AGENDA

FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON

23 MAY 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 B Ferguson
Development Officer Planning, Ms K Brown

APOLOGIES

LEAVE OF ABSENCE

ADOPTED MINUTES FROM PREVIOUS MEETING

Presentation of the Minutes of the Council Assessment Panel Meeting held on 26 April 2023.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

8.1.1 22039606 27

14 Barndioota Road, Salisbury Plain SA 5109

Transport depot with associated office (Unit 3).

8.1.2 23002678 297

61 Stanford Road, Salisbury Heights SA 5109

Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing.

OTHER BUSINESS

8.2.1 Status of Current Appeal Matters and Deferred Items 721

8.2.2 Policy Issues Arising from Consideration of Development Applications

8.2.3 Future Meetings & Agenda Items

CLOSE

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

26 APRIL 2023

MEMBERS PRESENT

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

STAFF

Assessment Manager, Mr C Zafiropoulos
General Manager, City Development, Ms M English
Development Officer Planning, Mr S Ondeyo
Team Leader Business Services, Ms H Crossley

The meeting commenced at 6.30pm.

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

APOLOGIES

Apologies were received from Mr M Atkinson.

LEAVE OF ABSENCE

Nil

ADOPTED MINUTES FROM PREVIOUS MEETING

The Minutes of the Council Assessment Panel Meeting held on 28 March 2023, be taken as read and confirmed.

DECLARATIONS OF CONFLICTS OF INTEREST

Ms M English, General Manager City Development, declared a conflict of interest in relation to Items 8.1.2, 8.1.3 and 8.1.4 and advised that she would leave the meeting when the Items are being considered by the Panel.

Mr B Brug declared a conflict of interest, being an Elected Member on Council in relation to Items 8.1.2, 8.1.3 and 8.1.3 and advised that he would leave the meeting when the Items are being considered by the Panel. Cr Brug did not debate or vote on the items.

REPORTS

Development Applications

8.1.1 22031936

Three (3) Two Storey Detached Dwellings in a Terrace Arrangement and Four (4) Group Dwellings with associated Landscaping, Common Driveway, Retaining Walls and Fencing Over 2.1m at 11 & 13 Goodall Road, Para Hills SA 5096 for Zaina Stacey Development Consultants

REPRESENTORS

Ms I Reid spoke to her representation.

APPLICANT

Mr D Furnell spoke on behalf the applicant.

Mr Bateup moved, Ms Gill 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.

B. Pursuant to 107 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to application number 22031936 for construction of Three (3) Two Storey Detached Dwellings in a Terrace Arrangement and Four (4) Group Dwellings with associated Landscaping, Common Driveway, Retaining Walls and Fencing Over 2.1m 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 and hardstand surfaces; and
   b. Cut/fill details; and
   c. Retaining walls, kerbing or ramps, their design and grades; and
   d. Pavement design details and gradients; and
   e. Car parking dimensions, aisle widths, circulation movements and associated pavement markings and signage; and

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.

3. The final colour schedule of the external surfaces of the buildings and the roofs shall be provided that is in accordance with the following:

   - Be of new non-reflective materials; and
   - Be finished in natural tones; and
   - Be maintained in good condition at all times.

Development Plan Consent Conditions

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

Drawing No.	Plan Type	Date	Prepared By
837 - Rev D	Site Plan - Lower	9 Mar 2023	InProperty Design
837 - Rev D	Site Plan - Upper	9 Mar 2023	InProperty

			Design
837 - Rev D	Floor Plan – Res 1 -3	9 Mar 2023	InProperty Design
837 - Rev D	Elevation Plan (Two Storey)	9 Mar 2023	InProperty Design
837 - Rev D	Floor Plan – Res 4-6	9 Mar 2023	InProperty Design
837 - Rev D	Elevation Plan (Single Storey)	9 Mar 2023	InProperty Design
837 – Rev D	Floor Plan – Res 7	9 Mar 2023	InProperty Design
837 – Rev D	Elevation Plan – Res 7	9 Mar 2023	InProperty Design
837 – Rev D	Streetscape	9 Mar 2023	InProperty Design
837 – Rev D	Fence Elevation Plan	9 Mar 2023	InProperty Design

2. The external surfaces of the buildings shall be in accordance with reserve matter 3.

3. Except where otherwise approved, the freestanding sides of any alfresco, verandah or pergola shall not be enclosed with any solid material.

4. 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.

5. All driveway, car parking and manoeuvring areas designated on the Civil Plan approved under reserved matter 1 shall be constructed with brick paving or concrete. The driveway and car parking area shall be established, prior to grant of the Certificate of Occupancy 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 approved under Reserved Matter 2. All landscaping shall be completed within 3 months from grant of the Certificate of Occupancy 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. All side and rear windows fixed to the upper storey walls of the building shall have a sill height of at least 1.5m above finished floor level or where the sill height is less than 1.5m above finished floor level, the window shall be fixed, unable to be opened and provided with translucent glass or film up to a height of 1.5m above finished floor level. The above window treatments shall be established prior to occupation of the dwelling and shall be maintained to the reasonable satisfaction of Council.

   Note: Other forms of privacy screening may be a suitable alternative to the above such as fixed external screens, so longs as it can be demonstrated to Council that the alternative screening solution will prevent overlooking. Should you wish to use an alternative screening method, you will be required to lodge a Development Application to vary the above condition.

9. Soft landscaping shall be provided on the site within 12 months from the date of occupation of the dwelling in accordance with all of the following:

   a. At least 20% of the site area; and
   b. At least 30% of any land between the primary street boundary and the primary building line.

10. The soft landscaping shall be designated and maintained in good health and condition at all times.

    Note: Soft landscaping means "*Landscaped areas that are pervious and capable of supporting the growth of plant species. It does not include artificial turf or any form of pervious paving or paved/hardstand areas used for pedestrian and/or vehicle movement.*

11. Tree planting shall be undertaken within 12 months from the date of occupation of the dwelling in accordance with the following table:

    - Where allotment is less than 450 square metres, 1 small tree; or
    - Where allotment between 450 square metres and 800 square metres, 1 medium tree or 2 small trees; or
    - Where allotment between 800 square metres, 1 large tree or 2 medium trees or 4 small trees.

12. Except where otherwise Approved, the tree planting shall be maintained in good health and condition at all times thereafter.

    Note: For meaning of tree sizes, please refer to the Urban Tree Canopy Overlay, Planning and Design Code.

13. Rainwater tank storage shall be provided, prior to occupation of the dwelling, in accordance with all of the following:

    i. Connected to at least 60% of the roof area; and
    ii. Connected to one toilet;
    iii. The laundry cold water outlets or hot water service; and
    iv. Have a minimum tank capacity of 2,000 litres for retention; and
    v. Where site perviousness is less than 30% of the total site area, 1,000 litres for detention; and
    vi. Where detention is required, includes a 20-25mm diameter slow release orifice at bottom of the detention component of the tank (or tanks).

    The rainwater tank storage shall remain in place at all times thereafter.

14. Rainwater tank storage shall be provided, prior to occupation of the dwelling, in accordance with all of the following:

    i. Connected to at least 60% of the roof area; and

    ii. Connected to one toilet; and

    iii. The laundry cold water outlets or hot water service; and

    iv. Have a minimum tank capacity of 4,000 litres for retention; and

    v. Where site perviousness is less than 35% of the total site area, 1,000 litres for detention; and

    vi. Where detention is required, includes a 20-25mm diameter slow release orifice at bottom of the detention component of the tank (or tanks).

    The rainwater tank storage shall remain in place at all times thereafter.

