENT IN COLOUR.
AL-01	WINDOW AND DOOR FRAMES. POWDER COATED FINISH IN BLACK. 102mm WIDE FRAMES.
RF-01	COLORBOND CUSTOM ORB PROFILE ROOF SHEETING ON 25 DEGREE ROOF PITCH. COLORBOND MONUMENT.

AMENDMENTS			
REV	DATE	DESCRIPTION	DRAWN
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C	16.11.22	PLANNING CHANGES	EC
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**SPECTR**

SUITE 1 / 159 PORT ROAD  
HINDMARSH SA 5007  
T: 8338 2211 F: 8338 2188

PROJECT  
PROPOSED RESIDENTIAL DEVELOPMENT

AT:  
No. 30 - 32 SHEPHERDSON ROAD,  
PARAFIELD GARDENS, SA 5107

CLIENT  
N43 PTY LTD

DRAWN  
EC

DATE  
29 AUG 22

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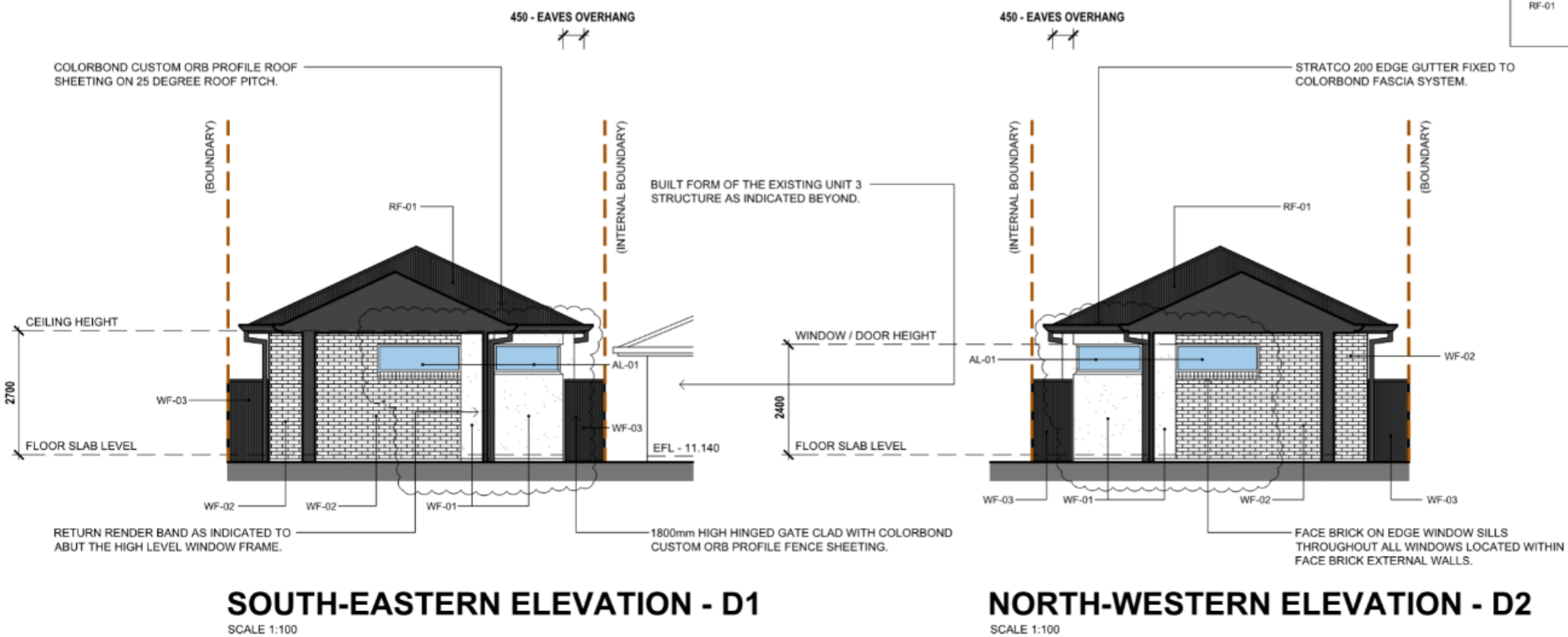
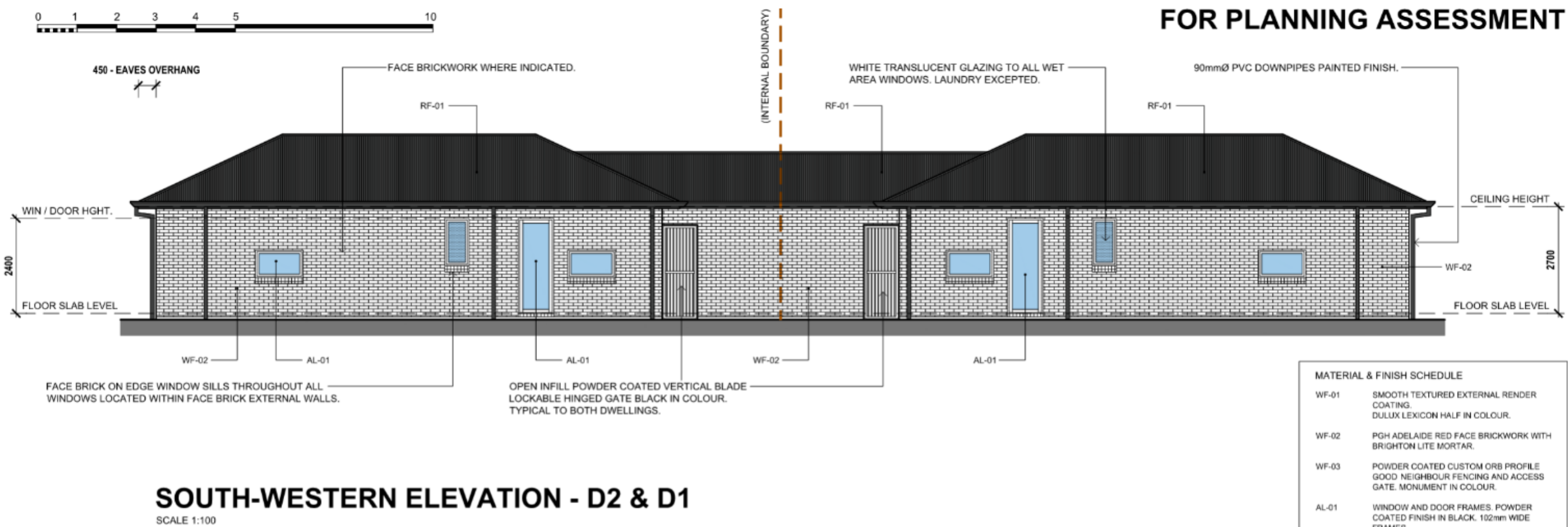
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53.2022

SHEET No.  
06 OF 12

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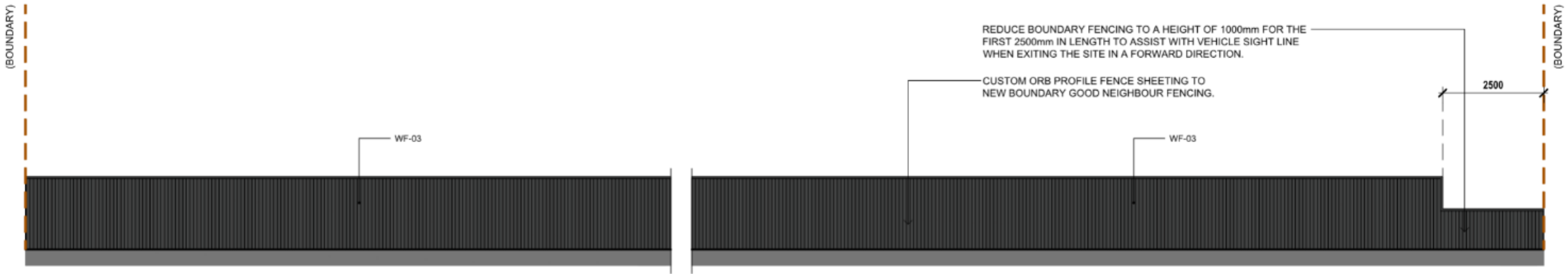


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<b>SPECTR</b>	
SUITE 1 / 159 PORT ROAD HINDMARSH SA 5007 T: 8338 2211 F: 8338 2188	
PROJECT PROPOSED RESIDENTIAL DEVELOPMENT	
AT: No. 30 - 32 SHEPHERDSON ROAD, PARAFIELD GARDENS, SA 5107	
CLIENT N43 PTY LTD	
DRAWN EC	DATE 29 AUG 22
SCALE 1:100@A3	
PROJECT No. 53.2022	
SHEET No. 07 OF 12	
CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNERS IMMEDIATELY	

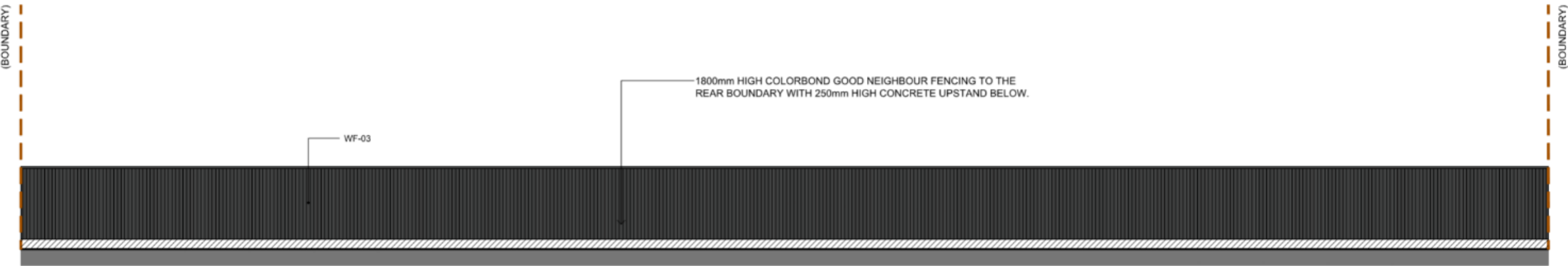


FOR PLANNING ASSESSMENT



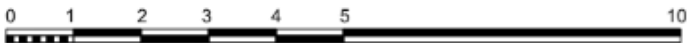
SOUTH-EASTERN BOUNDARY FENCE ELEVATION

SCALE 1:100




SOUTH-WESTERN BOUNDARY FENCE ELEVATION

SCALE 1:100

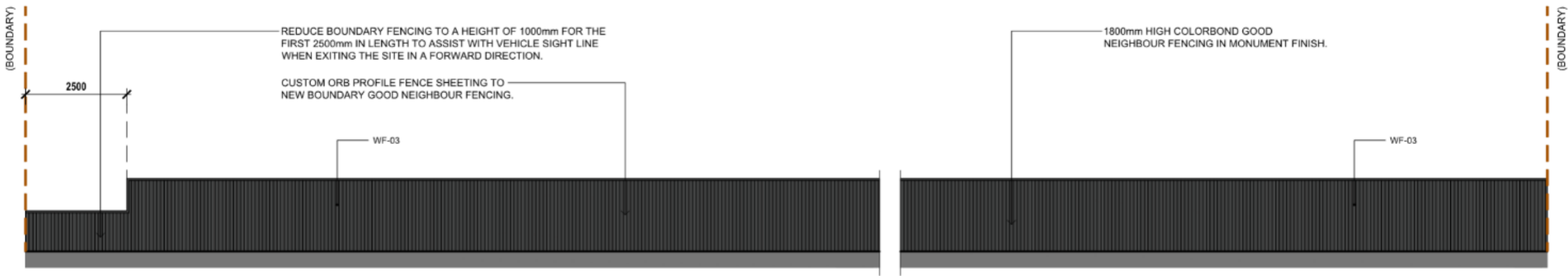


AMENDMENTS			
REV	DATE	DESCRIPTION	DRAWN
A	27.9.22	COUNCIL RFPs	EC
B	02.11.22	PLANNING CHANGES	EC
C	16.11.22	PLANNING CHANGES	EC
D	07.12.22	PLANNING CHANGES	EC

<div>SPECTR</div>	SUITE 1 / 159 PORT ROAD HINDMARSH SA 5007 T: 8338 2211 F: 8338 2188		DRAWN EC	DATE 29 AUG 22
	PROJECT PROPOSED RESIDENTIAL DEVELOPMENT		SCALE 1:100@A3	COPYRIGHT
	AT: No. 30 - 32 SHEPHERDSON ROAD, PARAFIELD GARDENS, SA 5107		PROJECT No. 53.2022	SHEET No. 08 OF 12
	CLIENT T. MAIELLO		CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNERS IMMEDIATELY	

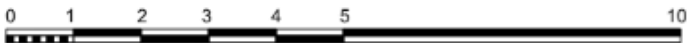


FOR PLANNING ASSESSMENT



NORTH-WESTERN BOUNDARY FENCE ELEVATION

SCALE 1:100



AMENDMENTS			
REV	DATE	DESCRIPTION	DRAWN
A	27.9.22	COUNCIL RFP	EC
B	02.11.22	PLANNING CHANGES	EC
C	16.11.22	PLANNING CHANGES	EC
D	07.12.22	PLANNING CHANGES	EC

<div> <div>SPECTR</div> <div></div> </div>	SUITE 1 / 159 PORT ROAD HINDMARSH SA 5007 T: 8338 2211 F: 8338 2188		DRAWN EC	DATE 29 AUG 22
	PROJECT PROPOSED RESIDENTIAL DEVELOPMENT		SCALE 1:100@A3	COPYRIGHT
	AT: No. 30 - 32 SHEPHERDSON ROAD, PARAFIELD GARDENS, SA 5107		PROJECT No. 53.2022	SHEET No. 09 OF 12
	CLIENT T. MAIELLO		CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNERS IMMEDIATELY	



FOR PLANNING ASSESSMENT



PERSPECTIVE VIEW 1  
SCALE N.T.S.

AMENDMENTS			
REV	DATE	DESCRIPTION	DRAWN
A	27.9.22	COUNCIL RFPs	EC
B	02.11.22	PLANNING CHANGES	EC
C	16.11.22	PLANNING CHANGES	EC
D	07.12.22	PLANNING CHANGES	EC

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SUITE 1 / 159 PORT ROAD HINDMARSH SA 5007 T: 8338 2211 F: 8338 2188	
PROJECT PROPOSED RESIDENTIAL DEVELOPMENT	
AT: No. 30 - 32 SHEPHERDSON ROAD, PARAFIELD GARDENS, SA 5107	
CLIENT N43 PTY LTD	
DRAWN EC	DATE 29 AUG 22
SCALE N.T.S. @ A3	COPYRIGHT
PROJECT No. 53.2022	SHEET No. 10 OF 12
CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNERS IMMEDIATELY	



FOR PLANNING ASSESSMENT



PERSPECTIVE VIEW 2  
SCALE N.T.S.

AMENDMENTS			
REV	DATE	DESCRIPTION	DRAWN
A	27.9.22	COUNCIL RFPs	EC
B	02.11.22	PLANNING CHANGES	EC
C	16.11.22	PLANNING CHANGES	EC
D	07.12.22	PLANNING CHANGES	EC

**SPECTR**

SUITE 1 / 159 PORT ROAD  
HINDMARSH SA 5007  
T: 8338 2211 F: 8338 2188

PROJECT  
PROPOSED RESIDENTIAL DEVELOPMENT

AT:  
No. 30 - 32 SHEPHERDSON ROAD,  
PARAFIELD GARDENS, SA 5107

CLIENT  
M43 PTY LTD

DRAWN	DATE
EC	29 AUG 22

SCALE	COPYRIGHT
N.T.S. @ A3	

PROJECT No.	SHEET No.
53.2022	11 OF 12

CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNERS IMMEDIATELY



FOR PLANNING ASSESSMENT



PERSPECTIVE VIEW 3  
SCALE N.T.S.

AMENDMENTS			
REV	DATE	DESCRIPTION	DRAWN
A	27.9.22	COUNCIL RFPs	EC
B	02.11.22	PLANNING CHANGES	EC
C	16.11.22	PLANNING CHANGES	EC
D	07.12.22	PLANNING CHANGES	EC

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SUITE 1 / 159 PORT ROAD HINDMARSH SA 5007 T: 8338 2211 F: 8338 2188	
PROJECT PROPOSED RESIDENTIAL DEVELOPMENT	
AT: No. 30 - 32 SHEPHERDSON ROAD, PARAFIELD GARDENS, SA 5107	
CLIENT M43 PTY LTD	
DRAWN EC	DATE 29 AUG 22
SCALE N.T.S. @ A3	COPYRIGHT
PROJECT No. 53.2022	SHEET No. 12 OF 12
CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS. FOURRED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNERS IMMEDIATELY	



Consultant Traffic Engineers  
ABN 67 093 665 680

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File: 22-086

9 December 2022

Mr Tony Maiello  
[amaiello@senet.com.au](mailto:amaiello@senet.com.au)

Dear Tony,

**PROPOSED RESIDENTIAL INFILL DEVELOPEMENT – 30-32 SHEPHERDSON ROAD, PARAFIELD GARDENS – RFI RESPONSE (TRAFFIC AND PARKING)**

We refer to our recent discussions with respect to the proposed residential infill development on the above site to provide two additional group dwellings on the subject land which currently accommodates four group dwellings.

We understand that in relation to a previous version of the plans, a Request for Information (RFI) was provided by Karyn Brown, Development Officer – Planning, City of Salisbury, dated 20 October 2022.

As requested, we have provided design advice relating to points raised in the RFI which relate to traffic. These points have been *reproduced* below, with discussion following each point in relation to the amended plans prepared by Spectra Building Design (**Revision D, dated 7 December 2022**).

*"Transport, Access and Parking PO 3.5 states 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.*

*DPF 3.5 provides guidance that vehicle access to designated car parking spaces is setback:*

- *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*
- *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*
- *6m or more from the tangent point of an intersection of 2 or more roads*
- *outside of the marked lines or infrastructure dedicating a pedestrian crossing.*

*The proposal shows the widened driveway to be setback approximately 1.3m from the base of the trunk of a street tree. In addition, the plans show the driveway to be setback less than 0.5m from street furniture (the fence adjacent the pedestrian crossing)."*



The proposed crossover widening has been amended to provide an overall width of 7.0m at the kerb with a 2.0m clearance to the adjoining street tree and a 0.626m clearance to the adjoining fence, as identified in *Figure 1* below based on the details identified in the underlaid survey plan and confirmed by aerial imagery.