Advice Notes

1. Building Consent and Development Approval must be obtained within 24 months from the date of this Notification, unless this period has been extended by the Council. Work cannot commence until a Development Approval is obtained.

2. This Development Approval does not constitute land owner's 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/owner's 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.

3. Except where otherwise varied by this Consent, the conditions imposed herein shall be in addition to conditions that apply to the site from previous approvals that remain active.

4. This Decision Notification Form does not extend the operative period of Development Consent 22031936. You must have obtained Building Consent and Development Approval on or before 26 April 2025, otherwise the Consent will lapse and a new Application must be lodged, unless an extension is obtained.

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

6. 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.

7. 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. 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. Pursuant to Section 139 of the *Planning, Development and Infrastructure Act 2016*, a person undertaking activity that affects stability of land or premises must serve notice in the prescribed form to the owner of the affected site. For the purposes of Section 139, work of the following nature is prescribed as building work which is to be treated for the purposes of that section as building work that affects the stability of other land or premises, namely:

   (a) An excavation which intersects a notational plane extending downwards at a slope of 1 vertical to 21 horizontal from a point 600mm below natural ground level at a boundary with an adjoining site;
   (b) An excavation which intersects any notional plane extending downwards at a slope of 1 vertical to 2 horizontal from a point at natural ground level at any boundary between 2 sites (not being a boundary with the site of the excavation), where the boundary is within a distance equal to twice the depth of the excavation;
   (c) Any fill which is within 600mm of an adjoining site, other than where the fill is not greater than 200mm in depth (or height) and is for landscaping, gardening or other similar purposes.

   To find out more, please visit: https://lawhandbook.sa.gov.au/ch28s02s06s03.php

10. 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.

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 be received.

8.2.2 Assessment Manager Quarterly Report - January to March 2023

Ms C Gill moved, and the Council Assessment Panel resolved that the information be received and noted.

8.2.3 Policy Issues Arising from Consideration of Development Applications

Nil

8.2.4 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 23 May 2023.

Mr B Brug and Ms M English left the meeting at 7.25pm and advised they would not return to the meeting.

REPORTS

8.1.3 22038410

Twenty-Eight (28) Single Storey Dwellings and Removal of Three (3) Significant and Sixteen (16) Regulated Trees, and Retention of Two (2) Significant and Ten (10) Regulated Trees at 20 Hissar Avenue, Salisbury North SA 5108, Lot 82 Hissar Avenue, Salisbury North SA 5108, Lot 279 Holstein Drive, Salisbury North SA 5108, Lot 322 Holstein Drive, Salisbury North SA 5108, Proposed Allotments 8-35 in Land Division 22036925 / 361/D565/22 for Rossdale Homes.

Ms C Gill 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 Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 22038410 for Twenty-Eight (28) Single Storey Dwellings and Removal of Three (3) Significant and Sixteen (16) Regulated Trees, and Retention of Two (2) Significant and Ten (10) Regulated Trees 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 under Section 33(3) of the Development Act 1993:

1. Civil and Siteworks Plan, prepared by a qualified and experienced engineer, for all civil and stormwater works, which shall address all of the following:

    a) Finished floor levels for all buildings and hardstand surfaces; and
    b) Cut/fill details; and
    c) Retaining walls, kerbing or ramps, their design and grades; and
    d) Pavement design details and gradients; and
    e) Car parking dimensions, aisle widths, circulation movements and associated pavement markings and signage; and
    f) Stormwater management arrangements, including accompanying design calculations, which consider the minor storm (18.3% AEP) and major storm (1% AEP) events; and
    g) Water sensitive urban design measures; and
    h) Surface water treatment.

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 external surfaces of the buildings 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 with brick paving or concrete, prior to occupation of each dwelling, in accordance with Council's Vehicle Crossover Standard Detail, Drawing SD-12, SD-13 and SD-14 and shall be maintained at all times thereafter to the reasonable satisfaction of Council.

4. Designated landscaping areas associated with each dwelling, shall be planted with shade trees, shrubs and ground covers in accordance with the Approved Site Plans (prepared by Rossdale Homes).

   All landscaping shall be completed within 12 months from the date of occupation 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).

5. Tree planting associated with each dwelling shall be undertaken within 12 months from the date of occupation of the dwelling in accordance with the following table:

   - Where allotment is less than 450 square metres, 1 small tree; or
   - Where allotment between 450 square metres and 800 square metres, 1 medium tree or 2 small trees; or
   - Where allotment between 800 square metres, 1 large tree or 2 medium trees or 4 small trees.

   Except where otherwise Approved, the tree planting shall be maintained in good health and condition at all times thereafter.

   Note: For meaning of tree sizes, please refer to the Urban Tree Canopy Overlay, Planning and Design Code.

6. The Applicant shall prepare and submit a final landscaping plan, identifying the location for all replacement trees, to offset the removal of Regulated and Significant Trees.

   The landscape plan shall be subject of review and approval by Council's Parks and Open Space Assets section.

   All 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 inground swimming pool.

7. Rainwater tank storage shall be provided, prior to occupation of each dwelling, in accordance with all of the following – for allotments less than 400sqm in area:

    a) Connected to at least 60% of the roof area; and

    b) Connected to one toilet;

    c) The laundry cold water outlets or hot water service; and

    d) Have a minimum tank capacity of 2,000 litres for retention; and

    e) Where site perviousness is less than 30% of the total site area, 1,000 litres for detention; and

    f) Where detention is required, includes a 20-25mm diameter slow release orifice at bottom of the detention component of the tank (or tanks).

    The rainwater tank storage shall remain in place at all times thereafter.

8. Rainwater tank storage shall be provided, prior to occupation of the dwelling, in accordance with all of the following – for those allotments greater than 400sqm in area:

    a) Connected to at least 60% of the roof area; and

    b) Connected to one toilet; and

    c) The laundry cold water outlets or hot water service; and

    d) Have a minimum tank capacity of 4,000 litres for retention; and

    e) Where site perviousness is less than 35% of the total site area, 1,000 litres for detention; and

    f) Where detention is required, includes a 20-25mm diameter slow release orifice at bottom of the detention component of the tank (or tanks).

    The rainwater tank storage shall remain in place at all times thereafter.

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:

1. 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.*
2. 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.
3. 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

Building Work Affecting Other Land
Pursuant to Section 139 of the *Planning, Development and Infrastructure Act 2016,* a person undertaking activity that affects stability of land or premises must serve notice in the prescribed form to the owner of the affected site. For the purposes of Section 139, work of the following nature is prescribed as building work which is to be treated for the purposes of that section as building work that affects the stability of other land or premises, namely:

- An excavation which intersects a notational plane extending downwards at a slope of 1 vertical to 21 horizontal from a point 600mm below natural ground level at a boundary with an adjoining site;
- An excavation which intersects any notional plane extending downwards at a slope of 1 vertical to 2 horizontal from a point at natural ground level at any boundary between 2 sites (not being a boundary with the site of the excavation), where the boundary is within a distance equal to twice the depth of the excavation;
- Any fill which is within 600mm of an adjoining site, other than where the fill is not greater than 200mm in depth (or height) and is for landscaping, gardening or other similar purposes.

To find out more, please visit:
https://lawhandbook.sa.gov.au/ch28s02s06s03.php

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.*

8.1.4 22038407

Seven (7) Single Storey Dwellings and Private Driveway at 20 Hissar Avenue, Salisbury North SA 5108, Lot 82 Hissar Avenue, Salisbury North SA 5108, Lot 322 Holstein Drive, Salisbury North SA 5108, Lot 279 Holstein Drive, Salisbury North SA 5108, (Proposed Allotments 1 - 7 in Land Division 22036926 - 361/C566/22) for Rossdale Homes.

Mr R Bateup 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 Section 107 of the Planning, Development and Infrastructure Act 2016, t Planning Consent is **GRANTED** to application number 22038407 for Seven (7) Single Storey Dwellings and Private Driveway in accordance with the plans and details submitted with the application and subject to the following conditions:

Reserved Matters:

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

1. Civil and Siteworks Plan, prepared by a qualified and experienced engineer, for all civil and stormwater works, which shall address all of the following:

a) Finished floor levels for all buildings and hardstand surfaces; and
b) Cut/fill details; and
c) Retaining walls, kerbing or ramps, their design and grades; and
d) Pavement design details and gradients; and
e) Car parking dimensions, aisle widths, circulation movements and associated pavement markings and signage; and
f) Stormwater management arrangements, including accompanying design calculations, which consider the minor storm (18.3% AEP) and major storm (1% AEP) events; and
g) Water sensitive urban design measures; and
h) Surface water treatment.

Planning 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 external surfaces of the buildings 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 with brick paving or concrete, prior to occupation of each dwelling, in accordance with Council's Vehicle Crossover Standard Detail, Drawing SD-12, SD-13 and SD-14 and shall be maintained at all times thereafter to the reasonable satisfaction of Council.

4. Designated landscaping areas shall be planted with shade trees, shrubs and ground covers in accordance with the Approved Site Plans (prepared by Rossdale Homes).

   All landscaping shall be completed within 12 months from the date of occupation 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).

5. Tree planting shall be undertaken within 12 months from the date of occupation of the dwelling in accordance with the following table:

   - Where allotment is less than 450 square metres, 1 small tree; or

   - Where allotment between 450 square metres and 800 square metres, 1 medium tree or 2 small trees; or

- Where allotment between 800 square metres, 1 large tree or 2 medium trees or 4 small trees.

  Except where otherwise Approved, the tree planting shall be maintained in good health and condition at all times thereafter.

  Note: For meaning of tree sizes, please refer to the Urban Tree Canopy Overlay, Planning and Design Code.

6. Rainwater tank storage shall be provided, prior to occupation of the dwelling, in accordance with all of the following:

   1. Connected to at least 60% of the roof area; and

   2. Connected to one toilet;

   3. The laundry cold water outlets or hot water service; and

   4. Have a minimum tank capacity of 2,000 litres for retention; and

   5. Where site perviousness is less than 30% of the total site area, 1,000 litres for detention; and

   6. Where detention is required, includes a 20-25mm diameter slow release orifice at bottom of the detention component of the tank (or tanks).

      The rainwater tank storage shall remain in place at all times thereafter.

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:

1. 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.*
2. 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.

3. 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

Building Work Affecting Other Land
Pursuant to Section 139 of the *Planning, Development and Infrastructure Act 2016,* a person undertaking activity that affects stability of land or premises must serve notice in the prescribed form to the owner of the affected site. For the purposes of Section 139, work of the following nature is prescribed as building work which is to be treated for the purposes of that section as building work that affects the stability of other land

or premises, namely:

- An excavation which intersects a notational plane extending downwards at a slope of 1 vertical to 21 horizontal from a point 600mm below natural ground level at a boundary with an adjoining site;
- An excavation which intersects any notional plane extending downwards at a slope of 1 vertical to 2 horizontal from a point at natural ground level at any boundary between 2 sites (not being a boundary with the site of the excavation), where the boundary is within a distance equal to twice the depth of the excavation;
- Any fill which is within 600mm of an adjoining site, other than where the fill is not greater than 200mm in depth (or height) and is for landscaping, gardening or other similar purposes.

To find out more, please visit:
https://lawhandbook.sa.gov.au/ch28s02s06s03.php

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.*

8.1.2 23006923

Boundary realignment of Reserve and Creation of Twenty-Nine (29) Torrens Title Allotments for Residential Purposes, Public Road, Reserve Strip, retaining walls and fencing with combined height greater than 2.1m. at 20 Hissar Avenue, Salisbury North SA 5108, Lot 82 Hissar Avenue, Salisbury North SA 5108, Lot 322 Holstein Drive, Salisbury North SA 5108, Lot 279 Holstein Drive, Salisbury North SA 5108 for Rossdale Developments Unit Trust

REPRESENTORS

There were no representations to be heard for this application.

APPLICANT

The applicant was present but was not requested to respond to questions from the Panel.

Ms C Gill 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 Section 107 of the Planning, Development and Infrastructure Act 2016, Planning Consent is GRANTED to application number 23006923 for Boundary realignment of Reserve and Creation of Twenty-Nine (29) Torrens Title Allotments for Residential Purposes, Public Road, Reserve Strip, retaining walls and fencing with combined height greater than 2.1m.in accordance with the plans and details submitted with the application and subject to the following Conditions:

Planning 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 generation of airborne dust caused as a result of construction works shall be minimised at all times. Where generation of airborne dust is likely to cause nuisance beyond the site boundaries, dust control measures shall be implemented immediately.

3. A Soil Erosion and Drainage Management Plan and Construction Environment Management Plan shall be submitted to Council for Approval. The Soil Erosion and Drainage Management Plan and Construction Environment Management Plan shall be prepared in accordance with the document entitled "Handbook for Pollution Avoidance on Commercial and Residential Building Sites", prepared by the Environment Protection Authority.

   (a) Hours of operation for all civil works;
   (b) Arrangements for management of stormwater, noise and dust both during and post construction;
   (c) Silt/erosion management both during and post construction;
   (d) Measures to eliminate drag-out from the site during wet weather events.

4. All recommendations contained under the Soil Erosion and Drainage Management Plan and Construction Environment Management Plan, Approved under Planning Consent Condition 3, shall be met all times.

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).

Consent valid for 24 months
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.

Advice regarding Council land
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- 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.

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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.

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- 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.

ADOPTION OF MINUTES

Ms C Gill 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 7.52pm.

PRESIDING MEMBER: Mr T Mosel

DATE: 26 April 2023
(refer to email approving minutes registered in the City of Salisbury's Record Management System - Document Number 7745095)

ITEM 8.1.1

COUNCIL ASSESSMENT PANEL

DATE 23 May 2023

APPLICATION NO. 22039606

APPLICANT Anna Parente

PROPOSAL Transport depot with associated office (Unit 3)

LOCATION 14 Barndioota Road, Salisbury Plain SA 5109

CERTIFICATE OF TITLE CT-5821/399

AUTHOR Karyn Brown, Development Officer Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Strategic Employment Zone No sub-zone applies
Application Type	Performance Assessed
Public Notification	Representations received: Three (3) Representations to be heard: Two (2)
Referrals - Statutory	Nil
Referrals – Internal	Development Engineering
Planning and Design Code Version (At Lodgement)	2022.22
Assessing Officer	Karyn Brown – Development Officer – Planning, City Development
Recommendation	Refuse Planning Consent

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:	Copy of Sign Displayed on the Land and Representations
Attachment 3:	Applicant's Response to Representations
Attachment 4:	Internal Development Engineering Referral Response and External Consulting Engineering Referral Response
Attachment 5:	Extract of Planning and Design Code

3. BACKGROUND

During September 2019, Council received a complaint regarding the use of the subject site (Unit 3) for truck parking. Council was advised the land had been filled to raise the ground surface, resulting in stormwater runoff into the neighbouring property, as well as about concerns that the fill was not stable.

Upon inspection and investigation by Council staff, it was determined that no development approvals had been granted for the use. Accordingly, Council staff brought the matter to the attention of the owner and occupier.