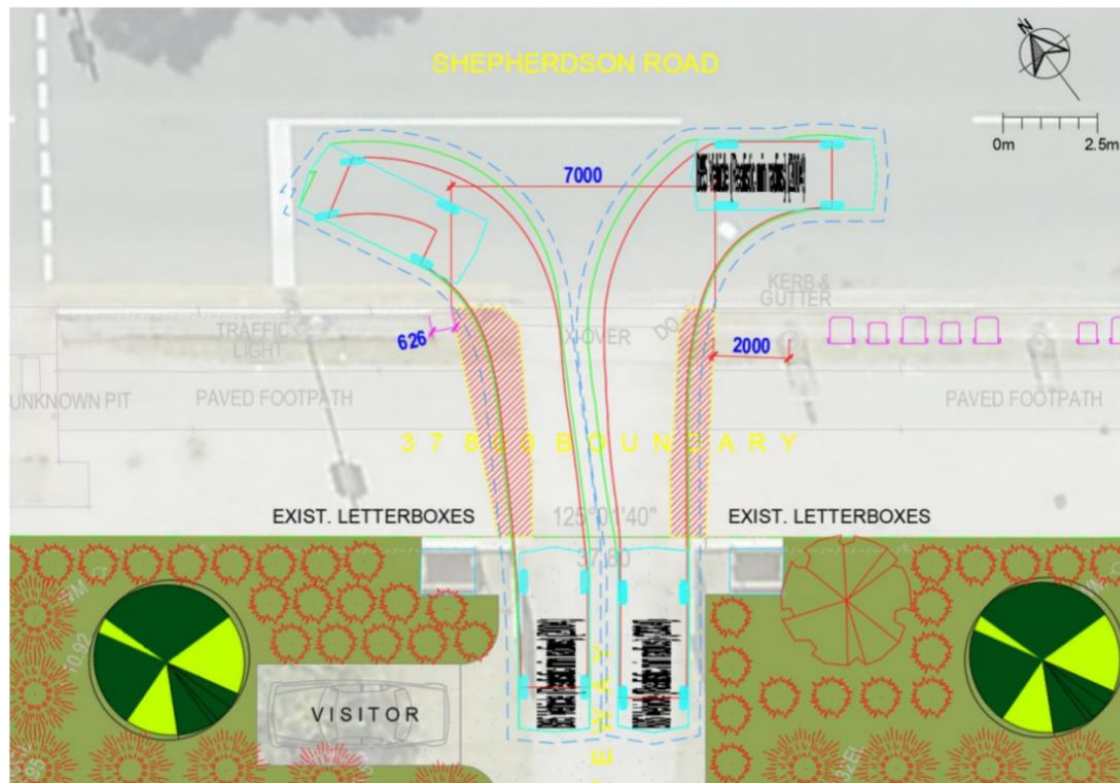


Figure 1: Proposed crossover widening with relevant clearances and simultaneous B85 site access movements

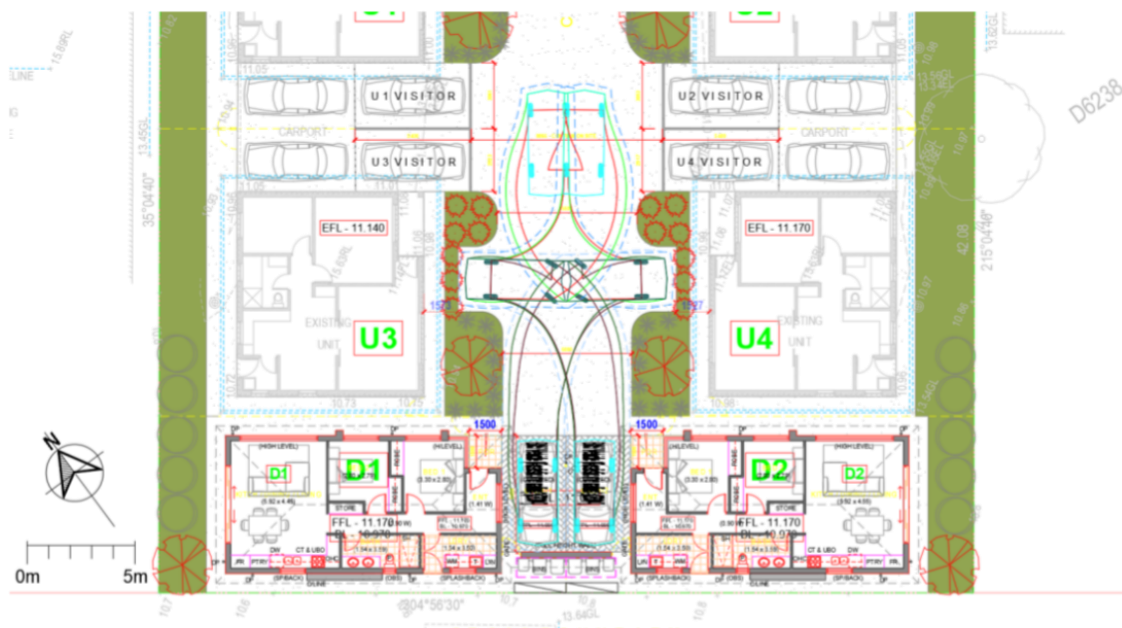
As such, the proposed design will now satisfy the above criteria. Additionally, the proposed crossover widening would provide an improvement to the existing crossover arrangement in that simultaneous B85 passenger design vehicle movements could be accommodated as identified in *Figure 1*.

*"PO 33.5 states dwellings are adequately separated from common driveways and manoeuvring areas. DPF 33.5 provides guidance that 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. The proposal shows ground level habitable room windows setback 900mm from the driveway."*

The design has been amended slightly by narrowing the driveway on approach to proposed D1 and D2 from 6500mm to 6000mm and widening the porches of each dwelling to 1500mm, effectively setting back 'Bed 1' of each dwelling in order to satisfy this 1.5m driveway-to-habitable room offset requirement.

The swept path diagrams in *Figure 2* below identify that vehicular accessibility associated with the D1 and D2 on-site car parking spaces would remain achievable with these minor alterations.





**Figure 2: B85 turnaround movements from D1 / D2**

*"While it is noted Units 3 and 4 (existing) presently face the communal driveway, the additional manoeuvring area proposed will encourage vehicle movements in front of and closer to, these dwellings, causing additional disruption to amenity"*

The vehicle manoeuvring areas will remain offset at least 1.5m from the existing units by means of a footpath and landscaping buffer.

Such movements would typically be low-speed and relatively infrequent. Furthermore it is noted that existing movements currently occurring past Units 3 and 4 associated with the shed roller doors currently provided on-site at the end of the common driveway would no longer occur as a result of the proposed development.

*"...It is also unclear where the bins will be collected from on collection day noting there will be up to twelve bins to be collected."*

It is proposed for bins associated with the subject site to continue to be collected from the adjoining kerbside location. While PO 40.6 of the *Design in Urban Areas Overlay* identifies that provision for on-site collection should be made where 10 or more bins are to be collected at any time, there is adequate kerbside capacity to appropriately accommodate up to 12 bins directly adjacent to the subject site, even with the considerable and atypical verge restrictions (fencing) adjacent to the north-western portion of the site.

Figure 3 below identifies the potential kerbside bin storage area for up to 12 bins directly adjacent to the subject site. These bin positions maintain 1.0m clearance to the street trees and would utilise a remaining total verge width of approximately 10.9m.



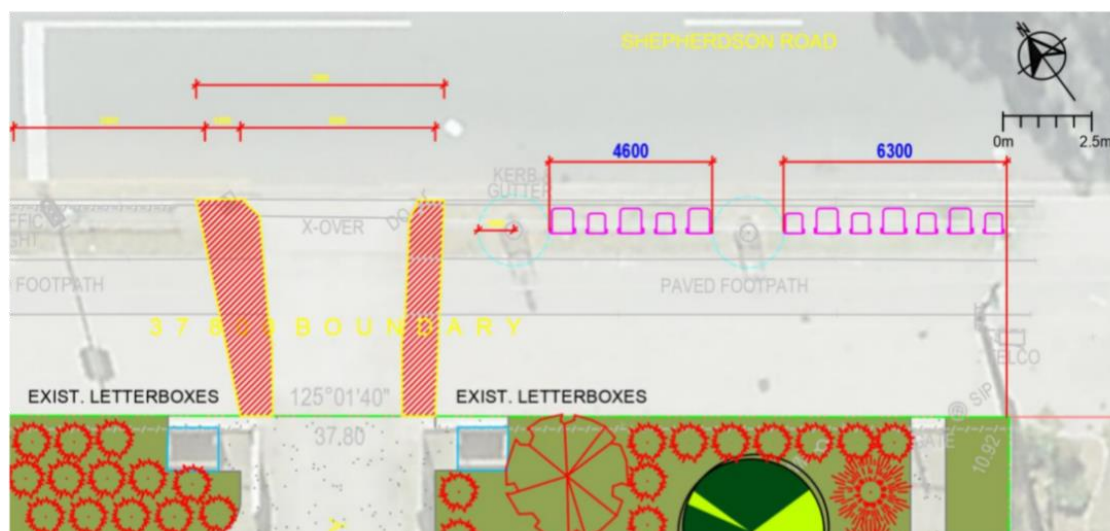


Figure 3: Kerbside bin storage availability adjacent to the south-eastern portion of the subject site

In relation to kerbside storage capacities this office refers to Table 3.3 of the City of Charles Sturt *Residential Waste and Recycling Guidelines for New Developments* (refer below), which identifies a 'bin zone width' of 9.6m for up to 12 bins associated with a 6-dwelling development.

Table 3.3: Required bin collection zone widths for up to 6 dwellings on a property

No. Dwellings	Max. bins for collection each week	Bin zone width
1	2	1.6m
2	4	3.2m
3	6	4.8m
4	8	6.4m
5	10	8m
6	12	9.6m

Furthermore, it is noted that:

- based on our previous experience with similar unit developments, it is highly unlikely that all 12 bins would be presented to the kerb each week.
- a maximum of 6 bins would technically be collected at any *one-time*, as the two separate streams of waste would be collected by different trucks, and
- the subject allotment (30-32 Shepherdson Road, Parafield Gardens) is a double-block, i.e., a theoretical limit of 20 kerbside bins could be considered appropriate.



We therefore consider that the matters requested to be addressed by this office have been sufficiently considered above and by the amended plans prepared by Spectra Building Design (**Revision D, dated 7 December 2022**).

Yours sincerely,

Andy Hayes | Traffic Engineer  
Phil Weaver and Associates Pty Ltd





**HEYNEN**  
PLANNING CONSULTANTS

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EASTWOOD SA 5063

ABN 54 159 265 022  
ACN 159 265 022

16 September 2022

City of Salisbury  
ATT: Planning Department

**Via PlanSA**

To Whom It May Concern:

**RE: 30 - 32 SHEPHERDSON ROAD PARAFIELD GARDENS**

As uploaded to PlanSA, my opinion herein considers the following documents pertaining to development involving the construction of two dwellings and fencing at 30 – 32 Shepherdson Road Parafield Gardens:

Planning Drawings, prepared by Spectra comprising:

- Existing Site/Demolition Plan, Sheet 1 of 9, 29 August 2022;
- Proposed Site Plan, Sheet 2 of 9, 29 August 2022;
- Proposed Floor Plan, Sheet 3 of 9, 29 August 2022;
- Unit Analysis, Sheet 4 of 9, 29 August 2022
- Landscaping Plan, Sheet 5 of 9, 29 August 2022;
- Elevations, Sheet 6 of 9, 29 August 2022;
- Elevations, Sheet 7 of 9, 29 August 2022;
- Fencing Layout, Sheet 8 of 9, 29 August 2022; and
- Fencing Layout, Sheet 9 of 9, 29 August 2022.

So as to assist Councils assessment of the application, I have been requested to provide a planning opinion. In the first instance I note that the proposed development incorporates;

- (a) the upgrade of the driveway adjacent the property boundary to enable a 5.5 m wide width to be provided to enable safe ingress/egress;
- (b) creation of new and defined off street visitor parking areas adjacent the existing driveway;
- (c) boundary fencing to provide appropriate and clear lines of sight;
- (d) generous landscaping along the Shepherdson Road frontage and adjacent the common driveway;
- (e) the construction of two new, single storey, two bedroom dwellings at the rear of the subject land;
- (f) demolition of an outbuilding; and
- (g) the provision of new secure communal letter boxes.

In providing my opinion on the planning merit of the proposed development I have reviewed the above documents, viewed the site and inspected the locality (see Figure 1), considered the relevant provisions of the Planning and Design Code and consulted aerial imagery.





**Figure 1:** Subject Land (Shaded Blue) and Locality (Red Circle)

Briefly, the locality comprises both residential and non-residential land uses, with detached dwellings the most common form of residential use in the locality however a pair of semi-detached dwellings are noted at 42A and 42B Shepherdson Road and also 11 and 11A Wellington Avenue. The four group dwellings on the subject likewise are integral to the locality. Residential land uses are observed south of Shepherdson Road.

In terms of non-residential land use (an educational establishment), the Parafield Gardens Primary School is located to the north of Shepherdson Road and forms a notable element as a result of the intensity of use and size of the built form.

Turning to the proposed development, as briefly noted, the proposed development consists of (a) the upgrade of the site generally which serves the four existing two bedroom residences on the site and (b) the construction of two new two bedroom dwellings accessed from the existing common driveway.

The subject site comprises an area totalling 1592 m<sup>2</sup> with four dwellings providing an average site area of 397.75 m<sup>2</sup> per two bedroom dwelling. As proposed the addition of two two bedroom dwellings will result in a density of 265.2 m<sup>2</sup> observed over the site. DTS/DPF 2.1 of the Code provides the following, of which a 33.8 m<sup>2</sup> numeric shortfall is observed:

**General Neighbourhood Zone**  
DTS/DPF 2.1  
Development will not result in more than 1 dwelling on an existing allotment  
or  
Allotments/sites for residential purposes accord with the following:

Group dwelling	300m <sup>2</sup> (average, including common areas)	15m (total)
----------------	--	-------------



In considering a numeric departure, and consistent with Section 57, I note that Part 1 – Rules of Interpretation of the Code state as follows: (my underlining)

**Designated performance features**

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

I also note that the Guide to the Draft Planning and Design Code – Rural and Urban Council Areas (Phases Two and Three) October 2019<sup>1</sup> describes a Designated Performance Feature (DPF) as follows (page 24):

“To assist a relevant authority to interpret the performance outcomes, in some cases the policy includes a Designated Performance Feature (which also doubles as the deemed-to-satisfy criteria), which will generally meet the corresponding performance outcome.

DPFs guide relevant authorities about what is generally considered to satisfy the corresponding performance outcomes but does not derogate from their 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.”

Reinforcing the assessment approach as prescribed by *Part 1 – Rules of Interpretation of the Code*, the recent matter of *Parkins v Adelaide Hills Council Assessment Manager* [2022] SAERDC 12 (1 August 2022) considered an “undersize<sup>2</sup>” land division and reinforces that a departure from a DTS/DPF provisions need not be fatal, and that the corresponding performance outcome has a key role to play. The following is highly pertinent in this instance:

71. *The rules of the Code state that a DPF is a “...standard outcome...”, “...a guide...” it “...does not necessarily need to be satisfied to meet the Performance Outcome...” and “... does not derogate from the discretion to determine that the outcome is met in another way...” A DPF, therefore, is advisory, it is but one way the PO is satisfied. If a DPF was the only way a PO was to be satisfied, the PO has no work to do. [My underlining]*

72. *The question becomes what guidance does a DPF provide if not met? The rules are silent on the issue of quantum departure. However, they do provide that a DPF “...does not derogate ... from the need to assess development on its merits against all relevant policies”. [My underlining]*

The following performance outcome is therefore highly pertinent to the matter: (my underlining)

**General Neighbourhood Zone**

**PO 2.1**

Allotments/sites created for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, with higher densities closer to public open space, public transport stations and activity centres.

In breaking down PO 2.1 the question can be read as (a) are the sites created for residential purposes of suitable size and dimension, (b) will they remain compatible with the pattern of development and (c) can higher density be supported due to the particular locational circumstances.

<sup>1</sup> [https://www.saplanningportal.sa.gov.au/\\_data/assets/pdf\\_file/0007/587590/Guide\\_-\\_Draft\\_Planning\\_and\\_Design\\_Code.pdf](https://www.saplanningportal.sa.gov.au/_data/assets/pdf_file/0007/587590/Guide_-_Draft_Planning_and_Design_Code.pdf)

<sup>2</sup> When assessed purely against the relevant DTS/DPF standard



In answering this question, group dwellings are clearly an anticipated dwelling form with numerous provisions regarding group dwellings observed in the Code and clearly having a role to play. Likewise, the historic and factual circumstances of the land are unavoidable.

It is also noted that the suitability of the sites for the two dwellings is confirmed with a high level of occupant amenity anticipated with each dwelling providing appropriate access to regular shaped private open space, a separate laundry and integrated storage provided for each new dwelling as well as undercover car parking.

Likewise, the boundary setbacks, form, bulk and scale all repeat and contribute to the observed low-rise suburban character observed to the south of Shepherdson Road.

Turning now to the impact on existing residents, the dwellings are proposed on land that is currently utilised for shedding and “vacant” space to the south of unit 3 and 4. The car parking, relationship between each dwelling and private open space remains the same for existing dwellings on the land while the proposed fencing will assist with creating privacy and delineating private open space which will exceed 40 m<sup>2</sup> for each occupant of the existing dwellings upon completion.

Noting the above, the proposed dwellings will be consistent with the following from within the Code:

**General Neighbourhood Zone**

PO 3.1 Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.

PO 4.1 Buildings contribute to a low-rise suburban character.

PO 8.1 Building walls are set back from side boundaries to provide:

- (a) separation between dwellings in a way that contributes to a suburban character and
- (b) access to natural light and ventilation for neighbours.

PO 9.1 Dwelling walls are set back from rear boundaries to provide:

- (a) separation between dwellings in a way that contributes to a suburban character
- (b) access to natural light and ventilation for neighbours
- (c) private open space
- (d) space for landscaping and vegetation.

**Design in Urban Areas**

PO 18.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.

PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.

PO 20.2 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.

PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants

PO 21.2 Private open space is positioned to provide convenient access from internal living areas.

PO 23.1 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.

PO 31.1 Dwellings are of a suitable size to provide a high standard of amenity for occupants.



In my opinion, the proposed dwellings are suitable for their intended use and will provide a high level of amenity for occupants of both the existing dwellings and those proposed.

In now considering that GNZ PO 2.1 seeks for development to be “*remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood*”, the matter of compatibility was considered in the ERD Court case of *Riley & Ors v City of Unley & Anor* [2009] SAERDC 90 (15 December 2009), with para 47 providing the following of assistance: (my underlining)

*47. We appreciate that, in order to be compatible with or complementary to the existing development, a proposed development need not be the same height, bulk or scale*

Likewise the Court stated in *Lodge Construction & Building P/L v City of Salisbury* [2011] SAERDC 44 :

*51. The authorities cited above all agree that compatibility does not require a proposed development to be of the same height as adjoining developments but that it is a matter to be assessed in a particular context on the basis of the design of the proposed development, including its scale, bulk, setbacks, landscaping and other relevant urban design elements...*

Having viewed the site and locality, the key traits of housing in the locality comprises:

- conventional materials of predominately brick and render;
- hip and gabled roofs of both corrugated iron and tiled construction;
- moderate scale building with moderate ceiling heights and roof pitch;
- varied levels of landscaping and front fencing; and
- varied building setbacks with outbuilding and additional structures often on or in close proximity to side boundaries.

Noting the above attributes that are observed in the locality the two additional two bedroom dwellings will not be incompatible and are consistent with GNZ PO 2.1.

Finally, I turn to whether higher density is supported by the locational circumstances of the land. In the first instance the subject site will be located to have exceptional access to the Parafield Gardens Primary School that is immediately adjacent the subject land where both educational and recreational opportunities are provided for the use of future occupants.

A further 130 m east of the site is the Parafield Gardens High School where again educational and recreational activities are located within excellent proximity to the site.

Further recreational opportunities arise at Heyford Reserve which is located 230 m southwest of the site.

A Local Activity Centre is located 230 m south of the subject site, while a Suburban Activity Centre is located 410 m southeast of the site where varied shopping, restaurants and services are observed.

Public transport is available at bus stop 37 which is located 320 metres east of the subject site which is serviced in both directions by the 224, 224F, 224X, 477, 482, 483 and N224 Adelaide Metro services. Additional Adelaide Metro services are observed at bus stop 37 on Oleander Drive 400 m west where the 411 and 411 U services are provided.

Having considered the Code more broadly, the General Neighbourhood Zone covers a very broad part of the City of Salisbury. The Zone seeks to cater for a range of needs and lifestyles located



within easy reach of services and facilities as well as low and medium densities<sup>3</sup>. Given this diverse range of housing types and the broad areas covered by the General Neighbourhood Zone it is particularly important when assessing a proposal to have regard to the particular circumstances of that locality.

While the proposed density development may not be appropriate for some sites and within some localities, it is patently contemplated by the Code in certain strategic locations such as that proposed.

When the subject application is assessed against all relevant criteria the proposed development will increase the density of the dwellings on the land to as anticipated by the Code.

In summary, the proposed development warrants the grant of planning consent noting the following:

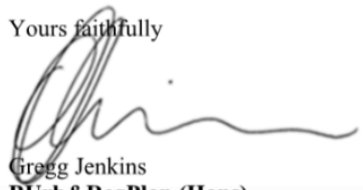
**General Neighbourhood Zone**

DO 1 Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

**PO 2.2**

Development creating new allotments/sites in conjunction with retention of an existing dwelling ensures the site of the existing dwelling remains fit for purpose.

Yours faithfully



Gregg Jenkins  
**BUR&RegPlan (Hons)**  
 Heynen Planning Consultants  
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 T 8272 1433  
 E [gregg@heyneplanning.com.au](mailto:gregg@heyneplanning.com.au)

<sup>3</sup> Refer GNZ DO 1 and PO 2.1





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ABN 54 159 265 022  
ACN 159 265 022

28 September 2022

City of Salisbury  
ATT: Karyn Brown

**Via PlanSA**

Dear Karyn

**RE: 30 - 32 SHEPHERDSON ROAD PARAFIELD GARDENS**

Please find attached updated planning drawings to enable verification of Development Application 22031953

Planning Drawings, prepared by Spectra comprising:

- Existing Site/Demolition Plan, Sheet 1 of 9, 27 September 2022;
- Proposed Site Plan, Sheet 2 of 9, 27 September 2022;
- Proposed Floor Plan, Sheet 3 of 9, 27 September 2022;
- Unit Analysis, Sheet 4 of 9, 27 September 2022
- Landscaping Plan, Sheet 5 of 9, 27 September 2022;
- Elevations, Sheet 6 of 9, 27 September 2022;
- Elevations, Sheet 7 of 9, 27 September 2022;
- Fencing Layout, Sheet 8 of 9, 27 September 2022; and
- Fencing Layout, Sheet 9 of 9, 27 September 2022.

I have extracted the information sought by Council (*blue text*) and provided confirmation of thereafter:

- *existing ground and floor levels, and proposed finished floor levels and proposed site (or "bench") levels, including in relation to the top of any kerb level, showing the height and location of any earthworks or retaining walls (if relevant).* - Refer page 2 of 9.
- *the location of any regulated tree on the site or on adjoining land that might be affected by the work, or that might affect the work, proposed to be performed.* - Refer page 1 of 9.
- *the location and dimension of car parking spaces before and after completion of the proposed development.* - Refer page 3 of 9.
- *the location and finished ground level at each end of any driveway or proposed driveway and, if relevant, its location in relation to an existing or proposed vehicle access point under section 221 of the Local Government Act 1999, including a driveway or access point for which consent under the Act has been granted as part of an application for the division of land.* - Refer page 2 of 9.
- *the location and capacity of any proposed water tank, the connection type, the total roof area to be connected to the tank and the proportion of the tank to be used for retention or detention.* - Refer page 3 of 9.
- *if a new or modified driveway or access point is proposed, the width of the vehicle crossover (noting it should splay at the kerb), the driveway width at the front boundary, the minimum and maximum driveway widths and the location of any street furniture, infrastructure or tree within the*

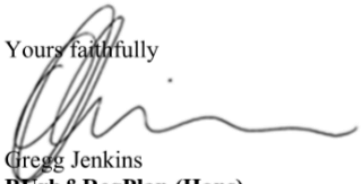


*road reserve abutting the property. - Refer page 3 of 9.*

- *the percentage of the site that is pervious to water. - Refer page 4 of 9.*

The applicant looks forward to Council's verification of the application.

Yours faithfully



Gregg Jenkins

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15 December 2022

City of Salisbury  
ATT: Karyn Brown  
34 Church Street  
SALISBURY SA 5108

**By Upload**

Dear Karyn

**RE: 30 - 32 SHEPHERDSON ROAD, PARAFIELD GARDENS**

As uploaded to PlanSA, the following documents pertaining to the construction of two dwellings and various additions and alterations including visitor car parking and landscaping at 30-32 Shepherdson Road Parafield Gardens have been provided in response to Council's RFI dated 20 October 2022:

- *Traffic and Parking RFI Response, prepared by Phil Weaver and Associates, dated 9 December 2022;*
- *Existing Site/Demolition Plan, prepared by Spectra, Sheet 1 of 12, 07/12/22, Rev D;*
- *Proposed Site Plan, prepared by Spectra, Sheet 2 of 12, 07/12/22, Rev D;*
- *Proposed Floor Plan, D1 and D2, prepared by Spectra, Sheet 3 of 12, 07/12/22, Rev D;*
- *Area Analysis, prepared by Spectra, Sheet 4 of 12, 07/12/22, Rev D;*
- *Landscape Plan, prepared by Spectra, Sheet 5 of 12, 07/12/22, Rev D;*
- *North-Eastern Elevation D1 & D2, North-Western Elevation D1 and South-Eastern Elevation D2, prepared by Spectra, Sheet 6 of 12, 07/12/22, Rev D;*
- *South-Western Elevation D2 & D1, South-Eastern Elevation D1, North-Western Elevation D2, prepared by Spectra, Sheet 7 of 12, 07/12/22, Rev D;*
- *South-Eastern and South-Western Boundary Fence Elevation, prepared by Spectra, Sheet 8 of 12, 07/12/22, Rev D;*
- *North-Western Boundary Fence Elevation, prepared by Spectra, Sheet 9 of 12, 07/12/22, Rev D;*
- *Perspective View 1, Rev C, Sheet 10 of 12, 07/12/22, Rev D;*
- *Perspective View 2, Rev C, Sheet 11 of 12, Rev C, Sheet 9 of 12, 07/12/22, Rev D; and*
- *Perspective View 2, Rev C, Sheet 12 of 12, Rev C, Sheet 9 of 12, 07/12/22, Rev D.*

Key amendments to the planning drawings over those provided at the time of lodgement include:

- Provision of additional landscaping including increased landscaping forward of unit 2, and removal of one visitor car park;
- Provision of four delineated visitor car parks to the existing dwellings (one per dwelling with each unit having two car parking spaces in a tandem arrangement);
- Inclusion of larger windows to bedroom 1 and 2 (were 1.4 m x 2.4 m, now 1.65 m x 2.4 m);



- Amendments to the porches of each dwelling to provide greater setbacks to the vehicle movement areas;
- Alteration to the existing driveway crossover to enable simultaneous entry and exit to the site;
- Alteration to the existing driveway crossover to provide a 626 mm setback to the fence and 2.0 m to the street tree;
- Provision of bin storage areas and the ability to traverse bins from “front to back” in an efficient manner via secure gates; and
- Confirmation of kerbside bin collection area.

My response to Councils Request for Information dated 20 October 2022 is provided below:

#### **Site Areas**

My planning opinion dated 16 September 2022 that was provided at the time of lodgement remains largely unchanged by the amendments provided herein, that is that the average site areas of 265 m<sup>2</sup> display clear planning merit.

That said, I note that Council expresses concerns that *“The site area for each proposed dwelling is approximately 150m<sup>2</sup>. This is significantly less than 300m<sup>2</sup> as suggested by Zone DPF 2.1.”*

With respect a figure of 150m<sup>2</sup> for proposed sites is simply not called up by the Code with the Code clearly confirming that an assessment of group dwellings requires the *“average, including common areas”* to be assessed.

Accordingly, the tabling of a figure of *“approximately 150m<sup>2</sup>”* provides an assessment approach at odds with the Planning and Design Code.

Furthermore, and noting that *“site areas”* are of *“fundamental concern”* to Council, the stated shortfall ignores that a performance assessment is being undertaken and that a DTS/DPF provides only one way to achieve the outcome sought by the Code.

Part 1 – Rules of Interpretation of the Planning and Design Code (the Code) of the Code is provided to assist Council noting the following: *“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”*<sup>1</sup>.

In this regard the Code seeks the following of relevance (my underlining added):

#### **General Neighbourhood Zone**

DO 1 Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

#### **General Neighbourhood Zone**

PO 2.1 Allotments/sites created for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, with higher densities closer to public open space, public transport stations and activity centres.

<sup>1</sup> Section 57, Part 1 – Rules of Interpretation of the Code





In relation to the site areas and again noting Councils comment that “*this is significantly less than 300m<sup>2</sup> as suggested by Zone DPF 2.1.*”, when assessed in accordance with Part 8 – Administrative Terms and Definitions of the Code, the proposed development is consistent with the following, with the correct assessment of density confirming a density of 38dw/ha.

“Medium net residential density means 35 to 70 dwelling units per hectare.”

The above approach of ascertaining the *dwelling units per hectare* as defined by the Code, again reinforces that the Code seeks to average common areas for group dwellings.

Additionally, the term *net residential density* reinforces the correct application of density, with the following guidance provided within Part 8 - Administrative Terms and Definitions: (my underlining)

*Net residential density:* Is calculated by dividing the total number of dwellings by the area of residential land that they occupy (excluding other land uses, roads, public open space and services) and expressed as dwelling units per hectare (du/ha)

In this regard, the proposed density of the site represents 38 dwelling units per hectare and therefore is at the lower end of medium density.

Returning to the Code, clearly PO 2.1 of the Zone seeks “*higher densities closer to public open space, public transport stations and activity centres*”. The term “*higher density*” must refer to at least “*medium density*” over and above “*low density*” dwellings found throughout the Zone and by inclusion must have a “role to play” in Councils assessment.

In considering the locational circumstances of the land, the dwellings are sited within “*easy reach*”<sup>2</sup> to public open space, public transport and bus stops and the Local Activity Centre<sup>3</sup> as espoused in my prior planning opinion and on this read, the proposed development is actually well under the *higher density* sought for the unique site.

That said any perceived “under development” does not diminish the planning merit displayed noting the retention of the four existing units on the land.

The addition of two dwellings and the provision of medium density development on the subject land will contribute to a neighbourhood that is a convenient place to live with the provision of medium density housing in close proximity to services (such as the adjacent schools) consistent with “good planning practice” that seeks to reduce automobile dependence and provide for walkable communities.

Accordingly, the concerns raised regarding the site area shortfall are not supported by the Code with the Code clearly contemplating medium or higher density development in areas such as the subject land.

#### Siting and Amenity

In considering the planning merit displayed by the 900 mm setback to the southwest boundary, concern is raised that the setback does not echo that of “traditional” rear boundary setbacks.

Again, noting that a performance assessment is required, the Code provides the following as one way in which suitable boundary setbacks can achieve the required outcome:

<sup>2</sup> General Neighbourhood Zone, DO 1

<sup>3</sup> General Neighbourhood Zone, PO 2.1





**General Neighbourhood Zone****PO 8.1**

Building walls are set back from side boundaries to provide:

- (a) separation between dwellings in a way that contributes to a suburban character and
- (b) access to natural light and ventilation for neighbours.

**PO 9.1**

Dwelling walls are set back from rear boundaries to provide:

- (a) separation between dwellings in a way that contributes to a suburban character
- (b) access to natural light and ventilation for neighbours
- (c) private open space
- (d) space for landscaping and vegetation.

In assessing the boundary setbacks, both PO 8.1 and PO 9.1 seek separation between dwellings in a way that contributes to a “*suburban character*”. In correctly applying PO 8.1 and PO 9.1, the question therefore is what is “*suburban character*”?

The term “*suburban character*” is not defined in the Code, nor is the term “*neighbourhood*” which is referred to within General Neighbourhood Zone DO 1 and General Neighbourhood Zone PO 2.1.

Within urban planning, consideration of a *locality* is commonplace, with the matter of *Parkins v Adelaide Hills Council Assessment Manager* [2022] SAERDC 12 (1 August 2022) providing guidance on the extent of a locality with the following:

*“As is required, on almost every occasion, in assessing the suitability of any proposed development, the planning authority must weigh up the merits of the proposal against the terms of any applicable planning policy, and the context of the features and circumstances of the subject land itself and also the locality in which it sits. Determining an appropriate locality requires consideration of the nature and scale of the proposal, and its potential for impact.”*

My determination of the locality was provided in Figure 1 of my opinion dated 16 September 2022 and remains unchanged.

In the absence of a definition within the Code for a “*neighbourhood*”, the Collins Dictionary provides the following:

*“A neighbourhood is one of the parts of a town where people live”*

In the absence of a definition within the Code for a “*suburb*”, the Collins Dictionary provides the following:

*“Suburban means relating to a suburb.”*

Accordingly, the *locality* is smaller than the *neighbourhood* and the *neighbourhood* is smaller than the *suburb*.

On review of the above noted spatial hierarchy some, but not all of the land uses provided by DTS/DPF 1.1 are observed in the *neighbourhood* while a more varied land use pattern is observed in the *suburb* which captures numerous *neighbourhoods*.

General Neighbourhood Zone PO 8.1 and PO 9.1 provides for the “*suburban character*” to be considered.



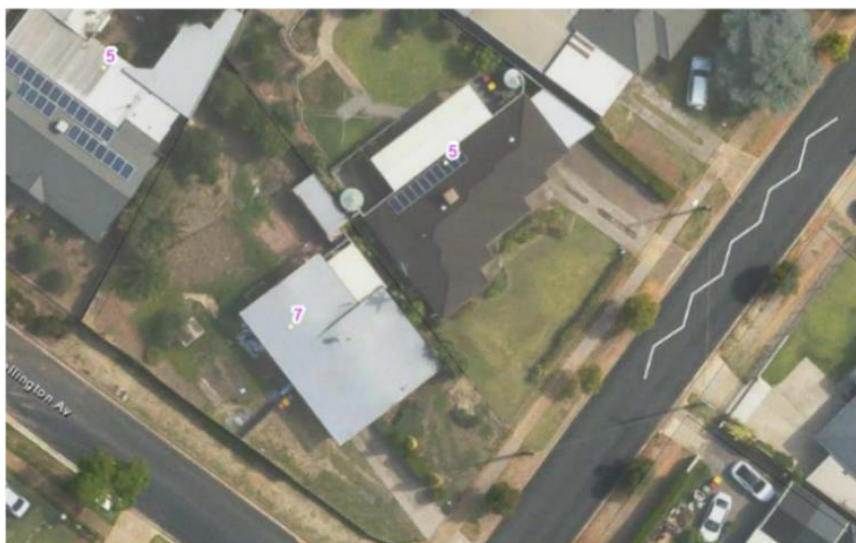


On review of the siting and built form observed in part of the *suburb* within close proximity to the subject land, this is highly varied and includes:

- (i) non-residential land uses with highly varied and irregular boundary setbacks, refer Figure 1;
- (ii) detached dwellings on original allotments with limited improvements, refer Figure 2;
- (iii) detached dwellings on original allotments with varied levels of improvements and boundary setbacks, refer Figure 3;
- (iv) “corner cut offs” with reduced boundary setbacks, refer Figure 4;
- (v) sites where land has been divided for group dwellings or residential flat buildings<sup>4</sup> with highly varied side and rear boundary, refer Figure 5; and
- (vi) battle-axe development for detached dwellings, refer Figure 6.



**Figure 1:** Non-Residential Buildings



**Figure 2:** Detached Dwellings on Original Allotments with Limited Improvements (5 & 7 Boston Avenue 80 m southeast of the subject land)

<sup>4</sup> Construction details of adjoining walls is unknown







**Figure 3:** Detached Dwellings on original allotments with varied improvements (6, 8 and 10 Anson Avenue 140 m south of subject land)



**Figure 4:** Corner cut off with reduced boundary setbacks (8 Sunderland Avenue and 29 Wellington Avenue, 140 m east of the subject site)

6(14)







**Figure 5:** Group dwelling with highly varied side and rear boundary setbacks (39 Catalina Avenue 160 m southwest)



**Figure 6:** Detached dwellings with highly varied side and rear boundary setbacks (24A Shepherdson Road 70 m east of subject site and 43A Catalina Avenue 180m southwest of subject site.

7(14)





On review of the the spatial setting of buildings and dwellings which contribute to the suburb, it is evident that traditional “side and rear” setbacks, as well as extensive buildings on or in close proximity to side and rear boundary provide a key attribute to the character observed.

Likewise, highly varied dwelling orientation and configuration of dwellings and allotments is noted. The suburban character is not exclusively big back yards with traditional rear boundary setbacks.

Noting the above consideration, the 900 mm setback to the southwest boundary reinforces the attributes observed in forming suburban character and therefore the proposal cannot depart from General Neighbourhood Zone PO 8.1 and PO 9.1.

Turning to the impact on adjoining land, Figure 7 provides an image of two outbuildings located on the adjoining land with again the proposed single storey dwellings repeating the pattern of setbacks observed and further consistency of “suburban character” noted.



**Figure 7:** Buildings Relative to Proposed Rear Boundary

Noting the above, Council’s comment that “*the setback to the rear boundary of the subject site is at odds with surrounding residential properties where generous back yard areas are accommodated*” is not supported by the provisions within the Code of which the proposal must be assessed against.

Simply put, the Code does not seek “*generous back yard areas*” and likewise does not seek for no change, with General Neighbourhood Zone DO 1 noteworthy to the assessment:

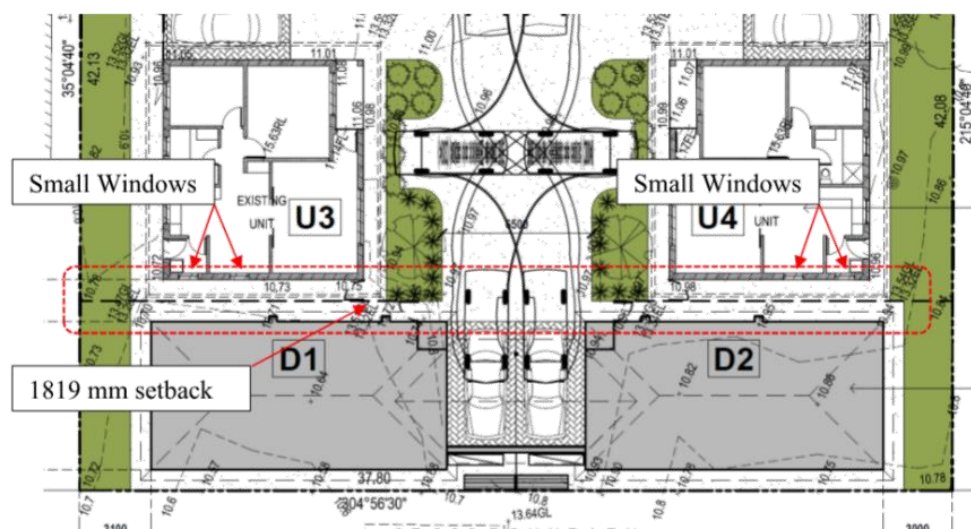
**General Neighbourhood Zone**

DO 1 Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.



Finally, in considering any perceived reduced internal amenity, it is commonplace for a side boundary to relate to an adjoining side boundary, such as that of Dwelling 1 and Unit 3 and Dwelling 2 and Unit 4 with a 1819 mm setback offered between the two dwellings.

It is also noted that walls on boundary have been deliberately avoided while the adjacent existing dwellings provide only a small dining room and laundry window to the corresponding boundary while the “rear outlook” will remain unaltered, refer Figure 8.



**Figure 8:** Proposed and Adjoining Buildings

In further considering the amenity on adjoining dwellings, it is anticipated that an increase in amenity will result, with Figure 9 confirming the poorly maintained and largely unused areas adjacent Unit 3 (left image) and Unit 4 (right image).



**Figure 9:** Land Adjacent Existing Rear Units

Turning to the amenity for future occupants of the proposed dwellings, and while Council cite that “*Bedroom 1 and 2 have windows located 900mm from the proposed fence. Due to the eaves of the existing buildings, these windows will also be significantly shaded for most parts of the day. As a result, this will result in a poor amenity outcome for future occupants.*”, these bedrooms have been amended to provide 1.65 m high and 2.4 m wide windows.

Any concerns that the bedroom where the main role is to sleep does not display sufficient planning merit to warrant consent as it may be “*significantly shaded for most parts of the*



day” are respectfully poorly founded, particularly noting this spatial arrangement is commonplace for new dwellings.

Noting the above and in context of the single storey built form proposed, access to natural light and ventilation for neighbours and occupiers will be appropriate with the impact on amenity being positive.

#### Site Coverage

While I note that Council raises concern regarding a site coverage of 64.7%, the Code provides the following definition: (my underlining)

**Site Coverage:** Is calculated by adding the total roof area of all roofed buildings/structures on a site (excluding any eaves surrounding a habitable building) dividing this by the site area and then multiplying it by 100. Site coverage is expressed as a percentage.

Furthermore, General Neighbourhood Zone PO 3.1 provides the following:

#### **General Neighbourhood Zone**

##### **PO 3.1**

Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.

The Code simply does not seek to apply site coverage for group dwellings on an exclusive site, which by virtue of the difficulty in ascertaining the extent of a site and its curtilage would not be a practical nor reasonable approach.

Likewise, to apply Councils approach of applying the 60% “test” to each individual site, and to exclude driveway and front landscaping would provide a much stricter site coverage test for group dwelling than that for a detached dwelling which makes no planning sense.