A development application was initially lodged in December 2019 under Development Application No. 361/2046/2019/3B. Despite several Council requests for information, the application did not progress. Given the ongoing land use and continued neighbouring concern, an Enforcement Notice was issued in September 2022.

Given the passage of time and transition to the Planning and Design Code, the current development application was lodged in November 2022, with the applicant engaging a civil engineer to prepare the application documentation and to respond to earlier Council staff queries. The initial application DA No. 361/2046/2019/3B) was withdrawn.

4. EXECUTIVE SUMMARY

The proposed development seeks consent for a transport depot and associated office located at 14 Barndioota Road, Salisbury Plain, which is located within the Strategic Employment Zone.

The application was performance assessed and subject to notification, with three (3) representations received. All representors oppose the proposal, with two (2) wishing to be heard in support of their submission.

Council's Development Engineering section has raised concerns with the proposed civil design and approach to management of stormwater.

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

- Is consistent with the land uses sought by the Strategic Employment Zone and is appropriate within the context of the locality;
- Provides appropriate vehicular access and a sufficient number of car parking spaces to accommodate the proposed activities; and
- Is appropriately separated from residential areas.

However, the proposed development:

- Does not provide a suitable sealed surface for the manoeuvring of heavy vehicles;
- Does not provide onsite landscaping as contemplated by the Planning and Design Code; and

- Has not appropriately addressed the management of stormwater, which will result in negative impacts on adjacent development and the environment more generally.

Accordingly, it is recommended the Council Assessment Panel refuse Planning Consent.

5. SUBJECT SITE

The subject land is formally described at Lot 100 in Certificate of Title Volume 5821 Folio 399.

The subject land contains four (4) industrial buildings facing Barndioota Road, and comprises four (4) separate uses/tenancies. A communal car park for passenger vehicles is provided in front of the buildings, with two access points to Barndioota Road located at the northern and southern corners of the land. The common driveway located adjacent the southern property boundary provides access for heavy vehicles to enter and exit the subject land with manoeuvring occurring at the rear of the existing building. All tenancies are afforded access to the rear of the buildings for manoeuvring, etc.

This development proposal is for Tenancy/Unit 3 only which comprises one of the existing buildings and a dedicated area in the north-western corner of the land, which are generally highlighted in green in the image below.

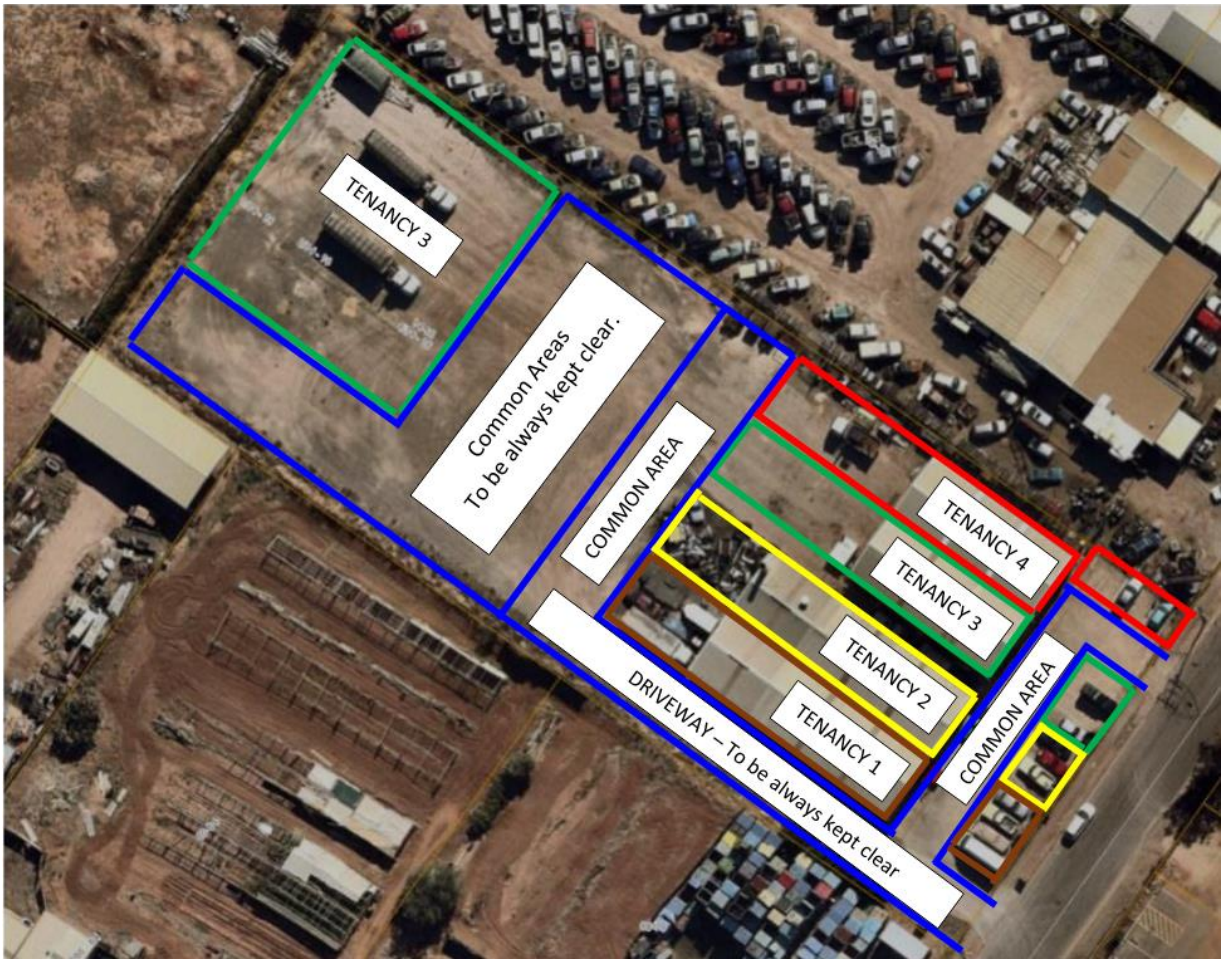


Figure 1: Development Site (Source: Applicant)

While the subject land is relatively flat, a stormwater swale runs along the southern and western boundaries. A number of mature trees are located along the southern boundary adjacent the buildings and a landscaping strip is provided adjacent the front property boundary.

There are no easements, encumbrances or Land Management Agreements that restrict the development on the subject land. Similarly, the subject land does not contain any Heritage Places which may affect the development.

Site photos are provided below.

Photo 1.
Looking north from Barndioota Road towards the subject site – existing industrial buildings and car parking at the front of the site



Photo 2.
Looking west into the driveway located adjacent the southern boundary from the access point on Barndioota Road



Photo 3.
Looking south into the subject site where the vehicles will be parked (rear north-western corner)



Photo 4.
Looking south from the rear northern corner of the site - where the vehicles will be parked



Photo 5.
Looking east from the rear north western corner of the site where the vehicles will be parked – onsite buildings in the background



Photo 6.
Looking north towards where the vehicles will be parked from the south western corner of the site



Photo 7.
Looking south towards the neighbouring property at 58 Stanbel Road from the rear north western corner of the site



Photo 8.
Looking north towards the neighbouring property at 46 Stanbel Road from the rear north western corner of the site



6. LOCALITY

The locality is principally defined by visual reference.

The immediate locality is generally characterised by a mixture of established land uses and built form. On both sides of Barndioota Road, the locality is generally industrial in nature featuring a number of industrial developments on large allotments.

Abutting the land to the north is a motor vehicle wrecking yard. While the three abutting allotments to the south and one to the west are generally developed parcels, those areas of land immediately adjacent the subject boundary are generally devoid of buildings. However, 58 Stanbel Road contains an existing shed which is located close to the south-western corner of the subject land.