The difficulties in ascertaining a numeric figure over sites serviced by a common area is not without legal precedent with this considered in the Supreme Court matter of *AG Building and Developments Pty Ltd v City of Holdfast Bay and Tanti* [2009] SASC 11 where the site coverage of a residential flat building was deliberated in detail, with the The Honourable Justice Bleby providing the following:

*37 All three planning witnesses in the Environment Court had difficulty in applying the provisions of the suggested design technique to this development. Questions were raised as to whether the site coverage included unroofed balconies, whether the area under a balcony is a verandah, whether one should include the substantial covered area over vehicle access ramps, whether it should include all roofed areas of the site and how one should treat upper level open balconies.*

*71 In relation to site coverage the Commissioner misapplied Principle 99 by concentrating solely on the detail of a possible way of complying with the Principle which was not relevant to this particular design, rather than attempting to apply the substance of the Principle.*

Noting all of the above, the site coverage of “all roofed buildings/structures on a site”<sup>5</sup> equates to 35.15% and the concerns regarding site coverage exceeding 60% are not supported by the Code and not reflective of case law.

<sup>5</sup> As per the Code definition





To apply individual site coverage figures for group dwellings and to ignore the spaciousness resulting from common areas would result in group dwellings having an “allowable<sup>6</sup>” site coverage under that of detached dwellings.

#### Waste

The amended plans provide for bin storage areas that are screened from public view and will enable bins to be readily manoeuvred to the verge for collection.

The suitability of the proposed kerbside collection is addressed within the Traffic Report with the concerns regarding waste storage and collection now resolved.

#### External Appearance

In response to the concerns regarding the building elevation, the dwellings provide 450 mm wide eaves and a mix of face brickwork and render.

Furthermore, and while the performance outcome is highly subjective, in my opinion it is likewise apparent that the dwellings, as too the proposed landscaping that forms part of the application, will be viewed as making a positive contribution to both the streetscape and the appearance of the common driveway as sought by the corresponding performance outcome.

Figure 10 provides a render of the common driveway, dwellings and landscaping, while Figure 11 assists in considering the appearance when viewed from the public realm.



**Figure 10:** Presentation to common driveway – Proposed dwelling and landscaping



**Figure 11:** View from public realm – Proposed dwelling and landscaping

<sup>6</sup> As per Councils application



Finally, it is also not trite to note that the proposed common driveway and streetscape visual outcome must be considered in context of the historical and factual setting.

In this instance, the proposed dwellings and landscaping will provide a superior design outcome over that currently observed on the subject land where a storage shed and Colorbond fencing fronts the common driveway and street. This outlook is confirmed in Figure 12 below with Figure 13 providing a comparative render of the proposal:



**Figure 12:** Existing storage shed and fencing



**Figure 13:** Proposed outlook

Noting the above, the proposal will provide a superior appearance when viewed from the street and public realm as a result of (a) the considered and varied design of the dwellings, (b) the proposed landscaping and (c) the removal of a large storage shed and readily visible cream Colorbond fencing.

When the development is assessed against all relevant provisions of the Code, and noting the openness of the carports and visible front doors, the provision of a high level window need not be fatal to the planning merit displayed.

In this regard, the proposed dwellings are consistent with the following Code provision (my underlining added):

**Part 4: Design in Urban Areas**

DO 1 Development is:

- (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality



*Driveway, Safety and Vehicle Access*

In considering the safety of the common driveway and development more generally, I have no reason to not concur with the expert opinion provided within the Traffic Report.

Accordingly, as a result of the amendments made and on review of the Code and Traffic Report I confirm:

- the proposed development will improve the safety of the site;
- as amended, setbacks to street trees and infrastructure are now consistent with the Code;
- the proposed crossover will enable simultaneous B85 site access movements where not previously possible greatly increasing safety for occupants and visitors;
- the proposed development will enable the formal provision of 5 visitor car parking spaces; and
- the onsite manoeuvring will be low speed, low in intensity and consistent with that anticipated in a group dwelling type setting.

*Landscaping*

The amended plans provide increased landscaping including deep soil landscaping forward of the dwellings and additional information to confirm:

- mulching and planting detail;
- irrigation requirements;
- species selection including height and width;
- 3d renders that include the landscaping plan indicatively as proposed;
- the provision of soft landscaping to the rear of existing dwellings which forms part of the redevelopment of the site;
- soft landscaping covering 28.92% of the site.

Consistency with the following provisions is noted:

**Urban Tree Canopy Overlay****DO 1**

Residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.

**PO 1.1**

Trees are planted or retained to contribute to an urban tree canopy.

**Design in Urban Areas****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.

**PO 13.3**

Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.

**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.

Accordingly, on review of the amended plans, consistency with the relevant provisions within the Code is observed with a well-considered landscaping proposed which will greatly improve amenity for both occupiers and for the public more generally.

#### *Civil Plan*

The proposed development confirms the following:

- Levels and contours over the site of the development;
- Existing floor and building heights;
- Proposed bench and finished floor levels;
- Water storage tank details.

The applicant requests that a civil plan be provided as a reserved matter noting that the any details pertaining to civil design are not fundamental to the nature of the relevant development consistent with the following:

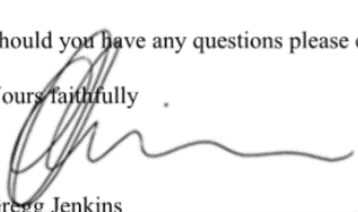
**Planning, Development and Infrastructure Act 2016**  
Part 7—Development assessment—general scheme  
Division 1

- (5) Any matter that is not fundamental to the nature of the relevant development may, subject to the Planning and Design Code, be reserved under subsection (3) or (4).

In my opinion, the proposed development as amended displays substantial planning merit and warrants a decision to grant planning consent.

Should you have any questions please contact me at your convenience.

Yours faithfully



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### **Appendix 3**

#### *Assessment Manager – Planning Assessment Report and Site Inspection Photos*





**PLANNING CHECKLIST  
GENERAL NEIGHBOURHOOD ZONE  
GROUP DWELLING  
CODE ASSESSED - PERFORMANCE ASSESSED**

### DETAILED DESCRIPTION OF PROPOSAL

The proposed development seeks the construction of two single storey group dwellings which will be located in the southern corner of a site that currently accommodates four single storey group dwellings. Both new dwellings will not have frontage to a public road, rather they will face towards the common driveway. The proposal comprises two dwellings erected side by side, joined together and forming, by themselves, a single building. However, they do not have a frontage to a public road (as defined as a semi-detached dwelling) and therefore, they meet the definition of 'group dwelling' as per the Planning and Design Code:

*"Means 1 of a group of 2 or more detached buildings, each of which is used as a dwelling and 1 or more of which has a site without a frontage to a public road or to a road proposed in a plan of land division that is the subject of a current development authorisation."*

The proposed dwellings will be setback 0.9 metres from the common driveway which currently provides access to the four existing group dwellings on the site. The common driveway is proposed to be 5.5 metres wide at its narrowest section and widens to a maximum width of 6.5m in front of Units 3 and 4. The proposed widening of the existing crossover and associated driveway will allow for two-way traffic movements into and out of the subject land.

The proposed dwellings will be located on relatively small sites with areas of approximately 150m<sup>2</sup> each. The footprint of the dwellings equates to approximately 98m<sup>2</sup> resulting in site coverages of approximately 64% for each site.

Dwelling 1 will have frontage of approximately 5.8 metres to the common driveway while Dwelling 2 will have a frontage of approximately 6 metres. Both sites will have depths of approximately 8.2 metres.

In terms of side setbacks, Dwelling 1 will be setback 3.1 metres from the western boundary while Dwelling 2 will be setback 3 metres from the eastern boundary. Rear setbacks to the southern boundary will be 0.9 metres for each dwelling.

A 25.6m<sup>2</sup> area of private open space will be provided to the western side of Dwelling 1 while Dwelling 2 will have a 24.6m<sup>2</sup> area of private open space to the eastern side of the dwelling. Both dwellings will have a minimum dimension of 3 metres (width) and will incorporate a grassed area, screening trees along the side fence and an area for services such as clothes line and rubbish bins at the rear of the dwellings.

Both dwellings will have a maximum height of 4.7 metres with walls reaching a height of 2.8 metres.

The dwellings will be constructed of a mix of brick and rendered walls with a Colorbond roof (at a 25-degree pitch).

Both dwellings will be provided with a single width carport which will be setback 0.9 metres from the common driveway. The floor plan will feature two bedrooms, an open-plan kitchen, dining and living area as well as a bathroom and laundry.

Colorbond 'Good Neighbour' fencing to a height of 1.8 metres with a 0.25-metre-high concrete upstand below will be constructed on the rear boundary. The front boundary features an existing tubular fence and gates with a cream coated finish.

In terms of car parking, one (1) space is provided undercover in the carport located under the main roof of each existing dwelling. The proposed development seeks to provide additional car parking for the four existing units with the addition of a visitor space for each. This results in two (2) car parking spaces for each existing dwelling. Further, the proposed dwellings will have the provision of one (1) undercover car parking space each. In addition, an additional visitor car park is to be provided at the front of the site in front of Unit 1. Overall, this equates to the provision of eleven (11) car parking spaces on the subject land.

The existing access to Shepherdson Road will be widened to comprise a 7-metre-wide crossover resulting in a 5.5-metre-wide driveway at the boundary. Additional landscaping will be provided along the Shepherdson Road frontage including the planting of two semi-mature trees in front of Units 1 and 2.



### LOCATION OF DEVELOPMENT

The site is located at 30-32 Shepherdson Road, Parafield Gardens. It has a total area of 1592m<sup>2</sup> with a primary frontage of 37.8 metres to Shepherdson Road. The subject land has a depth of 42.08 metres.

Four (4) single storey group dwellings are located on the subject land with a common driveway providing access to Shepherdson Road located centrally through the site.

There are no Heritage Places or Regulated Trees either on or adjacent the subject land.

The subject site is not affected by any Land Management Agreements, easements or encumbrances.

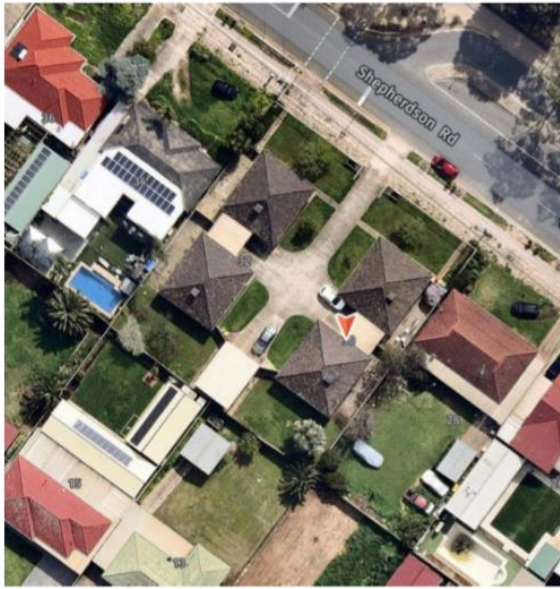


Figure 1: The subject land

### LOCALITY



Figure 2: Locality map showing the location of the subject land



The locality is mixed in terms of land uses and built form comprising both residential and non-residential land uses, with detached dwellings the most common form of residential use in the locality. Residential land uses are observed south of the subject land on Wellington Avenue and east on Boston Avenue. The locality currently comprises a low-rise suburban character in a low-density neighbourhood. Further, the average setback of dwellings from the primary street frontage is an average of 8 metres.

In terms of non-residential land use, the Parafield Gardens Primary School is located to the north of Shepherdson Road and forms a notable element as a result of the intensity of use and size of the built form.

Shepherdson Road is a Council maintained road which provides a vehicular connection between Salisbury Highway and Martins Road. A signalised pedestrian crossing is located at the front of the subject land.

While the locality does not include any public reserves or open space, it is noted that Heyford Reserve on Catalina Avenue is located approximately 230 metres to the south-west of the subject land (as the crow flies) which equates to around a 500m walk via Shepherdson Road and Sunderland Avenue).

The site and locality were inspected on 12 October 2022 and photographs are provided in Figures 3-5.



Figure 3: The subject land as viewed from Shepherdson Road (looking south)





Figure 4: The subject land as viewed from Shepherdson Road (looking south west towards Units 1 and 3)







Figure 5: Site inspection photographs

**DEVELOPMENT DATA**

DA Number	22031953																		
Proposed Development	<p>Construction of two (2) single storey group dwellings in association with four (4) existing single storey group dwellings, shared driveway, visitor car parking and landscaping</p> <p>The proposed development includes an upgrade to the existing group dwelling development comprising:</p> <ul style="list-style-type: none"> <li>• Demolition of an outbuilding;</li> <li>• The construction of two new single storey group dwellings at the rear of the subject land in addition to the four (4) existing single storey group dwellings;</li> <li>• Upgrade of the driveway adjacent the property boundary to enable a 5.5-metre-wide width;</li> <li>• Creation of new and defined off street visitor parking areas adjacent the common driveway;</li> <li>• Boundary fencing;</li> <li>• Landscaping along the Shepherdson Road frontage and adjacent the common driveway.</li> </ul>																		
Location	<p>Unit 1-2 30 Shepherdson Road, Parafield Gardens SA 5107</p> <p>Unit 1-2 32 Shepherdson Road, Parafield Gardens SA 5107</p>																		
Total Site Area	1592m <sup>2</sup>																		
Number of Proposed Dwellings	Two single storey group dwellings																		
Individual Site Areas	<p><u>Proposed Dwellings</u></p> <table> <tr> <td>Dwelling 1</td><td>153.4m<sup>2</sup></td></tr> <tr> <td>Dwelling 2</td><td>153.4m<sup>2</sup></td></tr> <tr> <td>Subtotal</td><td>306.8m<sup>2</sup></td></tr> </table> <p><u>Existing Units</u></p> <table> <tr> <td>Unit 1</td><td>175m<sup>2</sup></td></tr> <tr> <td>Unit 2</td><td>175m<sup>2</sup></td></tr> <tr> <td>Unit 3</td><td>175m<sup>2</sup></td></tr> <tr> <td>Unit 4</td><td>175m<sup>2</sup></td></tr> <tr> <td>Subtotal</td><td>700m<sup>2</sup></td></tr> <tr> <td>Total</td><td>1006.8m<sup>2</sup></td></tr> </table>	Dwelling 1	153.4m <sup>2</sup>	Dwelling 2	153.4m <sup>2</sup>	Subtotal	306.8m <sup>2</sup>	Unit 1	175m <sup>2</sup>	Unit 2	175m <sup>2</sup>	Unit 3	175m <sup>2</sup>	Unit 4	175m <sup>2</sup>	Subtotal	700m <sup>2</sup>	Total	1006.8m <sup>2</sup>
Dwelling 1	153.4m <sup>2</sup>																		
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Unit 1	175m <sup>2</sup>																		
Unit 2	175m <sup>2</sup>																		
Unit 3	175m <sup>2</sup>																		
Unit 4	175m <sup>2</sup>																		
Subtotal	700m <sup>2</sup>																		
Total	1006.8m <sup>2</sup>																		
Average Site Areas (including common areas)	1590m <sup>2</sup> site / 6 lots = 265m <sup>2</sup>																		
Net Density	<u>Existing scenario (four group dwellings)</u>																		
Low Density = less than 35dw/ha	10,000m <sup>2</sup> / Average Site Area																		



<i>Medium Density = 35-70dw/ha</i> <i>High Density = more than 70dw/ha</i>	= 10,000m <sup>2</sup> / (1592m <sup>2</sup> /4) = 10,000m <sup>2</sup> / 398m <sup>2</sup> = 25.1 dwellings per hectare  <u>Proposed scenario (four existing + two proposed group dwellings)</u>  10,000m <sup>2</sup> / Average Site Area = 10,000m <sup>2</sup> / (1592m <sup>2</sup> /6) = 10,000m <sup>2</sup> / 265m <sup>2</sup> = 37.7 dwellings per hectare  The above calculation equates to a medium density development	
Frontages	The two proposed dwellings do not front the public road. Rather, they have frontages to the common driveway.  Dwelling 1      5.8 metres (extending to a total width of 18.7 metres) Dwelling 2      6.0 metres (extending to a total width of 18.8 metres)	
Communal Driveway Dimensions	5.5m wide	
Proposed Building Areas	<u>Dwelling 1</u>  Living            79.83m <sup>2</sup> Porch             2.25m <sup>2</sup> Carport           16.9m <sup>2</sup>  Total               98.98m <sup>2</sup>	<u>Dwelling 2</u>  Living            80.47m <sup>2</sup> Porch             2.25m <sup>2</sup> Carport           16.9m <sup>2</sup>  Total               99.62m <sup>2</sup>
Existing Building Areas	Unit 1            98.93m <sup>2</sup> Unit 2            99.10m <sup>2</sup> Unit 3            98.49m <sup>2</sup> Unit 4            98.30m <sup>2</sup>  Subtotal        394.82m <sup>2</sup>	
Total Building Areas	593.42m <sup>2</sup>	
Site Coverage	Proposed Dwelling 1    64% (98m <sup>2</sup> /153m <sup>2</sup> ) Proposed Dwelling 2    64% (98m <sup>2</sup> /153m <sup>2</sup> )	
Total Site Coverage	56.3% (896m <sup>2</sup> /1592m <sup>2</sup> )	
Building Heights	Dwelling 1 and 2 ceiling height      2.7m Dwelling 1 and 2 ridge height        4.6m	
Building Styles	Single storey group dwellings	
Materials and Colours	PGH Adelaide red face brickwork with Brighton lime mortar Smooth textured external render coating (Dulux Lexicon half) Colorbond custom orb profile roof sheeting (Monument) Window and door frames powder coated finish in black Powder coated custom orb profile Good Neighbour fencing and access gate (Monument)	
Boundary Length	Internal boundary build Carports to be built side by side 5.65m length  No part of the two dwellings are to be built on the outer boundaries	
Elements	Group dwelling	

**KEY ISSUES**

The key issues relevant to this development proposal are:

- Site areas
- Site coverage
- Siting and setbacks
- Design and appearance
- Outlook
- Access and manoeuvrability



- Car parking
- Civil
- Landscaping

The proposal is considered to be an over-development of the site and at variance to the Code for the following reasons:

- **Site Areas**

General Neighbourhood Zone			
Site Dimensions and Land Divisions			
PO 2.1 Allotments/sites created for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, with higher densities closer to public open space, public transport stations and activity centres.	DTS/DPF 2.1	Development will not result in more than 1 dwelling on an existing allotment or Allotments/sites for residential purposes accord with the following:	
	Dwelling Type	Minimum site / allotment areas per dwelling	Minimum site / allotment frontage
	Detached dwelling (not in a terrace arrangement)	300m <sup>2</sup> (exclusive of any battle-axe allotment 'handle')	9m where not on a battle-axe site 5m where on a battle-axe site
	Semi-detached dwelling	300m <sup>2</sup>	9m
	Row dwelling (or detached dwelling in a terrace arrangement)	250m <sup>2</sup>	7m (averaged)
	Group dwelling	300m <sup>2</sup> (average, including common areas)	15m (total)
	Dwelling within a residential flat building	300m <sup>2</sup> (average, including common areas)	

The site area for each proposed dwelling is approximately 150m<sup>2</sup>. This is less than 300m<sup>2</sup> as prescribed by DTS/DPF 2.1. While the average site area for the whole of the site will be 265m<sup>2</sup>, noting that the site area for group dwellings can be averaged, the proposed site areas are significantly undersized that the resulting built form is at odds with the existing and desired pattern of development. The proposed dwellings are sited within close proximity to the front (driveway) and rear boundaries of the site and as such, the outlook from bedrooms and living areas is undesirable. As a consequence, and further discussed below, the reduced site area results in undesirable boundary setbacks which will have a negative amenity impact on future occupants as well as neighbouring residents.

- **Site Coverage**

General Neighbourhood Zone
Site Coverage



PO 3.1 Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.	DTS/DPF 3.1 The development does not result in site coverage exceeding 60%.
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The overall site coverage when considering the proposed dwellings in association with the proposed dwellings results in an approximate site coverage of 56%. This addresses DTS/DPF 3.1.

However, when solely looking at the proposed site areas, the site coverage for the proposed dwellings exceeds 60% with site coverages equating to approximately 64% for each site. This 'higher' site coverage, coupled with reduced setbacks discussed elsewhere in this report, is undesirable and results in reduced internal and external amenity. As such, PO 3.1 of the Zone has not been satisfied.