Barndioota Road is a local road under the care and control of the City of Salisbury. It provides vehicular and pedestrian access from Saints Road to the north and Stanbel Road to the south. A speed limit of 50km/h applies to Barndioota Road.

A locality plan, contextual plan and panorama view are provided below.

Locality Plan - Aerial



Legend (Source: Nearmap)	
	Subject land boundary
	Unit 3 – Tenancy Areas
	Locality boundary
	Representor

Locality Plan – Cadastre



Legend (Source: SAPPA)	
	Subject land boundary

Panorama View



Legend (Source: Nearmap)	
	Subject land boundary
	Unit 3 – Tenancy Areas

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development seeks consent for a transport depot and associated office. The vehicles will be parked in the rear north western corner of the site with the office operating from the existing tenancy identified as Unit 3 (Tenancy 3) at the front of the site.

The floor area of the existing building is approximately 195 square metres and the lease area at the rear is approximately 800 square metres.

The development is operated by SA Contract Tippers. It is proposed that a maximum of seven (7) trucks and trailers will be parked to the rear of the land within the dedicated tenancy area. No goods or materials are proposed to be stored. The operating hours of the business are Monday to Friday 7.00am to 5.00pm Monday to Friday with the occasional half day on Saturdays.

Washing and servicing of vehicles is to occur off site.

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

8. CLASSIFICATION

The site is located within the Strategic Employment Zone as depicted in the SA Property and Planning Atlas (SAPPA).

The proposed development comprises a transport depot.

The proposed development is not listed as an Accepted or Deemed to Satisfy form of development in Tables 1 or 2 respectively of the Zone, nor is the development listed as a Restricted form of development in Table 4 of the Zone.

On this basis, the application shall be assessed as a "Performance Assessed" development against the relevant provisions of the Planning and Design Code.

9. PUBLIC NOTIFICATION

Table 5 of the Strategic Employment Zone identifies land use classes of performance assessed development that are excluded from notification. Except where development is assigned to a class in Table 5 public notification is applicable. A transport depot is not assigned within Table 5.

Public notification commenced on 1 December 2022 and closed on 21 December 2022. Three (3) representations were received during the notification period, all in opposition. Two (2) of the representors have requested to be heard.

The representors are listed below.

Representations received			
Representations received		**Support or Oppose**	**Wish to be Heard**
1	Kym and Mary Jenkins 44 Stanbel Road SALISBURY PLAIN SA 5109	**Oppose**	**√**
2	Dino Raschella 58 Stanbel Road SALISBURY PLAIN SA 5109	**Oppose**	**√**
3	Vincenzo Salerno 61 Stanbel Road SALISBURY PLAIN	**Oppose**	

A copy of the sign displayed on the land and the representations received are contained in Appendix 2.

A copy of the applicant's response to the representations is contained in Appendix 3.

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

Summary of Representations	
Summary of Representations	**Applicant's Response**
• Stormwater detention bund needs an overflow pipe running to the road as if it overflows, it will come onto the adjoining land. • Flooding from the raised surface into neighboring site • Filling is unstable and has not been retained. • Bund should be constructed with concrete	• There is a risk that surface water will flow overland towards the properties to the west and south west. • The rear portion of the property was filled with clean imported quarry material many years ago. The fill has mitigated the gradient of the land, flattening the surface so that surface water will flow very slowly towards the rear of the property, generally encouraging dispersion directly into the ground. • If an extreme rainfall event occurs, the containment bund will hold water within the surface basin until the dispersion into the soak occurs. • The calculation of the expected water quantity was presented to Council for assessment and the agreed height of the containment bund is more than required. The bund height was increased on both the south and western boundaries in February 2023. • There is no other runoff other than that falling directly from above. In which case, it is not conceivable that any one rainfall event will fill the area to overflowing.
• Dust from unsealed areas	• Heavy transport vehicles will raise some dust when travelling on an unsealed surface. • Prevailing wind conditions affect the direction dust will travel. • Creation of airborne dust is not restricted to vehicular traffic in our property but most likely to be contributed to by activities in other commercial properties and wind action over neighbouring vacant allotments. • The concrete driveway was extended further into the property in January 2023.

• Spoil materials from the trailers being tipped against boundary fence, and quarry materials may be contaminated	• The tenant of Unit 3 has been instructed to park all trucks approximately 15-20 metres from the western boundary. • The tenant has advised that wash out of tipper trucks has never been done near the boundary or anywhere on site. All tippers' washouts are carried out at the quarry. • The washouts from the trucks were caused when the tipper bodies were left raised during rain. All tipper truck bodies will now remain lowered when it rains.

10. REFERRALS – STATUTORY

No statutory referrals were triggered by the proposed development.

11. REFERRALS – INTERNAL

Development Engineering

Council staff, including its Development Engineer, have met the applicant and applicant's engineer onsite on several occasions to discuss siteworks that have been implemented and the proposed civil design – in an effort to find a pragmatic engineering solution, given this is a retrospective proposal.

The proposed civil design has been reviewed by Council's Development Engineer, with an independent review also undertaken by Tonkin Engineers.

The Tonkin and Internal Engineering review is attached at Appendix 4. By way of summary, the review concluded:

- Stormwater generated by the subject site is not being adequately managed;
- Stormwater is being discharged to the downstream neighboring properties;
- The imported fill (to raise the site) prevents stormwater infiltration as suggested by the applicant; and
- The proposed stormwater management solution is not acceptable.

12. ASSESSMENT

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016,* it is recommended the Panel determine the proposed development is not seriously at variance with the Planning and Design Code, as a Transport Depot is an appropriate land use type within the Strategic Employment Zone.

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 a series of headings.

A Policy Extract containing the relevant provisions of the Planning and Design Code is contained in Appendix 5.

Overlays

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

Overlay	Assessment
Airport Building Heights (Regulated) (All structures over 15 metres)	Satisfied – the proposed development does not include any building work or structures.
Building Near Airfields	Satisfied – the proposed development does not pose a hazard to the operational and safety requirements of commercial and military airfields.
Defence Aviation Area (All structures over 90 metres)	Satisfied – the proposed development does not include any building work or structures.
Hazards (Flooding – General)	Not satisfied – the proposed development has not been designed to minimise the impact on people, property, infrastructure and the environment from general flood risk.
Prescribed Wells Area	Not applicable – the proposed development will not rely on a water supply from a prescribed well.
Regulated and Significant Tree	Not applicable – the proposed development does not include Tree Damaging Activity.

Local Variations

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'. This is satisfied as the proposed development does not pose a hazard to the operational and safety requirements of commercial and military airfields.

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. [Desired Outcome (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:

PO 1.1	***DTS/DPF 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.	*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*

The proposal is for a transport depot with an associated office. While not explicitly listed in DPF 1.1, the DO and PO 1.1 of the zone contemplate similar type uses. A transport depot would be a reasonable form of development within the Strategic Employment Zone and accordingly, from a first principle perspective, the proposal is considered to be appropriate from a land use perspective.

Transport, Access and Parking

The following Transport, Access and Parking provisions of the Code are considered relevant to the assessment of the proposal.

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 1.3 *Industrial, commercial and service vehicle movements, loading areas and designated*	***DTS/DPF 1.3*** *None are applicable*

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.*	***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 3.8 *Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.*	***DTS/DPF 3.8*** *None are applicable*
PO 3.9 *Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads*	***DTS/DPF 3.9*** *None are applicable*
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:*	***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*

(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.*

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.*

The proposal includes two existing entry/exit access points onto Barndioota Road which facilitate safe and convenient vehicle movements. PO 3.1, 3.3 and 3.4 (Transport, Access and Parking) are therefore satisfied.