- Siting and Setbacks**

General Neighbourhood Zone	
Site Dimensions and Land Divisions	
PO 9.1 Dwelling walls are set back from rear boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation.	DTS/DPF 9.1 Dwelling walls are set back from the rear boundary at least: (a) if the size of the site is less than 301m <sup>2</sup> — (i) 3m in relation to the ground floor of the dwelling (ii) 5m in relation to any other building level of the dwelling (b) if the size of the site is 301m <sup>2</sup> or more— (i) 4m in relation to the ground floor of the dwelling (ii) 6m in relation to any other building level of the dwelling.

The proposed dwellings will be sited in close proximity to the rear property boundary with a proposed setback of 0.9 metres. This means that the desired front setback of 3 metres (as expressed in DTS/DPF 9.1 of the General Neighbourhood Zone) will not be achieved. Rather, the proposed development will fall 2.1 metres short of the desired setback from the rear boundary.

As reflected in PO 9.1, the desire for a minimum 3 metre setback includes an intent to deliver space between dwellings and access to natural light. The 0.9 metre setback, and configuration of the proposed dwellings which will present as a single building, occupying the majority of the rear boundary, will result in a solid building mass when viewed from the rear neighbouring sites which is not considered reasonable within a low-density suburban context where generous rear boundary setbacks currently prevail.

With the above in mind, the proposed development does not create sites that are appropriate for the anticipated dwelling form and, due to their relatively small size and shallow depth, are not compatible with the existing pattern of development in the low-rise and predominantly low-density neighbourhood.

General Neighbourhood Zone	
Group Dwellings, Residential Flat Buildings and Battle axe Development	
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.

General Development Policies – Design in Urban Areas	
Residential Development – Low Rise	
External Appearance	
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.



The siting of the dwellings at the rear of the site is at variance to PO 20.3 and PO 31.2 of Design in Urban Areas as it will have an impact on the neighbouring dwellings. Their placement on the subject site will have an effect on the outlook and privacy of occupants and neighbours as the development results in siting two dwellings adjacent to the rear boundary with little relief and articulation. What was previously a predominantly open area at the rear of the existing group dwellings (with the exception of an outbuilding) will be encroached upon by two dwellings with a combined length of approximately 31.5 metres, setback 0.9 metres from the rear boundary.

General Development Policies – Design in Urban Areas	
Residential Development – Low Rise	
Car Parking, Access and Manoeuvrability	
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.

While the entry doors of the proposed dwellings are setback further than 1.5 metres from the common driveway, this setback is the northern end of the porch and as such, the setback from the dwelling to the driveway is much closer at 0.9 metres.

The design of the dwellings results in minimal area for residents and visitors to access the dwellings in a safe and convenient manner. The siting results in the dwellings not being adequately separated from areas which will be used for access and manoeuvring in the common driveway. This is at variance with PO 33.5 (Design in Urban Areas).

- **Design and Appearance**

General Development Policies – Design in Urban Areas	
All Residential Development	
Front Elevations and Passive Surveillance	
PO 18.2 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.	None are applicable.
Residential Development – Low Rise	
External Appearance	
PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 20.1 Garages and carports facing a street: <ul style="list-style-type: none"> <li>(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</li> <li>(b) are set back at least 5.5m from the boundary of the primary street</li> <li>(c) have a garage door / opening width not exceeding 7m</li> <li>(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.</li> </ul>
PO 20.2 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	DTS/DPF 20.2 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:



	<ul style="list-style-type: none"> <li>(a) a minimum of 30% of the building wall is set back an additional 300mm from the building line</li> <li>(b) a porch or portico projects at least 1m from the building wall</li> <li>(c) a balcony projects from the building wall</li> <li>(d) a verandah projects at least 1m from the building wall</li> <li>(e) eaves of a minimum 400mm width extend along the width of the front elevation</li> <li>(f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm</li> <li>(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 single material or finish.</li> </ul>
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.

While the proposed dwellings incorporate two design features in their front elevations which address DTS/DPF 20.2, the front façade of the dwellings has been designed such that the carport for each of the dwellings will be the dominant feature in the front elevation and will be what you see from the common driveway. The bulk and scale of the undercover car parking spaces will detract from the appearance of the dwellings and this is at variance to PO 20.1 and 20.2 (Design in Urban Areas).

In addition, the visual mass of the two dwellings will be visible to the neighbouring dwellings to the rear of the subject land. They will have a negative impact when viewed from adjoining allotments as there is little to no articulation and the dwellings are proposed to be setback a minimal 0.9 metres from the rear boundary. What was previously a predominantly open area at the rear of the existing group dwellings (with the exception of an outbuilding) will be encroached upon by dwellings with a combined length of approximately 31.5 metre setback 0.9 metres from the rear boundary.

- **Outlook**

General Development Policies – Design in Urban Areas	
All Residential Development	
Front Elevations and Passive Surveillance	
PO 17.1 Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 17.1 Each dwelling with a frontage to a public street: <ul style="list-style-type: none"> <li>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</li> <li>(b) has an aggregate window area of at least 2m<sup>2</sup> facing the primary street.</li> </ul>

The front bedrooms of the proposed dwellings have a direct outlook to a boundary fence with windows setback a minimal 0.9 metres. This is at variance to PO 17.1 (Design in Urban Areas) which prescribes that dwellings are to incorporate windows which will encourage passive surveillance. This will not be achieved with the limited setback to the boundary with a 1.8-metre-high fence to be constructed between the proposed dwellings and existing group dwellings on the northern site boundary.

This is compounded by the solid entry door to each dwelling, resulting in lack of passive surveillance opportunities to the common driveway.

- **Access and Manoeuvrability**

General Development Policies – Design in Urban Areas
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Residential Development – Low Rise Car Parking, Access and Manoeuvrability	
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: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (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.

The proposed development provides for two undercover car parking spaces for the proposed dwellings to be constructed at the rear of the site. No visitor spaces are provided adjacent these spaces.

Vehicles which park in these carports will be able to enter the site in a forward direction. However, when exiting the undercover car parking spaces, vehicles will need to reverse into an area in front of existing Units 3 and 4. While possible as demonstrated on the plans and supported by the traffic engineer engaged to review the proposal, this is not practical and an inconvenient manoeuvre for the residents of the proposed dwellings when exiting the subject land taking into consideration the number of movements which will occur on a daily basis. It will also impact upon the existing residents as the reversing area is shown to be located adjacent the front elevation of Units 3 and 4 (*reduced amenity impact including vehicle noise and light spill*). This currently does not occur on the site and will result in minimal separation from the windows of the dwelling to reversing vehicles. This is at variance with PO 33.3 (Design in Urban Areas).

- **Car Parking**

General Development Policies – Design in Urban Areas	
Residential Development – Low Rise Car Parking, Access and Manoeuvrability	
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (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.

General Development Policies – Transport, Access and Parking	
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	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



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.	(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.
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Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements specifies the car parking rate for group dwellings. A dwelling with one or two bedrooms (including rooms capable of being used as a bedroom) requires one space per dwelling.

The proposed development seeks approval for an additional two group dwellings in association with the four existing dwellings on the subject land. This equates to a total of six dwellings. Based on the above calculation, each dwelling requires one space. This has been provided by way of a carport under the main roof of each dwelling (existing and proposed).

In addition, Table 1 provides a car parking rate of 0.33 spaces per dwelling for visitor parking where the development involves three or more dwellings. Based on this rate, the proposed development requires an additional two spaces for visitors.

The proposal addresses this requirement with the provision of five visitor car parking spaces. This is provided with each of the existing dwellings each having a stacked car space to the rear of the undercover space and an additional space at the front of the subject land adjacent Unit 1. This results in a total of five (5) visitor car parking spaces provided on the subject land. In total, the development provides 11 spaces.

- **Civil**

General Development Policies – Design in Urban Areas	
All Development	
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.

A civil engineering plan is yet to be provided as the applicant has requested this be requested as a Reserved Matter.

However, the levels provided on the site plan indicates a retaining wall approximately 0.5 metres in height will be required on the rear boundary. This will be in addition to the proposed 1.8-metre-high Colorbond 'Good Neighbour' fence proposed on the boundary.

The proposal would require additional assessment upon receipt of the civil engineering plan. However, based on the information provided, appears to address PO 8.1.

- **Landscaping**

General Development Policies – Design in Urban Areas	
All Development	
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.

General Development Policies – Design in Urban Areas	
All Residential Development	
Landscaping	



<p>PO 22.1 Soft landscaping is incorporated into development to:</p> <ol style="list-style-type: none"> <li>minimise heat absorption and reflection</li> <li>contribute shade and shelter</li> <li>provide for stormwater infiltration and biodiversity</li> <li>enhance the appearance of land and streetscapes.</li> </ol>	<p>DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b):</p> <p>(a) total area as determined by the following table:</p> <table border="1" data-bbox="874 405 1394 645"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling (s), average site area) (m<sup>2</sup>)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td>&lt;150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>&gt;200-450</td><td>20%</td></tr> <tr> <td>&gt;450</td><td>25%</td></tr> </tbody> </table> <p>(b) at least 30% of any land between the primary street boundary and the primary building line.</p>	Dwelling site area (or in the case of residential flat building or group dwelling (s), average site area) (m <sup>2</sup> )	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 <sup>2</sup> )	Minimum percentage of site										
<150	10%										
150-200	15%										
>200-450	20%										
>450	25%										

The proposed development provides for approximately 445m<sup>2</sup> of soft landscaping. This is provided in the common land both at the front of the subject land and in the common driveway in front of the existing group dwellings. The landscaping areas comprise a mix of species and all garden beds are proposed to irrigated.

The front of the subject land will be planted with two (2) semi-mature trees in the garden beds on either side of the common driveway. In addition, smaller trees, shrubs and ground covers will ensure the proposed development enhances the streetscape.

The garden beds located in front of each of the existing group dwellings will also be planted with semi-mature trees, shrubs and groundcovers provided an improved amenity for the existing residents.

It is noted the rear yards of the existing group dwellings currently consists of hard seal in the form of concrete. The development proposes to remove the concrete paving and replace with landscaping as detailed on the landscaping plan.

Based on the information provided, appears to address PO 13.1 and 22.1 (Design in Urban Areas).

#### ASSESSMENT SUMMARY

While it is noted modest improvements are proposed to existing site arrangements (increased visitor parking, access width and landscaping), having regard to the detailed assessment above, it is considered that the proposed development departs from a number of the provisions of the Planning and Design Code. In particular, the site areas are significantly smaller than envisaged in the General Neighbourhood Zone and do not complement the existing low-density character of the neighbourhood. In addition, the setback to the common driveway will have a negative impact on the amenity of future residents while also creating inconvenient traffic movements in the common driveway both for existing and future residents. The proximity of the proposed dwellings to the rear (southern) boundary will also impact on the amenity of the future residents as well as those existing residents on neighbouring properties. Overall, the proposal intensifies the development on the subject land and shifts negative impacts to external sites.

Given the nature and extent of the departures from the Planning and Design Code, the proposed development does not warrant Planning Consent.

#### RECOMMENDATION

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*, and having undertaken an assessment of the application against the Planning and Design Code, the application is not seriously at variance with the provisions of the Planning and Design Code.



However, when assessed against the relevant provisions of the Planning and Design Code and having regard to the context of the locality and the nature of the proposed development, the proposal does not sufficiently accord with the relevant provisions of the Code. Therefore, the proposed development does not warrant Planning Consent.

Based on an assessment against the relevant provisions of the Planning and Design Code, it is recommended that Planning Consent is **REFUSED** for application 22031953 for the following reasons:

The proposed development is contrary to the following provisions of the Planning and Design Code:

- a) General Neighbourhood Zone PO 2.1  
*Reason: The proposed sites are not of a suitable size and dimension to remain compatible with the pattern of development in the low-rise and predominantly low-density neighbourhood.*
- b) General Neighbourhood Zone DTS/DPF 2.1  
*Reason: The proposed site areas will not achieve a minimum site area of 300m<sup>2</sup>.*
- c) General Neighbourhood Zone PO 3.1  
*Reason: Insufficient space has been provided around the buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.*
- d) General Neighbourhood Zone DTS/DPF 3.1  
*Reason: The development exceeds a maximum site coverage of 60%.*
- e) General Neighbourhood Zone DTS/DPF 9.1  
*Reason: The dwelling walls are not setback from the rear boundary at least 3 metres.*
- f) General Development Policies – Design in Urban Areas DO 1  
*Reason: The development does not positively contribute to the character of the immediate area.*
- g) General Development Policies – Design in Urban Areas PO 17.1  
*Reason: The development does not incorporate a window of the specified size in the front elevation to encourage passive surveillance.*
- h) General Development Policies – Design in Urban Areas PO 18.2  
*Reason: The bedrooms located at the front of the dwelling are minimally setback from the common driveway such that they are not adequately shielded from noise and artificial light intrusion.*
- i) General Development Policies – Design in Urban Areas PO 20.1  
*Reason: The carport will detract from the appearance of the dwelling as the opening width exceeds 50% of the site frontage visible to the common driveway.*
- j) General Development Policies – Design in Urban Areas PO 20.2  
*Reason: The dwelling elevation facing the common driveway does not make a positive contribution to the appearance of the common driveway as the carport opening width exceeds 50% of the site frontage visible to the common driveway and will be the dominant feature of the elevation.*
- k) General Development Policies – Design in Urban Areas PO 20.3  
*Reason: The visual mass of the two dwellings will be visible to the neighbouring dwellings to the rear of the subject land. They will have a negative impact when viewed from adjoining allotments*



*as there is little to no articulation and the dwellings are proposed to be setback a minimal 0.9 metres from the rear boundary.*

l) General Development Policies – Design in Urban Areas PO 31.2

*Reason: The orientation and siting of the proposed dwellings will impact upon the amenity and outlook of occupants and neighbours. The development results in a minimal setback of 0.9 metres to both the front and rear boundaries. This will change the aspect of the existing residents on the subject land and to the adjacent rear properties by the construction of dwellings rather than the existing outbuilding.*

m) General Development Policies – Design in Urban Areas PO 33.4

*Reason: The vehicles parking in the carports in the proposed dwellings are required to reverse into a reversing bay in front of Units 3 and 4. While possible as demonstrated on the plans and supported by the traffic engineer engaged to review the proposal, this is not practical and an inconvenient manoeuvre for the residents of the proposed dwellings when exiting the subject land taking into consideration the number of movements which will occur on a daily basis. It will also impact upon the existing residents.*

n) General Development Policies – Design in Urban Areas PO 33.5

*Reason: The entry doors of the proposed dwellings are setback further than 1.5 metres from the common driveway, this setback is the northern end of the porch. The design of the dwellings there is minimal area for residents and visitors to access the dwellings in a safe manner.*

These departures signify an overdevelopment of the site, resulting in site areas which are significantly smaller than envisaged in the General Neighbourhood Zone; insufficient setbacks which will have a negative impact on the amenity of existing and future residents while also creating inconvenient traffic movements within the common driveway; and proximity to the existing group dwellings will further impact on the amenity of existing and future residents as well as those existing residents on neighbouring properties.

#### OFFICER MAKING RECOMMENDATION

**Name** Karyn Brown  
**Title** Development Officer Planning  
**Date** 23 December 2022

#### DECISION AUTHORITY

**Relevant Authority** Assessment Manager  
**Consent** Planning Consent  
**Date** 29 December 2022

#### INFORMATION REQUIREMENTS

Details Required	Provided
<i>Standard Requirements</i>	
<b>Site Plan</b> <ul style="list-style-type: none"> <li>- Drawn to scale and North Point</li> <li>- Boundaries and dimensions of site</li> <li>- Distance between buildings and boundaries</li> <li>- Bench and Finished Floor Level, top of kerb, retaining walls</li> <li>- Location and finished ground level at each end of any driveway or proposed driveway and its location</li> <li>- Driveway grade and width of crossover</li> <li>- Private open space</li> <li>- Fencing</li> <li>- Location and capacity of rainwater tanks / connection type</li> <li>- Details of soft landscaping and percentage of site pervious to water</li> <li>- Location and species of trees to be planted and any trees to be retained</li> </ul>	ü



- Location of Regulated or Significant Trees (on the site or on adjacent sites)	
<b>Floor Plan</b> - Floor plan showing dimensions - Location and purpose of rooms - Internal dimensions of carport/garage - Roof area, including eaves and verandahs	✓
<b>Elevation Plan</b> - Drawn to scale - Elevation of each side - Existing and proposed ground levels - Proposed internal floor levels, relative to adjacent ground levels - Ceiling heights - Height of eaves and ridge – relative to ground level - Roof pitch - Dimensions of eave overhangs - Location and dimensions of proposed external doors and windows - Schedule of colours	✓
<b>Electricity Declaration Form</b>	✓
<b>Civil Plan</b>	x

**OVERLAYS**

<i>Overlay</i>	<i>Referral Body</i>	<i>Referral/Overlay Trigger</i>	<i>Overlay Requirements</i>	<i>Met/Applicable</i>
Airport Building Heights (Regulated)	Parafield Airport	- Development within Area A or > 15m in height	- Development not located within Area A or otherwise < 15m maximum height	✓
Building Near Airfields	None	- None	- 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.	✓
Defence Aviation Area	None	- None	- Building height does not exceed 15m	✓
Hazards (Flooding – General)	Nil	- Development within the Overlay	- Buildings are 300mm above height of a 1% AEP flood event - Filling does not exceed 300mm above existing ground level and is not more than 5m wide - Development located outside of the 5% AEP principal flow path	✓
Stormwater Management	Nil	- Residential development	- Connect to rainwater tank, 60% of roof area - Connect to one toilet and either laundry or hot water service - Minimum total capacity in accord with Table 1 - Detention includes 20-25mm diameter orifice	ü



Overlay	Referral Body	Referral/Overlay Trigger	Overlay Requirements	Met/Applicable
Urban Tree Canopy	Nil	- Residential development	- < 450m <sup>2</sup> = 1 small tree - 450m <sup>2</sup> -800m <sup>2</sup> = 1 medium or 2 small trees - > 800m <sup>2</sup> = 1 large tree, 2 medium trees or 4 small trees	✓
Site Contamination	EPA	- Change in the use of land to a more sensitive use	- Purpose of Referral – To provide direction to the relevant authority on whether they must consider the advice of either a site contamination consultant or site contamination auditor regarding site suitability	✓

**OTHER CONSIDERATIONS**

	Response	Additional Comments
Easements	Nil identified on Deposited Plan	
Easement Anomaly / Unprotected Asset	Nil identified on Geocortex	
LMA / Encumbrance	N/A	
Powerline clearance / conflict	Declaration completed on the Portal	Overhead powerlines on the verge in front of the site  The new dwellings are proposed to be constructed at the rear of the site not at the front
Corner Cut Off	N/A	
Street trees impacted	Closest street tree is setback 1.3m from the widened driveway	Referred to Parks and Open Space Assets on 28.09.22  They advised on 06.10.22 that they have looked at the small street tree with Darren who is currently project managing the new trees in this area. Darren will arrange to have the street tree transplanted outside of the area of conflict with the proposed driveway area.
Conflict with street infrastructure	The widened driveway appears to be right up to the fence on the verge provided for the pedestrian crossing	Referred to Development Engineering on 28.09.22  Comments provided on 19.12.22

**PUBLIC 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.

Class of Development	Exceptions
3. Any development involving any of the following (or of any combination of any of the following):	Except development that:



f. Dwelling	<ol style="list-style-type: none"> <li>1. does not satisfy General Neighbourhood Zone DTS/DPF 4.1 or</li> <li>2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ol style="list-style-type: none"> <li>a. the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or</li> <li>b. the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where the proposed wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).</li> </ol> </li> </ol>
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The proposed development is excluded from notification by Clause 3 of Table 5 of the General Neighbourhood Zone.

#### REFERRALS – INTERNAL

Development Engineering	Date Referred	28 September 2022	Date Returned	19 December 2022
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I have reviewed Spectra's Proposed Site Plan (Ref: 53.2022 Rev A dated 27/9/2022) with the following comments,

1. While the plans prepared by Spectra are a good indication of the existing site conditions and how the developments will interface the Applicant needs to submit an Engineering Siteworks Plan prepared by a suitably qualified Civil Engineer.
2. The current finished surface levels appear to trap stormwater between the two proposed properties. Please review and adjust.



3. The location of proposed and existing retaining walls should be indicated on Engineering Siteworks Plans. Top and bottom of retaining wall levels should be provided, along with the overall height of retaining walls and fences from levels taken within adjoining land.
  - a. Retaining in the order of 0.5 m appears to be required for the two new properties as currently proposed, please note the adjustment of the finished surface levels in comment 2 may increase the retaining requirements.
4. No stormwater management is shown on the provided plans, the submitted civil plans is to address this point.
5. The swept paths provided indicate that vehicles can access/egress the site, I have no concerns with this.

I can spot no deal breakers regarding this development but a Civil Plan is required. Please note that when a Civil Plan is received additional comments may come to light.



Happy to reserve matter this one with the below reserve matters suggested

1. Civil and Siteworks Plan, prepared by a qualified and experienced stormwater engineer, for all civil and stormwater works, which shall address all of the following:
  - a. The finished surface levels proposed are to be revised to not trap stormwater between the proposed residences, refer to comment 2 in the site specific comments above.
  - b. Finished floor levels for all buildings and hardstand surfaces. The Finished Floor Level of the building is to be a minimum of 150mm above the 1% AEP ponding level over and hardstand area adjacent the building; and
  - c. Cut/fill details; and
  - d. Retaining walls, kerbing or ramps, their design and grades; and
  - e. Pavement design details and gradients; and
  - f. To assist with reduction of the catchment and provide additional protection from stormwater within the road, the level of the driveway at the boundary is to be raised in accordance with Council's standard detail SD-13; and
  - g. Car parking dimensions, aisle widths, circulation movements and associated pavement markings and signage;
  - h. Pumped stormwater systems are to be designed and constructed in accordance with AS3500.3 – Section 8. This includes the provision of duplicate, alternate duty pumps, alarms and emergency storage.
  - i. The surface water treatment requirements detailed in the P&D Code (Design Assessment Provisions PO18.1) are met.
2. Stormwater management arrangements, including accompanying design calculations, which consider the 18.1% AEP minor storm and 1% AEP major storm events.
  - a. Stormwater discharge to the downstream system is not to exceed the pre-development discharge rate for the equivalent minor and major storm events; and
  - b. Stormwater systems shall be designed and constructed to cater for minor storm flows (18.1% AEP). 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 1% AEP major storm event
  - c. Surface drainage systems are to be designed and constructed in accordance with AS3500.3 – Section 5. Surface drainage systems are to be designed to ensure overflows, in storm events with an ARI of 100 years, do not present a hazard or nuisance to people or property or discharge over any adjoining land. Roof drainage systems are to be designed in accordance with AS3500.3 – Section 3. Stormwater discharge from the site to the downstream stormwater system is not to exceed the equivalent of the pre-developed minor storm event (18.1% AEP).

Parks and Open Space Assets	Date Referred	28 September 2022	Date Returned	6 October 2022
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I have looked at the small street tree with Darren who is currently project managing the new trees in this area. Darren will arrange to have the street tree transplanted outside of the area of conflict with the proposed driveway area.

#### REFERRALS – EXTERNAL

The proposed development did not trigger any statutory referrals.



**APPENDIX****ASSESSMENT**

*Refer to Code Extract for All Policies that Apply*

While the proposed development has been assessed against all relevant provisions of the Planning and Design Code, this assessment has been summarised below under a number of headings which relate to the key planning considerations.

	Key PO's	Discussion
<b>Land Use, Site Areas, Form of Development and Density</b>	<b>Zone PO 2.1</b> <i>Allotments/sites created for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, with higher densities closer to public open space, public transport stations and activity centres.</i>	<p>DTS/DPF 2.1</p> <p>Group dwelling 300m<sup>2</sup> (average including common areas)</p> <p>1592m<sup>2</sup> / 6 = average of 265m<sup>2</sup></p> <p>Shortfall of 35m<sup>2</sup></p> <p>The site area for each proposed dwelling is approximately 150m<sup>2</sup>. This is approximately 150m<sup>2</sup> smaller than the desired 300m<sup>2</sup> as prescribed by DTS/DPF 2.1.</p> <p>While the average site area for the whole of the site will be 265m<sup>2</sup>, noting that the site area for group dwellings can be averaged, the proposed site areas are so significantly undersized that the resulting built form is at odds with the existing and desired pattern of development, is sited too close to boundaries and has poor internal amenity.</p> <p>Given the significant departures from DTS/DPF 2.1, careful consideration has been given to the proposed development's compliance with the associated PO 2.1 which states that:</p> <p><i>PO 2.1</i>  <i>Allotments/sites created for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, with higher densities closer to public open space, public transport stations and activity centres.</i></p> <p>In response to PO 2.1, it is noted that the proposed development seeks to construct two single storey dwellings on 153m<sup>2</sup> sites with depths of approximately 8.2 metres and widths approximately 5.8 metres (Dwelling 1) and 6.0 metres (Dwelling 2).</p> <p>It is further noted that the dwellings will be sited very close to the rear property boundary (0.9 metres). This means that the desired front setback of 3 metres (as expressed in DTS/DPF 9.1 of the General Neighbourhood Zone) will not be achieved. Rather, the proposed development</p>



		<p>will fall 2.1 metres short of the desired setback from the rear boundary.</p> <p>With the above in mind, the proposed development does not create sites that are appropriate for the anticipated dwelling form and due to their relatively small size and shallow depth, are not compatible with the pattern of development in the low-rise and predominantly low-density neighbourhood.</p>
<b>Primary and Secondary Setbacks</b>	<p><b>Zone PO 5.1</b> <i>Buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.</i></p> <p><b>Zone PO 6.1</b> <i>Buildings are set back from secondary street boundaries to achieve separation between building walls and public streets and contribute to a suburban streetscape character.</i></p>	<p>N/A</p> <p>The two proposed dwellings do not front the public road. Rather, they have frontages to the common driveway.</p>
<b>Side and Rear Setbacks</b>	<p><b>Zone PO 8.1</b> <i>Building walls are set back from side boundaries to provide:</i></p> <ol style="list-style-type: none"> <li><i>separation between dwellings in a way that contributes to a suburban character; and</i></li> <li><i>access to natural light and ventilation for neighbours.</i></li> </ol> <p><b>Zone PO 9.1</b> <i>Dwelling walls are set back from rear boundaries to provide:</i></p> <ol style="list-style-type: none"> <li><i>separation between dwellings in a way that contributes to a suburban character</i></li> <li><i>access to natural light and ventilation for neighbours</i></li> <li><i>private open space</i></li> <li><i>space for landscaping and vegetation.</i></li> </ol> <p><b>Design in Urban Areas PO 31.2</b> <i>The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.</i></p>	<p><u>Dwelling 1</u></p> <p>Side (western) boundary      3.1 metres</p> <p><u>Dwelling 2</u></p> <p>Side (eastern) boundary      3.0 metres</p> <p><u>Dwelling 1</u></p> <p>Rear (southern) boundary      0.9 metres</p> <p><u>Dwelling 2</u></p> <p>Rear (southern) boundary      0.9 metres</p> <p>The proposed dwellings have rear setbacks of only 0.9 metres. PO/DPF 9.1 is seeking 3 metre The siting of the dwellings at the rear of the site is also at variance to PO 31.2 of Design in Urban Areas as it will have an impact on the neighbouring dwellings as they will have two dwellings sited close to the rear boundary with little relief and articulation. It will also not minimise impacts on the amenity, outlook and privacy of occupants and neighbours or maximise the number of dwellings that face public open space and public streets.</p>
<b>Design and Appearance</b>	<p><b>Design in Urban Areas PO 17.1</b> <i>Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</i></p> <p><b>PO 18.2</b> <i>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.</i></p> <p><b>PO 20.2</b> <i>Dwelling elevations facing public streets and common driveways make a positive contribution to the</i></p>	<p>The front bedrooms of the proposed dwellings have a direct outlook to a boundary fence with windows setback only 0.9 metres. This is at variance to PO 18.1 (Design in Urban Areas) which requires living rooms to have an external outlook to provide a high standard of amenity for occupants.</p> <p>The front façade of the dwellings is designed such that the carport for each of the dwellings will be what you see from the common driveway. While not facing a street, the undercover car parking spaces will detract from the appearance</p>



	<p><i>streetscape and the appearance of common driveway areas.</i></p> <p><b>PO 20.1</b> <i>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</i></p> <p><b>PO 20.3</b> <i>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</i></p>	<p>of the dwelling. This is at variance to PO 20.1 and 20.2 (Design in Urban Areas).</p> <p>In addition, the mass of the two dwellings will be visible to the neighbouring dwellings to the rear of the subject land. There is little to no articulation and the dwellings will be setback 0.5 metres from the rear boundary. This is at variance with PO 20.3 (Design in Urban Areas).</p>																			
<b>Private Open Space</b>	<p><i>Total private open space area: Site area &lt;301m²: 24m² located behind the building line. Site area ≥ 301m²: 60m² located behind the building line. Minimum directly accessible from a living room: 16m² / with a minimum dimension 3m.</i></p>	<p><u>Dwelling 1</u></p> <table><tr><td>Requires</td><td>24m²</td></tr><tr><td>Provides</td><td>25.6m²</td></tr></table> <p><u>Dwelling 2</u></p> <table><tr><td>Requires</td><td>24m²</td></tr><tr><td>Provides</td><td>24.6m²</td></tr></table>	Requires	24m²	Provides	25.6m²	Requires	24m²	Provides	24.6m²											
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Provides	25.6m²																				
Requires	24m²																				
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<b>Landscaping</b>	<p><b>Design in Urban Areas</b></p> <p><b>PO 13.1</b> <i>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.</i></p> <p><b>PO 22.1</b> <i>Soft landscaping is incorporated into development to:</i></p> <ol style="list-style-type: none"><li><i>minimise heat absorption and reflection</i></li><li><i>contribute shade and shelter</i></li><li><i>provide for stormwater infiltration and biodiversity</i></li><li><i>enhance the appearance of land and streetscapes.</i></li></ol>	<table><tr><td>Communal open space</td><td>Means open space shared by more than one dwelling, but is not publicly accessible.  It excludes any of the following:  (a) private open space (b) public rights of way (c) private streets (d) parking areas and driveways; (e) service and storage areas (f) land with a minimum dimension less than 2.0m.</td></tr></table> <p>25% of site (1592m²) = 398m²</p> <p><u>Provision of soft landscaping (as per plans)</u></p> <table><tr><td>Common land</td><td>285.55m²</td></tr><tr><td>Existing Unit 1</td><td>26.92m² (not provided)</td></tr><tr><td>Existing Unit 2</td><td>32.27m² (not provided)</td></tr><tr><td>Existing Unit 3</td><td>28.41m² (not provided)</td></tr><tr><td>Existing Unit 4</td><td>35.67m² (not provided)</td></tr><tr><td>Proposed D1</td><td>17.8m²</td></tr><tr><td>Proposed D2</td><td>17.36m²</td></tr><tr><td><b>Total</b></td><td><b>444.08m² (27.9%)</b></td></tr></table>	Communal open space	Means open space shared by more than one dwelling, but is not publicly accessible.  It excludes any of the following:  (a) private open space (b) public rights of way (c) private streets (d) parking areas and driveways; (e) service and storage areas (f) land with a minimum dimension less than 2.0m.	Common land	285.55m²	Existing Unit 1	26.92m² (not provided)	Existing Unit 2	32.27m² (not provided)	Existing Unit 3	28.41m² (not provided)	Existing Unit 4	35.67m² (not provided)	Proposed D1	17.8m²	Proposed D2	17.36m²	<b>Total</b>	<b>444.08m² (27.9%)</b>	
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<b>Car Parking</b>	<p><b>PO 5.1</b> <i>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:</i></p> <ol style="list-style-type: none"><li><i>availability of on-street car parking</i></li><li><i>shared use of other parking areas</i></li></ol> <p><b>Group Dwelling</b> <i>Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.</i></p> <p><i>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.</i></p> <p><i>0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.</i></p>	<p>Each dwelling has been provided with one undercover space</p> <p>6 dwellings x 0.33 spaces =1.98 spaces</p> <p>The site plan shows:</p> <ul style="list-style-type: none"><li>two spaces for each existing dwelling (equates to 8 spaces [1 undercover + 1 visitor])</li><li>one space for each proposed dwelling (equates to two spaces)</li><li>one visitor space at the front of the subject land</li></ul> <p>Based on the above spaces, the development provides 11 spaces.</p>																			



<b>Driveways / Access</b>	<p><b>Design in Urban Areas</b> <b>PO 23.3</b> <i>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.</i></p> <p><b>Transport, Access and Car Parking</b> <b>PO 3.5</b> <i>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.</i></p>	<p>The Site Plan shows a minimum 5.5-metre-wide common driveway to allow for vehicles to enter and exit the subject land in a forward direction.</p> <p>The driveway widens to 6.5 metres wide in front of Units 3 and 4 and decreases back to 5 metres in front of proposed Dwellings 1 and 2</p>
<b>Waste Storage Arrangements</b>	<p><b>Design in Urban Areas</b> <b>PO 24.1</b> <i>Provision is made for the convenient storage of waste bins in a location screened from public view.</i></p> <p><b>DTS/DPF 24.1</b> <i>Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that:</i></p> <ul style="list-style-type: none"> <li>a. <i>has a minimum area of 2m<sup>2</sup> with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and</i></li> <li>b. <i>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.</i></li> </ul>	<p>Each dwelling will store their bins (general waste recycling and green waste) on their own site. The proposed dwellings have a dedicated area at the rear of a wall in the carport and will not be visible to the street. It is unclear where the bins will be stored for the existing dwellings as this has not been indicated on the plans.</p> <p>The applicant has indicated that the bins are proposed to be placed on the verge in front of the site on collection day.</p> <p>This equates to a possible twelve bins on collection day - two bins for each of the six dwellings.</p>
<b>Amenity</b>	<p><b>Zone PO 3.1</b> <i>Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.</i></p> <p><b>Design</b> <b>PO 14.1</b> <i>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</i></p> <p><b>PO 15.1</b> <i>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</i></p> <p><b>Design in Urban Areas</b> <b>PO 31.1</b> <i>Dwellings are of a suitable size to provide a high standard of amenity for occupants.</i></p> <p><b>PO 31.2</b> <i>The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.</i></p> <p><b>PO 31.3</b> <i>Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.</i></p>	<p>It is noted that the siting of the proposed dwellings will mean that they will not satisfy the rear boundary setback sought by PO 9.1 and DTS/DPF 9.1 of the General Neighbourhood Zone</p> <p>Specifically, the rear setback will be 0.9 metres from the rear wall. The insufficient rear setback of the group dwellings will have a negative impact on the amenity of both the future residents of the proposed dwellings as well as the neighbouring properties to the south. In this way, the proposed development does not satisfy PO 9.1 and DTS/DPF 9.1 of the General Neighbourhood Zone</p> <p>The inappropriate rear setback of the group dwellings will also negatively impact the future residents of the proposed dwellings as it will not maximise natural sunlight access and ventilation to main activity areas and open spaces as required by General Development Policies – Design PO 4.1.</p> <p>In addition, the proposal fails to satisfy PO 3.1 c of the General Neighbourhood Zone PO 3.1 as insufficient space has been provided around the buildings to provide an attractive outlook.</p> <p>While the common driveway setting is noted, the inappropriate setback of the carports will also offend Design PO 14.1 (General Development</p>



		Policies) as the carports will become a visually dominant element and detract from the appearance of the dwellings.
<b>Cut / Fill / Retaining</b>	<b>Design in Urban Areas</b> <b>DTS/DPF 8.1</b> <i>Development does not involve any of the following:</i> <ol style="list-style-type: none"> <li>excavation exceeding a vertical height of 1m</li> <li>filling exceeding a vertical height of 1m</li> <li>a total combined excavation and filling vertical height of 2m or more.</li> </ol>	<p>A civil engineering plan is yet to be provided as the applicant has requested this be requested as a Reserved Matter.</p> <p>Upon review of the levels provided on the site plan, it appears a retaining wall approximately 0 metres in height will be required on the rear boundary.</p>
<b>Water Sensitive Design</b>	<b>Design in Urban Areas</b> <b>PO 36.1</b> <i>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.</i>  <b>PO 36.2</b> <i>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.</i>	<p>A civil engineering plan is yet to be provided as the applicant has requested this be requested as a Reserved Matter.</p>
<b>Transport, Access and Parking</b>	<b>Design in Urban Areas</b> <b>PO 33.4</b> <i>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.</i>  <b>PO 33.5</b> <i>Dwellings are adequately separated from common driveways and manoeuvring areas.</i>	<p>The site plan shows two undercover car parking spaces for the proposed dwellings to be constructed at the rear of the site. No visitor spaces are provided adjacent these spaces.</p> <p>Vehicles which park in these carports will be able to enter the site in a forward direction. However when exiting the site, these vehicles will need to reverse into an area in front of existing Units 3 and 4. This is likely to create a safety issue for vehicles reversing out of the carport and is also not viewed as not being convenient for the inhabitants of these dwellings taking into consideration the number of movements which will occur on a daily basis. This is at variance with PO 33.4 (Design in Urban Areas).</p>



**22031953 – Two (2) Single Storey Group Dwelling – 30-32 Shepherdson Road, Parafield Gardens**

Site inspection photos – taken by Chris Carrey – on 12 October 2022







Item 8.2.3 - Attachment 3 - Assessment Manager – Planning Assessment Report and Site Inspection Photos





**Item 8.2.3 - Attachment 3 - Assessment Manager – Planning Assessment Report and Site Inspection Photos**





Item 8.2.3 - Attachment 3 - Assessment Manager – Planning Assessment Report and Site Inspection Photos





**Item 8.2.3 - Attachment 3 - Assessment Manager – Planning Assessment Report and Site Inspection Photos**





**Item 8.2.3 - Attachment 3 - Assessment Manager – Planning Assessment Report and Site Inspection Photos**





Item 8.2.3 - Attachment 3 - Assessment Manager – Planning Assessment Report and Site Inspection Photos



**Appendix 4**  
*Decision Notification Form*





## DECISION NOTIFICATION FORM

*Section 126(1) of the Planning, Development and Infrastructure Act 2016*

### TO THE APPLICANT(S):

Name: N43 Pty Ltd
Postal address: PO BOX 20 Collinswood SA 5081
Email: amaiello@senet.com.au

### IN REGARD TO:

Development application no.: 22031953	Lodged on: 6 Oct 2022
Nature of proposed development: Construction Of Two (2) Single Storey Group Dwellings In Association With Four (4) Existing Single Storey Group Dwellings, Shared Driveway, Visitor Car Parking And Landscaping	

### LOCATION OF PROPOSED DEVELOPMENT:

Location reference: UNIT 1-2 30 SHEPHERDSON RD PARAFIELD GARDENS SA 5107		
Title ref.: CT 5527/540	Plan Parcel: D6238 AL54	Council: CITY OF SALISBURY

Location reference: UNIT 1-2 32 SHEPHERDSON RD PARAFIELD GARDENS SA 5107		
Title ref.: CT 5527/151	Plan Parcel: D6238 AL55	Council: CITY OF SALISBURY

### DECISION:

Decision type	Decision (granted/refused)	Decision date	No. of conditions	No. of reserved matters	Entity responsible for decision (relevant authority)
Planning Consent	Refused	29 Dec 2022			Assessment Manager at City of Salisbury
Building Consent					To be Determined
Development Approval - Planning Consent; Building Consent					City of Salisbury

<b>FROM THE RELEVANT AUTHORITY:</b> Assessment Manager - Section 96 - Performance Assessed at City of Salisbury
Date: 29 Dec 2022

### REFUSAL REASONS

#### Planning Consent

The proposed development is contrary to the following provisions of the Planning and Design Code:

#### a) General Neighbourhood Zone PO 2.1

This form constitutes the form of a decision notification under section 126(1) of the Planning, Development and Infrastructure Act 2016, as determined by the Minister for Planning for the Purposes of regulation 57(1) of the Planning, Development and Infrastructure (General) Regulations 2017. Published: 7 July 2022.