The driveway on the southern side of the buildings allows adequate room for the largest vehicle size intended to access the rear of the site in a one-way direction. Further, the area at the rear of the site allows for vehicles to manoeuvre and exit the site in a forward direction. PO 3.8 and 3.9 (Transport, Access and Parking) are therefore satisfied.

The car park at the front of the subject land accommodates sixteen (16) spaces. Of these, four spaces are specifically allocated to Unit/Tenancy 3. As the site is not located within a "Designated Area", the car parking requirements of *Table 1 – General Off-Street Car Parking Requirements* are applicable. Table 1 does not prescribe a minimum number of spaces for the proposed land use nor for the number of employees. However, as the subject land is located within an industrial area, it is reasonable to use requirements for an 'Industry' use where Table 1 prescribes a minimum of 1.5 spaces per 100 square metres of total floor area. Given the development has a floor area approximately 195 square metres, there is a theoretical requirement for at least three spaces. Accordingly, this conservative theoretical requirement is met.

The proposed car parking provision therefore satisfies PO 5.1.

Landscaping

The Strategic Employment Zone seeks:

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.

Further, the following Design in Urban Areas provision of the Code is considered relevant to the assessment of the proposal.

PO 3.1	***DTS/DPF 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.*	*None are applicable.*

While there are a number of existing mature trees located along the southern boundary adjacent the buildings, and a narrow strip provided adjacent the front property boundary in front of the car parking area, the landscape areas are limited in spatial area and comprise approximately 80 square metres (1%) of the overall subject land. No additional landscaping or tree planting is proposed as part of this application. Existing landscape within the site offers limited visual amenity to the streetscape.

Accordingly, as no landscaping is proposed, the proposal does not align with PO 3.1.

Earthworks

The following provisions of the Design in Urban Areas provision of the Code is considered relevant to the assessment of the proposal.

PO 8.1	***DTS/DPF 8.1***
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:* *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.*

The land had been filled over a number of years to raise the ground surface. This has resulted in the land being considerably higher than neighbouring properties, with a bund created adjacent the southern and western property boundaries. The bunding is intended to hold stormwater and surface runoff within the subject site. However, through the representations, concerns have been raised the fill is not stable and the bund constructed has not been suitably compacted. Further, concerns have been raised that it has been loosely laid on the top of the batter, and may be washed away during a rainfall event.

It is acknowledged that provision of retaining walls along the rear elevated portion of the site, would have addressed this concern. However, this was not a solution proposed in the applicant's civil design.

Consequently, the proposal does not align with PO 8.1.

Interface Between Land Uses

The Interface Between Land Uses policy seeks:

> *Development is located and designed to mitigate adverse impacts on or from neighbouring and proximate land uses. [Desired Outcome (DO) 1]*

Further, the following Transport, Access and Parking provision of the Code is considered relevant to the assessment of the proposal.

PO 3.8 *Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.*	***DTS/DPF 3.1*** *None are applicable.*

The common area where the car parks are provided at the front of the subject land including the driveway up to the building line, comprises hard seal in the form of concrete. However, the remaining common areas at the rear of the buildings and the lease area for Tenancy/Unit 3 have not been hard sealed and consist of compacted gravel.

The driveway and manoeuvring areas associated with the proposed development have not been adequately designed and surfaced to control dust emissions such that they are constructed with an all-weather surface. While it may be appropriate for the area provided at the rear of the subject land, where the trucks will be parked to comprise compacted gravel, the manoeuvring areas should be hard sealed (e.g. concrete or bitumen) to control dust emissions and impact on neighbouring properties. However, this has not been proposed.

Accordingly, the proposal does not sufficiently align with DO 1 or PO 3.8.

Stormwater Management

The Hazards (Flooding – General) Overlay policy seeks:

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

Further, the following Design in Urban Areas provisions of the Code are considered relevant to the assessment of the proposal.

PO 42.1 *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.*	***DTS/DPF 42.1*** *None are applicable.*

PO 42.2 *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 42.2*** *None are applicable.*
PO 42.3 *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.*	***DTS/DPF 42.3*** *None are applicable.*

A civil design has been prepared by Dean Iuliano and Company which includes an assessment of the site surface profile and existing stormwater system. In essence, the proposed civil design solution comprises retention of stormwater via surface infiltration (contained within the fill) and earthwork bunding around the rear portion of the property, directing stormwater to a soakage pit.

Council arranged for the applicant's civil design to be independently reviewed by Tonkin Engineering (refer Appendix 4) with the following concerns reported:

- The depth of fill material imported to the site is unknown.
- The soil infiltration rate has not been provided.
- The soil will lose infiltration capacity and storage space as the void space within the soil will be removed as fines wash in.
- Information supplied is not clear enough to demonstrate how pre-existing stormwater management will function long term.
- The applicant has not demonstrated appropriate management of water quality and management of downstream flows.

Council's Development Engineer also reviewed the Applicant's civil design, having regard to the Tonkin review. Council Development Engineer also expressed concerns and advised:

- Stormwater generated by the rear portion of the subject site is allegedly overland flowing into the southern neighbours. Applicant photos indicate water is being held on the surface within the rear of the site and appears to not be infiltrating at a rate equivalent to the stormwater generated. The applicant's engineer has not provided a soil infiltration rate. This insinuates stormwater is overland flowing to the southern neighbours as the topography of the land falls north to south.
- The applicant has advised ongoing repair work is required to provide a trafficable area for vehicles to access the rear of the site as the surface is not a hardstand surface. The geotechnical bore holes identify filling material in the order of 1 metre has been imported in to the site with dockets of the material imported provided by the applicant advising PM2/20 material is being compacted into the rear of the blocks surface. PM2/20 material is typically used to construct road pavements and has negatively affected the previously constructed soakage pit.

- Bunding along the property boundary is intended to hold the stormwater within the subject site. The bund constructed has not been suitably compacted and has been loosely laid on the top of the batter which will likely be washed away during a rainfall event.
- The applicant's engineer advises that sealing of the rear of the site's trafficable area is in his opinion not necessary but does not elaborate having regard to the requirements of the Planning & Design Code.
- As identified by the applicant's engineer, the bund is not a sufficient height when compared to historic rainfall events and the soakage pit is likely not operating as intended.
- The applicant's engineer advises that the truck and rainfall contaminants will be retained on site and presumably contaminate the underlying soil. However, no proposal on stormwater quality treatment has been nominated.
- No supporting evidence has been provided on the rainfall generated by the batter sloping towards the neighbouring sites.

Based on the above, Council's Development Engineer has advised the proposed stormwater management arrangements will adversely impact upon the amenity of adjacent land uses and the environment and a suitable engineering outcome has not been achieved.

Further, and as noted earlier in this report, the Representors have advised that the existing on-ground situation is problematic, noting concerns relating to contamination, flooding, inadequate edge treatment, retention of fill and erosion, and dust control. It is considered these matters have not been adequately addressed by the applicant.

Accordingly, and having regard to the technical review of Tonkin and Council's Development Engineer, the proposal does not align with PO 42.1, PO 42.2 and PO 42.3 (Design in Urban Areas).

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 is appropriate within the context of the locality;
- Provides appropriate vehicular access and a sufficient number of car parking spaces to accommodate the proposed activities; and
- Is appropriately separated from residential areas.

However, the proposed development:

- Does not provide a suitable sealed surface for the manoeuvring of heavy vehicles;
- Does not provide onsite landscaping as contemplated by the Planning and Design Code; and
- Has not appropriately addressed the management of stormwater, which will result in negative impacts on adjacent development and the environment more generally.

For the above reasons, it is recommended that Planning Consent be refused subject to reasons for refusal.

14. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

Development Application No 22039606 for Transport depot with associated office (Unit 3) at 14 Barndioota Road, Salisbury Plain SA 5109 is not considered to be seriously at variance with the Planning and Design Code but is **REFUSED** Planning Consent for the following reasons:

Reasons for Refusal

The proposed development is contrary to the following provisions of the Planning and Design Code:

a) Overlays – Hazards (Flooding – General) DO 1

Reason: The development has not been designed such that impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

b) Overlays – Hazards (Flooding – General) PO 2.1

Reason: The development has not been 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.

c) General Development Policies – Design in Urban Areas PO 3.1

Reason: The development has not been designed to incorporate additional areas of soft landscaping and tree planting.

d) General Development Policies – Design in Urban Areas PO 42.1

Reason: The development has not been designed to minimise pollutants entering stormwater.

e) General Development Policies – Design in Urban Areas PO 42.2

Reason: The development has not been designed to ensure that water discharged from the site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.

f) General Development Policies – Design in Urban Areas PO 42.3

Reason: The development has not been designed to include stormwater 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.

g) General Development Policies – Design in Urban Areas PO 8.1

Reason: The development has not been designed to minimise the need for earthworks to limit disturbance to natural topography.

h) General Development Policies – Interface Between Land Uses DO 1

Reason: The development has not been designed to mitigate adverse impacts on or from neighbouring and proximate land uses.

Advice Note

Rights of Appeal
The applicant has a right of appeal against decision. 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).

ATTACHMENTS

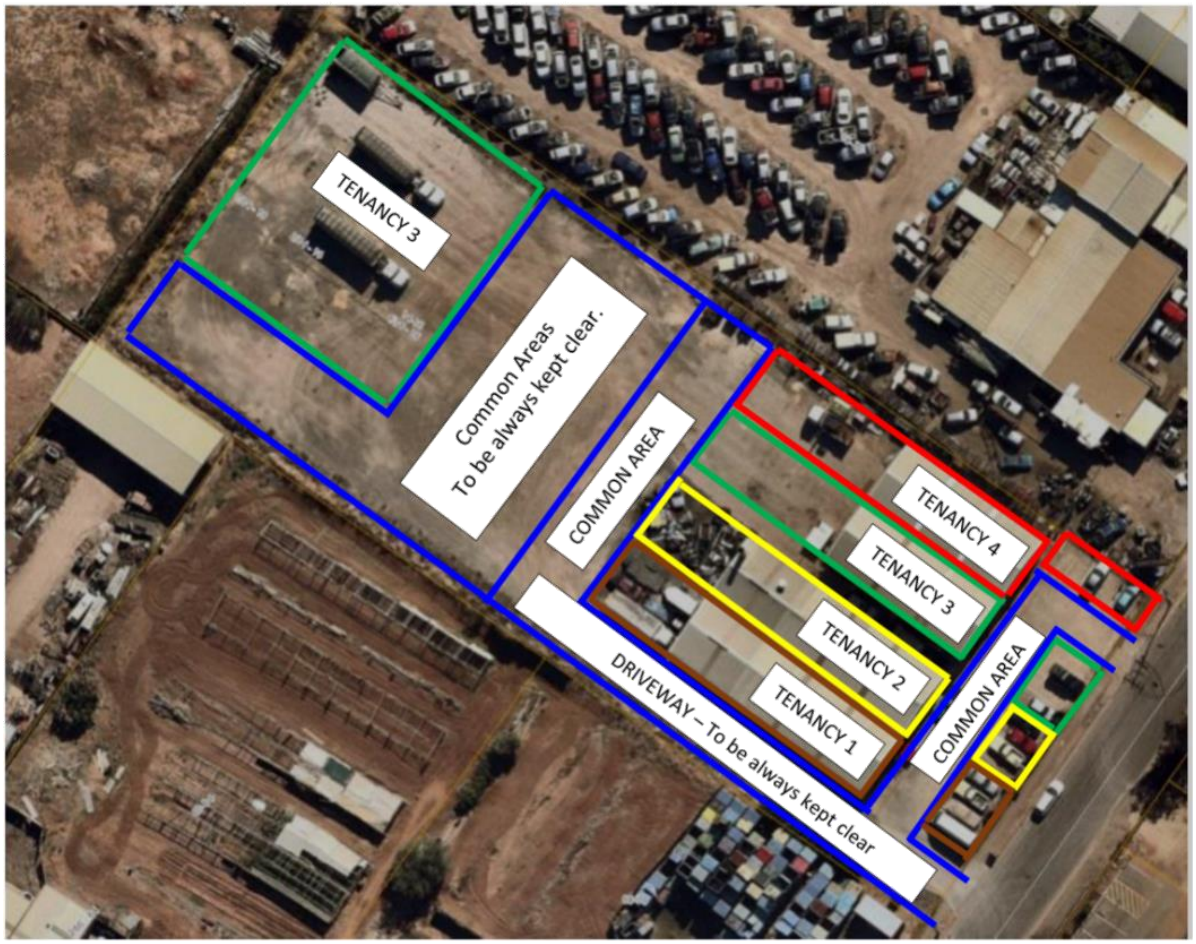
This document should be read in conjunction with the following attachments:

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

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Appendix 1

Proposal Plans and Supporting Documentation


TENANCY 3
Common Areas
To be always kept clear.
COMMON AREA
TENANCY 4
TENANCY 3
TENANCY 2
TENANCY 1
DRIVEWAY – To be always kept clear
COMMON AREA

Dean Iuliano and Company

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STRUCTURAL • CIVIL

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KENT TOWN SA 5067
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SITE AND DRAINAGE PERFORMANCE ASSESSMENT

Project: TRUCK PARKING YARD
14 – 16 BARNDIOOTA ROAD SALISBURY PLAINS SA
Client: M A CURCIO

File Ref: BAR**4495-1**

Introduction:

Dean Iuliano and Company has been engaged to respond to technical issues raised by staff of the City of Salisbury in order to assess a Development Application for the use of vacant land at the rear of a property with tenanted commercial buildings at 14 – 16 Barndioota Road, Salisbury Plains.

The information requested is detailed in an email from Karyn Brown, Development Officer at the City of Salisbury, partly reproduced here for reference.

from: Karyn Brown <KBrown@salisbury.sa.gov.au>
Sent: Wednesday, 8 July 2020 4:05 PM
To: eaparente@internode.on.net; Tony Cufone
Subject: 361/2046/2019/3B - Transport depot and associated office – Unit 3/14-16 Barndioota Road, Salisbury Plain – Request for information (Development Engineering) - 8 July 2020

Hi Anna and Tony

I hope you are both well and keeping safe.

Firstly, thank you for your email received 16 June 2020 in which you provided additional information regarding the property.

Further to my email sent 17 June 2020, I wanted to let you know that our Principal Development Engineer, Sam Kenny has now had an opportunity to look at the plans and details you submitted and has provided some comments.

He has noted that Council's typical requirements for this site, if it was a new development, would include:

- *Sealing of all of the common driveway and primary vehicle circulation areas; and*
- *Provision of a stormwater management system capable of managing peak site runoff for all rain events up to the 10yr ARI event with no surface stormwater detention and no runoff to adjacent property for all events up to and including the 100yr ARI event.*

However, Sam recognises the use is already operating and has tailored his comments to suit this.

In this respect, Sam has asked if you can provide a few more things to assist him with reviewing the proposal.