**Government of South Australia**  
Department for Trade and Investment



*Reason: The proposed sites are not of a suitable size and dimension to remain compatible with the pattern of development in the low-rise and predominantly low-density neighbourhood.*

b) General Neighbourhood Zone DTS/DPF 2.1

*Reason: The proposed site areas will not achieve a minimum site area of 300m<sup>2</sup>.*

c) General Neighbourhood Zone PO 3.1

*Reason: Insufficient space has been provided around the buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.*

d) General Neighbourhood Zone DTS/DPF 3.1

*Reason: The development exceeds a maximum site coverage of 60%.*

e) General Neighbourhood Zone DTS/DPF 9.1

*Reason: The dwelling walls are not setback from the rear boundary at least 3 metres.*

f) General Development Policies – Design in Urban Areas DO 1

*Reason: The development does not positively contribute to the character of the immediate area.*

g) General Development Policies – Design in Urban Areas PO 17.1

*Reason: The development does not incorporate a window of the specified size in the front elevation to encourage passive surveillance.*

h) General Development Policies – Design in Urban Areas PO 18.2

*Reason: The bedrooms located at the front of the dwelling are minimally setback from the common driveway such that they are not adequately shielded from noise and artificial light intrusion.*

i) General Development Policies – Design in Urban Areas PO 20.1

*Reason: The carport will detract from the appearance of the dwelling as the opening width exceeds 50% of the site frontage visible to the common driveway.*

j) General Development Policies – Design in Urban Areas PO 20.2

*Reason: The dwelling elevation facing the common driveway does not make a positive contribution to the appearance of the common driveway as the carport opening width exceeds 50% of the site frontage visible to the common driveway and will be the dominant feature of the elevation.*

k) General Development Policies – Design in Urban Areas PO 20.3

*Reason: The visual mass of the two dwellings will be visible to the neighbouring dwellings to the rear of the subject land. They will have a negative impact when viewed from adjoining allotments as there is little to no articulation and the dwellings are proposed to be setback a minimal 0.9 metres from the rear boundary.*

l) General Development Policies – Design in Urban Areas PO 31.2



*Reason: The orientation and siting of the proposed dwellings will impact upon the amenity and outlook of occupants and neighbours. The development results in a minimal setback of 0.9 metres to both the front and rear boundaries. This will change the aspect of the existing residents on the subject land and to the adjacent rear properties by the construction of dwellings rather than the existing outbuilding.*

m) General Development Policies – Design in Urban Areas PO 33.4

*Reason: The vehicles parking in the carports in the proposed dwellings are required to reverse into a reversing bay in front of Units 3 and 4. While possible as demonstrated on the plans and supported by the traffic engineer engaged to review the proposal, this is not practical and an inconvenient manoeuvre for the residents of the proposed dwellings when exiting the subject land taking into consideration the number of movements which will occur on a daily basis. It will also impact upon the existing residents.*

n) General Development Policies – Design in Urban Areas PO 33.5

*Reason: The entry doors of the proposed dwellings are setback further than 1.5 metres from the common driveway, this setback is the northern end of the porch. The design of the dwellings there is minimal area for residents and visitors to access the dwellings in a safe manner.*

These departures signify an overdevelopment of the site, resulting in site areas which are significantly smaller than envisaged in the General Neighbourhood Zone; insufficient setbacks which will have a negative impact on the amenity of existing and future residents while also creating inconvenient traffic movements within the common driveway; and proximity to the existing group dwellings will further impact on the amenity of existing and future residents as well as those existing residents on neighbouring properties.

**CONTACT DETAILS OF CONSENT AUTHORITIES**

Name: City of Salisbury	Type of consent: Planning
Telephone: 08 8406 8222	Email: development@salisbury.sa.gov.au
Postal address: PO Box 8, Salisbury SA 5108	



## **Appendix 5**

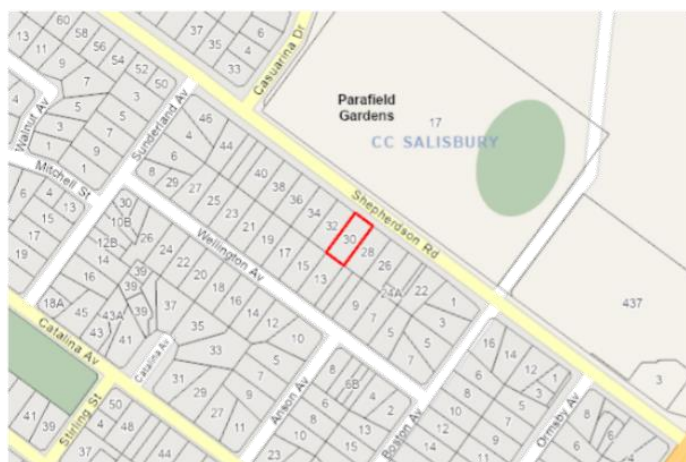
### *Code Rules – Assessment Start – Group Dwelling – dated 6 October 2022*



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**UNIT 1-2 30 SHEPHERDSON RD PARAFIELD GARDENS SA 5107****Address:**Click to view a detailed interactive [SARIS](#) in SAILIS

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

**Property Zoning Details****Overlay**

Airport Building Heights (Regulated) (All structures over 45 metres)

Affordable Housing

Building Near Airfields

Defence Aviation Area (All structures over 90 metres)

Hazards (Flooding - General)

Prescribed Wells Area

Regulated and Significant Tree

Stormwater Management

Urban Tree Canopy

**Zone**

General Neighbourhood

**Selected Development(s)**

Group dwelling

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.

If no assessment pathway is shown this means the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

**Property Policy Information for above selection**

Group dwelling - Code Assessed - Performance Assessed

**Part 2 - Zones and Sub Zones****General Neighbourhood Zone**



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**Assessment Provisions (AP)**

<b>Desired Outcome</b>	
DO 1	Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.

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		DTS/DPF 1.1		
Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable neighbourhood.		Development comprises one or more of the following:  (a) Ancillary accommodation (b) Community facility (c) Consulting room (d) Dwelling (e) Educational establishment (f) Office (g) Place of Worship (h) Pre-school (i) Recreation area (j) Residential flat building (k) Retirement facility (l) Shop (m) Student accommodation (n) Supported accommodation		
Site Dimensions and Land Division				
PO 2.1		DTS/DPF 2.1		
Allotments/sites created for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and remain compatible with the pattern of development in a low-rise and predominantly low-density neighbourhood, with higher densities closer to public open space, public transport stations and activity centres.		Development will not result in more than 1 dwelling on an existing allotment  or  Allotments/sites for residential purposes accord with the following:		
		Dwelling Type	Minimum site/allotment area per dwelling	Minimum site/allotment frontage
		Detached dwelling (not in a terrace arrangement)	300m <sup>2</sup> (exclusive of any battle-axe allotment 'handle')	9m where not on a battle-axe site 5m where on a battle-axe site
		Semi-detached dwelling	300m <sup>2</sup>	9m
		Row dwelling (or detached dwelling in a	250m <sup>2</sup>	7m (averaged)

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	terrace arrangement)		
	Group dwelling	300m <sup>2</sup> (average, including common areas)	15m (total)
	Dwelling within a residential flat building	300m <sup>2</sup> (average, including common areas)	15m (total)
PO 2.2 Development creating new allotments/sites in conjunction with retention of an existing dwelling ensures the site of the existing dwelling remains fit for purpose.	DTS/DPF 2.2  Where the site of a dwelling does not comprise an entire allotment:  (a) the balance of the allotment accords with site area and frontage requirements specified in General Neighbourhood Zone DTS/DPF 2.1  (b) if there is an existing dwelling on the allotment that will remain on the allotment after completion of the development, it will not contravene:  (i) Private open space requirements specified in Design in Urban Areas Table 1 - Private Open Space  (ii) off-street vehicular parking exists in accordance with the rate(s) 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 to the nearest whole number.		
Site Coverage			
PO 3.1 Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.	DTS/DPF 3.1  The development does not result in site coverage exceeding 60%.		
Building Height			
PO 4.1 Buildings contribute to a low-rise suburban character.	DTS/DPF 4.1  Building height (excluding garages, carports and outbuildings) no greater than:  (a) 2 building levels and 9m and  (b) wall height that is no greater than 7m except in the case of a gable end.		
Primary Street Setback			
PO 5.1 Buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.	DTS/DPF 5.1  The building line of a building set back from the primary street boundary:  (a) no more than 1m in front of 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 or a vacant allotment)  (b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road		



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	<p>or a vacant allotment), no more than 1m in front of the setback to the building line of that building</p> <p>or</p> <p>(c) not less than 5m where no building exists on an adjoining site with the same primary street frontage.</p>
Secondary Street Setback	
<p>PO 6.1</p> <p>Buildings are set back from secondary street boundaries to achieve separation between building walls and public streets and contribute to a suburban streetscape character.</p>	<p>DTS/DPF 6.1</p> <p>Building walls are set back from the boundary of the allotment with a secondary street frontage:</p> <p>(a) at least 900mm</p> <p>or</p> <p>(b) if a dwelling on any adjoining allotment is closer to the secondary street than 900mm, at least the distance of that dwelling from the boundary with the secondary street.</p>
Boundary Walls	
<p>PO 7.1</p> <p>Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties.</p>	<p>DTS/DPF 7.1</p> <p>Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur only on one side boundary and satisfy (a) or (b) below:</p> <p>(a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height</p> <p>(b) side boundary walls do not:</p> <p>(i) exceed 3m in height from the top of footings</p> <p>(ii) exceed 11.5m in length</p> <p>(iii) when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary</p> <p>(iv) encroach within 3m of any other existing or proposed boundary walls on the subject land.</p>
Side boundary setback	
<p>PO 8.1</p> <p>Building walls are set back from side boundaries to provide:</p> <p>(a) separation between dwellings in a way that contributes to a suburban character</p> <p>and</p> <p>(b) access to natural light and ventilation for neighbours.</p>	<p>DTS/DPF 8.1</p> <p>Other than walls located on a side boundary, building walls are set back from side boundaries:</p> <p>(a) at least 900mm where the wall height is up to 3m</p> <p>(b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m</p> <p>and</p> <p>(c) at least 1900mm plus 1/3 of the wall height above 3m for walls facing a southern side boundary.</p>
Rear boundary setback	
<p>PO 9.1</p> <p>Dwelling walls are set back from rear boundaries to provide:</p>	<p>DTS/DPF 9.1</p> <p>Dwelling walls are set back from the rear boundary at least:</p> <p>(a) if the size of the site is less than 301m<sup>2</sup>—</p>



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(a) separation between dwellings in a way that contributes to a suburban character	(i) 3m in relation to the ground floor of the dwelling
(b) access to natural light and ventilation for neighbours	(ii) 5m in relation to any other building level of the dwelling
(c) private open space	
(d) space for landscaping and vegetation.	(b) if the size of the site is 301m <sup>2</sup> or more—
	(i) 4m in relation to the ground floor of the dwelling
	(ii) 6m in relation to any other building level of the dwelling.

**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**

Notification tables exclude the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

Where a development or an element of a development falls within more than one class of development listed in Column A, it will be excluded from notification if it is excluded (in its entirety) under any of those classes of development. It need not be excluded under all applicable classes of development.

Where a development involves multiple performance assessed elements, all performance assessed elements will require notification (regardless of whether one or more elements are excluded in the applicable notification table) unless every performance assessed element of the application is excluded in the applicable notification table, in which case the application will not require notification.

Class of Development (Column A)	Exceptions (Column B)
1. 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. All development undertaken by: <ul style="list-style-type: none"> <li>(a) the South Australian Housing Trust either individually or jointly with other persons or bodies or</li> <li>(b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.</li> </ul>	Except development involving any of the following: <ul style="list-style-type: none"> <li>1. residential flat building(s) of 3 or more building levels</li> <li>2. the demolition of a State or Local Heritage Place</li> <li>3. the demolition of a building (except an ancillary building) in a Historic Area Overlay.</li> </ul>
3. Any development involving any of the following (or of any combination of any of the following): <ul style="list-style-type: none"> <li>(a) air handling unit, air conditioning system or exhaust fan</li> <li>(b) ancillary accommodation</li> <li>(c) building work on railway land</li> <li>(d) carport</li> <li>(e) deck</li> </ul>	Except development that: <ul style="list-style-type: none"> <li>1. does not satisfy General Neighbourhood Zone DTS/DPF 4.1 or</li> <li>2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or</li> </ul>



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<ul style="list-style-type: none"> <li>(f) dwelling</li> <li>(g) dwelling addition</li> <li>(h) fence</li> <li>(i) outbuilding</li> <li>(j) pergola</li> <li>(k) private bushfire shelter</li> <li>(l) residential flat building</li> <li>(m) retaining wall</li> <li>(n) retirement facility</li> <li>(o) shade sail</li> <li>(p) solar photovoltaic panels (roof mounted)</li> <li>(q) student accommodation</li> <li>(r) supported accommodation</li> <li>(s) swimming pool or spa pool</li> <li>(t) verandah</li> <li>(u) water tank.</li> </ul>	<p>an excluded boundary) and:</p> <ul style="list-style-type: none"> <li>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or</li> <li>(b) the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where the proposed wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).</li> </ul>
<p>4. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) consulting room</li> <li>(b) office</li> <li>(c) shop.</li> </ul>	<p>Except development that:</p> <ul style="list-style-type: none"> <li>1. does not satisfy any of the following: <ul style="list-style-type: none"> <li>(a) General Neighbourhood Zone DTS/DPF 1.4</li> <li>(b) General Neighbourhood Zone DTS/DPF 4.1</li> </ul> </li> <li>or</li> <li>2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: <ul style="list-style-type: none"> <li>(a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or</li> <li>(b) the height of the proposed wall (or post height) exceeds 3m measured from the top of footings (other than where the proposed wall (or post) abuts an existing wall or structure of greater height on the adjoining allotment).</li> </ul> </li> </ul>
<p>5. Any development involving any of the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) internal building works</li> <li>(b) land division</li> <li>(c) recreation area</li> <li>(d) replacement building</li> <li>(e) temporary accommodation in an area affected by bushfire</li> <li>(f) tree damaging activity.</li> </ul>	<p>None specified.</p>
<p>6. Alteration of or addition to any development involving the following (or of any combination of any of the following):</p> <ul style="list-style-type: none"> <li>(a) community facility</li> <li>(b) educational establishment</li> </ul>	<p>Except development that does not satisfy General Neighbourhood Zone DTS/DPF 1.5.</p>



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(c) pre-school.	
7. Demolition.	<p>Except any of the following:</p> <ol style="list-style-type: none"> <li>1. the demolition of a State or Local Heritage Place</li> <li>2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.</li> </ol>
<b>Placement of Notices - Exemptions for Performance Assessed Development</b>	
None specified.	
<b>Placement of Notices - Exemptions for Restricted Development</b>	
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)

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: <ol style="list-style-type: none"> <li>(a) it can be demonstrated that any shortfall in affordable housing has been provided in a previous stage of development</li> <li>or</li> <li>(b) it can be demonstrated that any shortfall in affordable</li> </ol>



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	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:  <ul style="list-style-type: none"> <li>(a) Business Neighbourhood Zone</li> <li>(b) City Living Zone</li> <li>(c) Established Neighbourhood Zone</li> <li>(d) General Neighbourhood Zone</li> <li>(e) Hills Neighbourhood Zone</li> <li>(f) Housing Diversity Neighbourhood Zone</li> <li>(g) Neighbourhood Zone</li> <li>(h) Master Planned Neighbourhood Zone</li> <li>(i) Master Planned Renewal Zone</li> <li>(j) Master Planned Township Zone</li> <li>(k) Rural Neighbourhood Zone</li> <li>(l) Suburban Business Zone</li> <li>(m) Suburban Neighbourhood Zone</li> <li>(n) Township Neighbourhood Zone</li> <li>(o) Township Zone</li> <li>(p) Urban Renewal Neighbourhood Zone</li> <li>(q) Waterfront Neighbourhood Zone</li> </ul> and up to 30% in any other zone, except where:  <ul style="list-style-type: none"> <li>(a) the development is located within the Character Area Overlay or Historic Area Overlay or</li> <li>(b) other height incentives already apply to the development.</li> </ul>
Movement and Car Parking	
PO 4.1	DTS/DPF 4.1



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Sufficient car parking is provided to meet the needs of occupants of affordable housing.	<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"> <li>(i) 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service<sup>(2)</sup></li> <li>(ii) is within 400 metres of a bus interchange<sup>(1)</sup></li> <li>(iii) is within 400 metres of an O-Bahn interchange<sup>(1)</sup></li> <li>(iv) is within 400 metres of a passenger rail station<sup>(1)</sup></li> <li>(v) is within 400 metres of a passenger tram station<sup>(1)</sup></li> <li>(vi) is within 400 metres of the Adelaide Parklands.</li> </ul> <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>
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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
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.

## Airport Building Heights (Regulated) Overlay

## Assessment Provisions (AP)



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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 lowest value relevant to the site of the proposed development is 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
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.



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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
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)

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> .

**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



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

<b>Desired Outcome</b>	
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)

<b>Performance Outcome</b>	<b>Deemed-to-Satisfy Criteria / Designated Performance Feature</b>
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.

**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.

<b>Class of Development / Activity</b>	<b>Referral Body</b>	<b>Purpose of Referral</b>	<b>Statutory Reference</b>
None	None	None	None

**Stormwater Management Overlay****Assessment Provisions (AP)**

<b>Desired Outcome</b>	
DO 1	Development incorporates water sensitive urban design techniques to capture and re-use stormwater.

<b>Performance Outcome</b>	<b>Deemed-to-Satisfy Criteria / Designated Performance Feature</b>
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PO 1.1	<p>Residential development is designed to capture and re-use stormwater to:</p> <ul style="list-style-type: none"> <li>(a) maximise conservation of water resources</li> <li>(b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded</li> <li>(c) manage stormwater runoff quality.</li> </ul>
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DTS/DPF 1.1	<p>Residential development comprising detached, semi-detached or row dwellings, or less than 5 group dwellings or dwellings within a residential flat building:</p> <ul style="list-style-type: none"> <li>(a) includes rainwater tank storage: <ul style="list-style-type: none"> <li>(i) connected to at least: <ul style="list-style-type: none"> <li>A. in relation to a detached dwelling (not in a battle-axe arrangement), semi-detached dwelling or row dwelling, 60% of the roof area</li> <li>B. in all other cases, 80% of the roof area</li> </ul> </li> <li>(ii) connected to either a toilet, laundry cold water outlets or hot water service for sites less than 200m<sup>2</sup></li> <li>(iii) connected to one toilet and either the laundry cold water outlets or hot water service for sites of 200m<sup>2</sup> or greater</li> <li>(iv) with a minimum total capacity in accordance with Table 1</li> <li>(v) where detention is required, includes a 20-25 mm diameter slow release orifice at the bottom of the detention component of the tank</li> </ul> </li> <li>(b) incorporates dwelling roof area comprising at least 80% of the site's impervious area</li> </ul> <p>Table 1: Rainwater Tank</p> <table> <tr> <th>Site size (m<sup>2</sup>)</th><th>Minimum retention volume (Litres)</th><th>Minimum detention volume (Litres)</th></tr> <tr> <td>&lt;200</td><td>1000</td><td>1000</td></tr> <tr> <td>200-400</td><td>2000</td><td>           Site perviousness &lt;30%: 1000             Site perviousness ≥30%: N/A         </td></tr> <tr> <td>&gt;401</td><td>4000</td><td>           Site perviousness &lt;35%: 1000             Site perviousness ≥35%: N/A         </td></tr> </table>	Site size (m <sup>2</sup> )	Minimum retention volume (Litres)	Minimum detention volume (Litres)	<200	1000	1000	200-400	2000	Site perviousness <30%: 1000  Site perviousness ≥30%: N/A	>401	4000	Site perviousness <35%: 1000  Site perviousness ≥35%: N/A
Site size (m <sup>2</sup> )	Minimum retention volume (Litres)	Minimum detention volume (Litres)											
<200	1000	1000											
200-400	2000	Site perviousness <30%: 1000  Site perviousness ≥30%: N/A											
>401	4000	Site perviousness <35%: 1000  Site perviousness ≥35%: N/A											

**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
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			Reference
None	None	None	None

**Urban Tree Canopy Overlay****Assessment Provisions (AP)****Desired Outcome**

DO 1	Residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.
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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature																												
PO 1.1  Trees are planted or retained to contribute to an urban tree canopy.	DTS/DPF 1.1  Tree planting is provided in accordance with the following: <table><tr><th>Site size per dwelling (m<sup>2</sup>)</th><th>Tree size* and number required per dwelling</th></tr><tr><td>&lt;450</td><td>1 small tree</td></tr><tr><td>450-800</td><td>1 medium tree or 2 small trees</td></tr><tr><td>&gt;800</td><td>1 large tree or 2 medium trees or 4 small trees</td></tr></table> *refer Table 1 Tree Size <table><tr><th colspan="4">Table 1 Tree Size</th></tr><tr><th>Tree size</th><th>Mature height (minimum)</th><th>Mature spread (minimum)</th><th>Soil area around tree within development site (minimum)</th></tr><tr><td>Small</td><td>4 m</td><td>2m</td><td>10m<sup>2</sup> and min. dimension of 1.5m</td></tr><tr><td>Medium</td><td>6 m</td><td>4 m</td><td>30m<sup>2</sup> and min. dimension of 2m</td></tr><tr><td>Large</td><td>12 m</td><td>8m</td><td>60m<sup>2</sup> and min. dimension of 4m</td></tr></table> The discount in Column D of Table 2 discounts the number of	Site size per dwelling (m <sup>2</sup> )	Tree size* and number required per dwelling	<450	1 small tree	450-800	1 medium tree or 2 small trees	>800	1 large tree or 2 medium trees or 4 small trees	Table 1 Tree Size				Tree size	Mature height (minimum)	Mature spread (minimum)	Soil area around tree within development site (minimum)	Small	4 m	2m	10m <sup>2</sup> and min. dimension of 1.5m	Medium	6 m	4 m	30m <sup>2</sup> and min. dimension of 2m	Large	12 m	8m	60m <sup>2</sup> and min. dimension of 4m
Site size per dwelling (m <sup>2</sup> )	Tree size* and number required per dwelling																												
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Table 1 Tree Size																													
Tree size	Mature height (minimum)	Mature spread (minimum)	Soil area around tree within development site (minimum)																										
Small	4 m	2m	10m <sup>2</sup> and min. dimension of 1.5m																										
Medium	6 m	4 m	30m <sup>2</sup> and min. dimension of 2m																										
Large	12 m	8m	60m <sup>2</sup> and min. dimension of 4m																										

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trees required to be planted in DTS/DPF 1.1 where existing tree(s) are retained on the subject land that meet the criteria in Columns A, B and C of Table 2, and are not a species identified in Regulation 3F(4)(b) of the Planning Development and Infrastructure (General) Regulations 2017.			
Table 2 Tree Discounts			
Retained tree height (Column A)	Retained tree spread (Column B)	Retained soil area around tree within development site (Column C)	Discount applied (Column D)
4-6m	2-4m	10m <sup>2</sup> and min. dimension of 1.5m	2 small trees (or 1 medium tree)
6-12m	4-8m	30m <sup>2</sup> and min. dimension of 3m	2 medium trees (or 4 small trees)
>12m	>8m	60m <sup>2</sup> and min. dimension of 6m	2 large trees (or 4 medium trees, or 8 small trees)
Note: In order to satisfy DTS/DPF 1.1, payment may be made in accordance with a relevant off-set scheme established by the Minister under section 197 of the Planning, Development and Infrastructure Act 2016, provided the provisions and requirements of that scheme are satisfied. For the purposes of section 102(4) of the Planning, Development and Infrastructure Act 2016, an applicant may elect for any of the matters in DTS/DPF 1.1 to be reserved.			

**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****Clearance from Overhead Powerlines**



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**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 that are the subject of the proposed development.

**Design in Urban Areas****Assessment Provisions (AP)**

Desired Outcome	
DO 1	Development is:  (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (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	
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

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	<p>result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space</p> <p>(b) use an area also used as a driveway</p> <p>(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.</p>
Car parking appearance	
<p>PO 7.1</p> <p>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:</p> <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>DTS/DPF 7.1</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> <p>(a) excavation exceeding a vertical height of 1m</p> <p>(b) filling exceeding a vertical height of 1m</p> <p>(c) a total combined excavation and filling vertical height of 2m or more.</p>
<p>PO 8.2</p> <p>Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.</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> <p>(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway</p> <p>(b) are constructed with an all-weather trafficable surface.</p>
<p>PO 8.3</p> <p>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):</p> <p>(a) do not contribute to the instability of embankments and cuttings</p> <p>(b) provide level transition areas for the safe movement of people and goods to and from the development</p> <p>(c) are designed to integrate with the natural topography of the land.</p>	<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 or increase the potential for landslip or land surface instability.</p>	<p>DTS/DPF 8.5</p> <p>None are applicable.</p>



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Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (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.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (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: (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)	
PO 11.1 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.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 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.	DTS/DPF 11.5 None are applicable.



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All Development - Medium and High Rise	
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.



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PO 12.8	DTS/DPF 12.8																										
Building services, plant and mechanical equipment are screened from the public realm.	None are applicable.																										
Landscaping																											
PO 13.1	DTS/DPF 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.	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	DTS/DPF 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.	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>&lt;300 m<sup>2</sup></td><td>10 m<sup>2</sup></td><td>1.5m</td><td>1 small tree / 10 m<sup>2</sup></td></tr><tr><td>300-1500 m<sup>2</sup></td><td>7% site area</td><td>3m</td><td>1 medium tree / 30 m<sup>2</sup></td></tr><tr><td>&gt;1500 m<sup>2</sup></td><td>7% site area</td><td>6m</td><td>1 large or medium tree / 60 m<sup>2</sup></td></tr></table> <table><tr><th colspan="2">Tree size and site area definitions</th></tr><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 &gt;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 <sup>2</sup>	10 m <sup>2</sup>	1.5m	1 small tree / 10 m <sup>2</sup>	300-1500 m <sup>2</sup>	7% site area	3m	1 medium tree / 30 m <sup>2</sup>	>1500 m <sup>2</sup>	7% site area	6m	1 large or medium tree / 60 m <sup>2</sup>	Tree size and site area definitions		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																								
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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	DTS/DPF 13.3																										
Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	None are applicable.																										
PO 13.4	DTS/DPF 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	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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new buildings of 3 or more building levels in height.	
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 shear elevations that create windy conditions at street level.	DTS/DPF 14.3 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 so that views are oblique rather than direct to avoid direct line of sight (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 (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	DTS/DPF 16.1 None are applicable.
All residential development	
Front elevations and passive surveillance	
PO 17.1 Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 17.1 Each dwelling with a frontage to a public street:  (a) includes at least one window facing the primary street



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	<p>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 2m<sup>2</sup> 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>
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"> <li>(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</li> <li>(b) are set back at least 5.5m from the boundary of the primary street</li> <li>(c) have a garage door / opening width not exceeding 7m</li> <li>(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.</li> </ul>
<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"> <li>(a) a minimum of 30% of the building wall is set back an additional 300mm from the building line</li> <li>(b) a porch or portico projects at least 1m from the building wall</li> <li>(c) a balcony projects from the building wall</li> <li>(d) a verandah projects at least 1m from the building wall</li> <li>(e) eaves of a minimum 400mm width extend along the width of the front elevation</li> <li>(f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm</li> <li>(g) a minimum of two different materials or finishes are</li> </ul>



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	incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a 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) (m<sup>2</sup>)</th><th>Minimum percentage of site</th></tr></thead><tbody><tr><td>&lt;150</td><td>10%</td></tr><tr><td>150-200</td><td>15%</td></tr><tr><td>&gt;200-450</td><td>20%</td></tr><tr><td>&gt;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 <sup>2</sup> )	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 <sup>2</sup> )	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:										



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	<ul style="list-style-type: none"> <li>(i) a minimum length of 5.4m per space</li> <li>(ii) a minimum width of 3.0m</li> <li>(iii) a minimum garage door width of 2.4m</li> </ul> <p>(b) double width car parking spaces (side by side):</p> <ul style="list-style-type: none"> <li>(i) a minimum length of 5.4m</li> <li>(ii) a minimum width of 5.4m</li> <li>(iii) minimum garage door width of 2.4m per space.</li> </ul>
<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"> <li>(a) a minimum length of 5.4m</li> <li>(b) a minimum width of 2.4m</li> <li>(c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.</li> </ul>
<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"> <li>(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</li> <li>(b) sites with a frontage to a public road greater than 10m: <ul style="list-style-type: none"> <li>(i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site;</li> <li>(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.</li> </ul> </li> </ul>
<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"> <li>(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</li> <li>(b) where newly proposed, is set back: <ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ul> </li> </ul>
<p>PO 23.5</p> <p>Driveways are designed to enable safe and convenient vehicle</p>	<p>DTS/DPF 23.5</p> <p>Driveways are designed and sited so that:</p>



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movements from the public road to on-site parking spaces.	<ul style="list-style-type: none"> <li>(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</li> <li>(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.</li> <li>(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</li> </ul>
<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"> <li>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</li> <li>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li> <li>(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.</li> </ul>
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"> <li>(a) has a minimum area of 2m<sup>2</sup> with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and</li> <li>(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.</li> </ul>
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"> <li>(a) are not transportable</li> <li>(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.</li> </ul>
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"> <li>(a) provide a habitable room at ground or first level with a window facing toward the street</li> </ul>



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	(b) limit the height / extent of solid walls or fences facing 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 <sup>3</sup> (b) 1 bedroom dwelling / apartment: not less than 8m <sup>3</sup> (c) 2 bedroom dwelling / apartment: not less than 10m <sup>3</sup> (d) 3+ bedroom dwelling / apartment: not less than 12m <sup>3</sup> .
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



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	(c) dimension of 3m, or 6m if overlooked by bedrooms 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.				
<b>Dwelling Configuration</b>					
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 <sup>2</sup> (c) 2 bedroom dwelling / apartment with a floor area of at least 65m <sup>2</sup> (d) 3+ bedroom dwelling / apartment with a floor area of at least 80m <sup>2</sup> , and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> 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.				
<b>Common Areas</b>					
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.				
<b>Group Dwellings, Residential Flat Buildings and Battle axe Development</b>					
<b>Amenity</b>					
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>35m<sup>2</sup></td></tr> </tbody> </table>	Number of bedrooms	Minimum internal floor area	Studio	35m <sup>2</sup>
Number of bedrooms	Minimum internal floor area				
Studio	35m <sup>2</sup>				



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	1 bedroom	50m <sup>2</sup>
	2 bedroom	65m <sup>2</sup>
	3+ bedrooms	80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> 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"> <li>(a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number)</li> <li>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li> <li>(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.</li> </ul>
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"> <li>(a) have a minimum width of 3m</li> <li>(b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> <li>(i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street</li> <li>(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.</li> </ul> </li> </ul>
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"> <li>(a) are constructed of a minimum of 50% permeable or porous material</li> <li>(b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a</li> </ul>



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	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 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.
Laneway Development	



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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"> <li>(a) existing utility infrastructure and services are capable of accommodating the development</li> <li>(b) the primary street can support access by emergency and regular service vehicles (such as waste collection)</li> <li>(c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems)</li> <li>(d) safety of pedestrians or vehicle movement is maintained</li> <li>(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.</li> </ul>	<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"> <li>(a) Site area &lt;301m<sup>2</sup>: 24m<sup>2</sup> located behind the building line.</li> <li>(b) Site area ≥ 301m<sup>2</sup>: 60m<sup>2</sup> located behind the building line.</li> </ul> <p>Minimum directly accessible from a living room: 16m<sup>2</sup> / 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 <sup>2</sup> , 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 <sup>2</sup> / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m <sup>2</sup> / minimum dimension 1.8m
	One bedroom dwelling	8m <sup>2</sup> / minimum dimension 2.1m
	Two bedroom dwelling	11m <sup>2</sup> / minimum dimension 2.4m
	Three + bedroom dwelling	15m <sup>2</sup> / minimum dimension 2.6m

## Infrastructure and Renewable Energy Facilities



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**Assessment Provisions (AP)**

<b>Desired Outcome</b>	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

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

<b>Performance Outcome</b>	<b>Deemed-to-Satisfy Criteria / Designated Performance Feature</b>
<b>Water Supply</b>	
PO 11.2  Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.	DTS/DPF 11.2  A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is:  (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.
<b>Wastewater Services</b>	
PO 12.1  Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following:  (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.	DTS/DPF 12.1  Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following:  (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2  Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2  Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

**Interface between Land Uses****Assessment Provisions (AP)**

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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
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. 35m<sup>2</sup> 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>(b) the orientation of the solar energy facilities</p> <p>(c) the extent to which the solar energy facilities are already overshadowed.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>

**Site Contamination****Assessment Provisions (AP)**

Desired Outcome	
DO 1	Ensure land is suitable for the proposed use in circumstances where it is, or may have been, subject to site contamination.

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
<p>PO 1.1</p> <p>Ensure land is suitable for use when land use changes to a more sensitive use.</p>	<p>DTS/DPF 1.1</p> <p>Development satisfies (a), (b), (c) or (d):</p> <ul style="list-style-type: none"> <li>(a) does not involve a change in the use of land</li> <li>(b) involves a change in the use of land that does not constitute a change to a more sensitive use</li> <li>(c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form)</li> <li>(d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: <ul style="list-style-type: none"> <li>(i) a site contamination audit report has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that- <ul style="list-style-type: none"> <li>A. site contamination does not exist (or no longer exists) at the land</li> <li>or</li> <li>B. the land is suitable for the proposed use or range of uses (without the need for any further remediation)</li> <li>or</li> <li>C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development)</li> </ul> </li> <li>and</li> <li>(ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).</li> </ul> </li> </ul>

### 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)

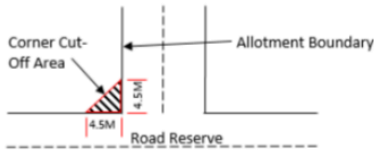


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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Vehicle Access	
<p>PO 3.1</p> <p>Safe and convenient access minimises impact or interruption on the operation of public roads.</p>	<p>DTS/DPF 3.1</p> <p>The access is:</p> <ul style="list-style-type: none"> <li>(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</li> <li>or</li> <li>(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.</li> </ul>
<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> <ul style="list-style-type: none"> <li>(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</li> <li>(b) where newly proposed, is set back: <ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ul> </li> </ul>
<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> <ul style="list-style-type: none"> <li>(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</li> <li>(b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> <li>(i) a single access point no greater than 6m in width is provided</li> <li>or</li> <li>(ii) not more than two access points with a width of 3.5m each are provided.</li> </ul> </li> </ul>
Vehicle Parking Rates	
<p>PO 5.1</p> <p>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</p>	<p>DTS/DPF 5.1</p> <p>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:</p>



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support a reduced on-site rate such as:	<p>(a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements</p> <p>(b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas</p> <p>(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.</p>
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	<p>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:</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.
<b>Residential Development</b>	
<b>Detached Dwelling</b>	<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>
<b>Group Dwelling</b>	<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>
<b>Residential Flat Building</b>	<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>



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	0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
<b>Row Dwelling where vehicle access is from the primary street</b>	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.
<b>Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)</b>	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.
	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.
<b>Semi-Detached Dwelling</b>	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.
<b>Aged / Supported Accommodation</b>	
<b>Retirement village</b>	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.
	Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.
	0.2 spaces per dwelling for visitor parking.
<b>Supported accommodation</b>	0.3 spaces per bed.
<b>Residential Development (Other)</b>	
<b>Ancillary accommodation</b>	No additional requirements beyond those associated with the main dwelling.
<b>Residential park</b>	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.
	Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.
	0.2 spaces per dwelling for visitor parking.
<b>Student accommodation</b>	0.3 spaces per bed.
<b>Workers' accommodation</b>	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
<b>Tourist</b>	
<b>Caravan park / tourist park</b>	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation.
	Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.
	A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
<b>Tourist accommodation</b>	1 car parking space per accommodation unit / guest room.



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<b>Commercial Uses</b>	
<b>Auction room/ depot</b>	1 space per 100m <sup>2</sup> of building floor area plus an additional 2 spaces.
<b>Automotive collision repair</b>	3 spaces per service bay.
<b>Call centre</b>	8 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Motor repair station</b>	3 spaces per service bay.
<b>Office</b>	4 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Retail fuel outlet</b>	3 spaces per 100m <sup>2</sup> gross leasable floor area.
<b>Service trade premises</b>	2.5 spaces per 100m <sup>2</sup> of gross leasable floor area 1 space per 100m <sup>2</sup> of outdoor area used for display purposes.
<b>Shop (no commercial kitchen)</b>	5.5 spaces per 100m <sup>2</sup> 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 <sup>2</sup> 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.
<b>Shop (in the form of a bulky goods outlet)</b>	2.5 spaces per 100m <sup>2</sup> of gross leasable floor area.
<b>Shop (in the form of a restaurant or involving a commercial kitchen)</b>	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 <sup>2</sup> 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.
<b>Community and Civic Uses</b>	
<b>Childcare centre</b>	0.25 spaces per child
<b>Library</b>	4 spaces per 100m <sup>2</sup> of total floor area.
<b>Community facility</b>	10 spaces per 100m <sup>2</sup> of total floor area.



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<b>Hall / meeting hall</b>	0.2 spaces per seat.
<b>Place of worship</b>	1 space for every 3 visitor seats.
<b>Pre-school</b>	1 per employee plus 0.25 per child (drop off/pick up bays)
<b>Educational establishment</b>	<p>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.</p> <p>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.</p> <p>For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.</p>
<b>Health Related Uses</b>	
<b>Hospital</b>	<p>4.5 spaces per bed for a public hospital.</p> <p>1.5 spaces per bed for a private hospital.</p>
<b>Consulting room</b>	4 spaces per consulting room excluding ancillary facilities.
<b>Recreational and Entertainment Uses</b>	
<b>Cinema complex</b>	0.2 spaces per seat.
<b>Concert hall / theatre</b>	0.2 spaces per seat.
<b>Hotel</b>	1 space for every 2m <sup>2</sup> of total floor area in a public bar plus 1 space for every 6m <sup>2</sup> 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.
<b>Indoor recreation facility</b>	<p>6.5 spaces per 100m<sup>2</sup> of total floor area for a Fitness Centre</p> <p>4.5 spaces per 100m<sup>2</sup> of total floor area for all other Indoor recreation facilities.</p>
<b>Industry/Employment Uses</b>	
<b>Fuel depot</b>	<p>1.5 spaces per 100m<sup>2</sup> total floor area</p> <p>1 spaces per 100m<sup>2</sup> of outdoor area used for fuel depot activity purposes.</p>
<b>Industry</b>	1.5 spaces per 100m <sup>2</sup> of total floor area.
<b>Store</b>	0.5 spaces per 100m <sup>2</sup> of total floor area.



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<b>Timber yard</b>	1.5 spaces per 100m <sup>2</sup> of total floor area  1 space per 100m <sup>2</sup> of outdoor area used for display purposes.
<b>Warehouse</b>	0.5 spaces per 100m <sup>2</sup> total floor area.
<b>Other Uses</b>	
<b>Funeral Parlour</b>	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
<b>Radio or Television Station</b>	5 spaces per 100m <sup>2</sup> 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
			City Main Street Zone
			City Riverbank Zone
			Adelaide Park Lands Zone
			Business Neighbourhood Zone (within the City of Adelaide)
	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		The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
	3 spaces for each dwelling with a total floor area greater than 150 square metres.		



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		Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	
<b>Non-residential development</b>			
<b>Non-residential development</b> excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	5 spaces per 100m <sup>2</sup> 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
<b>Non-residential development</b> excluding tourist accommodation	3 spaces per 100m <sup>2</sup> of gross leasable floor area.	6 spaces per 100m <sup>2</sup> 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
<b>Tourist accommodation</b>	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
<b>Residential development</b>			
<b>Residential component of a multi-storey building</b>	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	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



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	0.25 spaces per dwelling for visitor parking.		Urban Neighbourhood Zone
<b>Residential flat building</b>	Dwelling with no separate bedroom -0.25 spaces per dwelling	None specified.	City Living Zone
	1 bedroom dwelling - 0.75 spaces per dwelling		Urban Activity Centre Zone
	2 bedroom dwelling - 1 space per dwelling		Urban Corridor (Boulevard) Zone
	3 or more bedroom dwelling - 1.25 spaces per dwelling		Urban Corridor (Business) Zone
	0.25 spaces per dwelling for visitor parking.		Urban Corridor (Living) Zone
			Urban Corridor (Main Street ) Zone
			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><b>The designated area is wholly located within Metropolitan Adelaide and any part of the development site satisfies one or more of the following:</b></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<sup>(2)</sup></p> <p>(b) is within 400 metres of a bus interchange<sup>(1)</sup></p> <p>(c) is within 400 metres of an O-Bahn interchange<sup>(1)</sup></p> <p>(d) is within 400 metres of a passenger rail station<sup>(1)</sup></p> <p>(e) is within 400 metres of a passenger tram station<sup>(1)</sup></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.]