These are:

1. *Provision of a site survey to show that all site runoff is directed to the soakage sump.*
2. *Retention of site runoff for all events up to the 100yr ARI event is to be provided.*
3. *A 100yr ARI 10 min rain event will result in approximately 45m3 runoff which equates to approximately 10-12mm water across the whole of the rear yard. Considering there have been minimal issues noted regarding this site in recent years, it is assumed that the soakage sump is working.*
4. *Depending on the outcome of the survey, a low bund around the top of the embankment may be required to help detain water.*
5. *The sealed driveway is to be extended to at least the front of the buildings to prevent drag out to the road. The sealed portion could be concrete or asphalt but is to be suitable for the intended traffic.*
6. *Further details of the soaker pit should also be provided (ie location, dimensions etc). Photos would also assist in the assessment.*

……

Kind regards
Karyn

Karyn Brown
Development Officer Planning
Development Services
D: 08 8406 8323
E: kbrown@salisbury.sa.gov.au

City of Salisbury
34 Church Street, Salisbury, South Australia, 5108
P: 08 8406 8222
F: 08 8281 5466
W: www.salisbury.sa.gov.au

Comments:

We have been provided with various documents and recollections of the development of the site by Anna Parente, the property manager and daughter of the Owner, Mrs M A Curcio. We note the following.

1. The property was purchased by Mr and Mrs Curcio on the 16th July 1984. Refer attached certificate of title.
2. Development of the low lying land to the rear of the sheds was carried out with the importing of aggregate quarry material to provide a porous layer of stone to hold stormwater within the natural voids in the aggregate layer and allow the water to dissipate into the soil.
3. Over the thirty-five years that the land has stood in this way, there has not been any excess stormwater flowing overland and towards low lying areas.
4. Development comprising an addition to the rear of one of the two sheds on the property was carried out soon after November 1989 as attested by a stamped plan showing the extent of the addition, concrete paving to the front of the property with stormwater pits and drain pipes.
5. The recent use of this land as a truck depot has triggered a request from Council requiring a formal application and consideration of the concerns of neighbours with regard to the stability of the fill embankment at the rear of the site and the risk of overland stormwater flow entering low lying adjacent properties.

Assessment:

Site surface profile.
A site feature and level survey has been prepared to identify the general slope and extent of fill. The original survey is attached together with drawings which detail the various areas of the developed land and identify the direction and grade of the hardstand surface behind the sheds.

The salient points are summarised as follows.

- The edge of the plateau is consistently at least 2500 mm from the boundary.
- The height of the embankment at the side and rear boundaries is essentially the depth of fill. This varies, as noted on the drawing, -
  - at the rear of tenancy one 1100 mm;
  - at the rear of tenancy four 300 mm;
  - at the rear boundary 600 mm
- The slope of the embankment is very stable in the range of 1 v : 4 h to 1 v to 2 h.
- The slope of the fill ground surface is quite flat, calculated to be at 1 v to 200 h to the north and slightly steeper at 1 v to 120 h to the south. These slopes are essentially flat and encourage surface water to drain vertically into the soak rather than flow over the surface to adjacent low lying properties.

Stormwater volumes.
As explained in the Council email, it is mandatory to ensure that potential stormwater volumes from the 1 in 100 year storm event are contained and do not cause flooding of either the Owner's buildings on the subject site nor of neighbouring land or buildings. It is important to quantify the soak volume to allow a considered assessment to be made.
A calculation sheet of stormwater flows for the various areas is attached.

- We have considered not only a 10 minute storm duration but have conservatively identified the critical duration.
- The volume from this design storm is quite large, but when compared to the probable volume available in the soak, based on the historical information provided and the measurements available from the site and level survey, we have determined that the void volume required in the stone blanket (23%) is easily achievable. We make this conclusion based on the following table, and other research available online.

Table 3.7 Unit weight/volume relationships of ballast

Ballast condition	FI	Unit weight (lb/ft³)	Void ratio	Void volume (%)
Loose	0	95	0.68	41
Compact	0	110	0.53	35
Moderately fouled	20	125	0.35	26
Heavily fouled	40	135	0.25	20

Source: Sussmann, T.R. et al., J. Transport. Res. Board, 2289, 87–94, 2012.

Pge 3 Contd/-

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Soil "drag out" to Barndioota Road.
Council recommend additional sealed pavement be provided to contain soil drag out as the trucks leave the property. We comment as follows.

- We understand that it is not commercially viable to expend significant funds on capital works for the current lease arrangements. Notwithstanding, the Owner has in place an efficient maintenance regime for the trafficked hardstand surface to minimise soil dragging to the street. On average, clean durable fill is brought in and rolled to achieve a bound surface yearly, but more often if required.
- It is understood that in wet weather, close attention is required to attend to any potholes or ruts which occur and ensure that deterioration of the surface is contained.
- Attached are photographs and invoices provided by the Owner, which confirm the quality of materials used and the general condition of the surface (Group A).
- Consideration of truck manoeuvring is shown with swept paths on the drawings. Trucks are seen to park simply without any complex reversing or heavy steering. This is beneficial in limiting scrubbing or tearing of the hardstand surface.

Property maintenance schedule.
We comment as follows.

- The Owner, in addition to the maintenance measures noted above, regularly inspects, cleans and repairs stormwater gutters, downpipes and drains, as identified in the attached invoices and photographs (Group B).

Conclusion:

Council concedes that there have been minimal issues concerning this site in recent years and accept that it is likely that the "soakage sump is working". We are advised by the Owner that there have never been any issues at all with stormwater disposal. The survey supports the contention that it is reasonable to accept that there is a very large volume of stone, laid as a mattress over the land behind the sheds. This mattress not only has ample volume of voids to retain surface stormwater so that it disperses into the ground but has also provided a strong road base for the truck traffic.

We are confident to recommend that the existing systems together with the quality maintenance programme followed by the Owner and tenant, do not require any further improvement or extensive capital expenditure for pavements, retaining walls or stormwater drainage.



Dean **I**uliano *BE MIEAust CPEng*

Date: 21st September 2022

Distribution	Anna Parente, Property Manager	eaparente@internode.on.net
	Chris Tredrea, City of Salisbury	CTredrea@salisbury.sa.gov.au
	Karyn Brown, City of Salisbury	KBrown.salisbury.sa.gov.au

Contd/-

DUPLICATE
CERTIFICATE OF TITLE

South Australia

Register Book,
Volume 4179 Folio 160

New Certificate for portion of the Land in Vol.4021 Folio 269

VINCENZO SALERNO of 66 Stanbell Road Salisbury Plain 5109 Market Gardener and FRANCESCA SALERNO his wife are the proprietors of an estate in fee simple subject nevertheless to such encumbrances liens and interests as are notified by memorial underwritten or endorsed hereon in PORTION OF ALLOTMENT 1 of portion of Section 2202 HUNDRED OF YATALA in the area named SALISBURY PLAIN (L.T.R.O. DEPOSITED PLAN No.6257) and delineated on the plan hereon by bold black lines TOGETHER with a free and unrestricted right of way over the land marked Road A as originally delineated on the said deposited plan

In witness whereof I have signed my name and affixed my seal this 11th day of August 1981

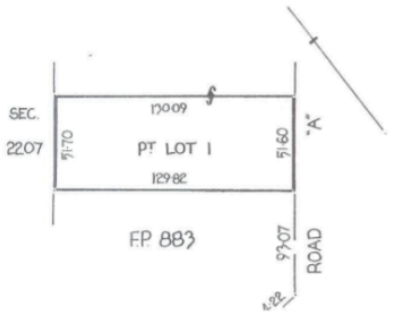
Signed the 11th day of August 1981, in the presence of

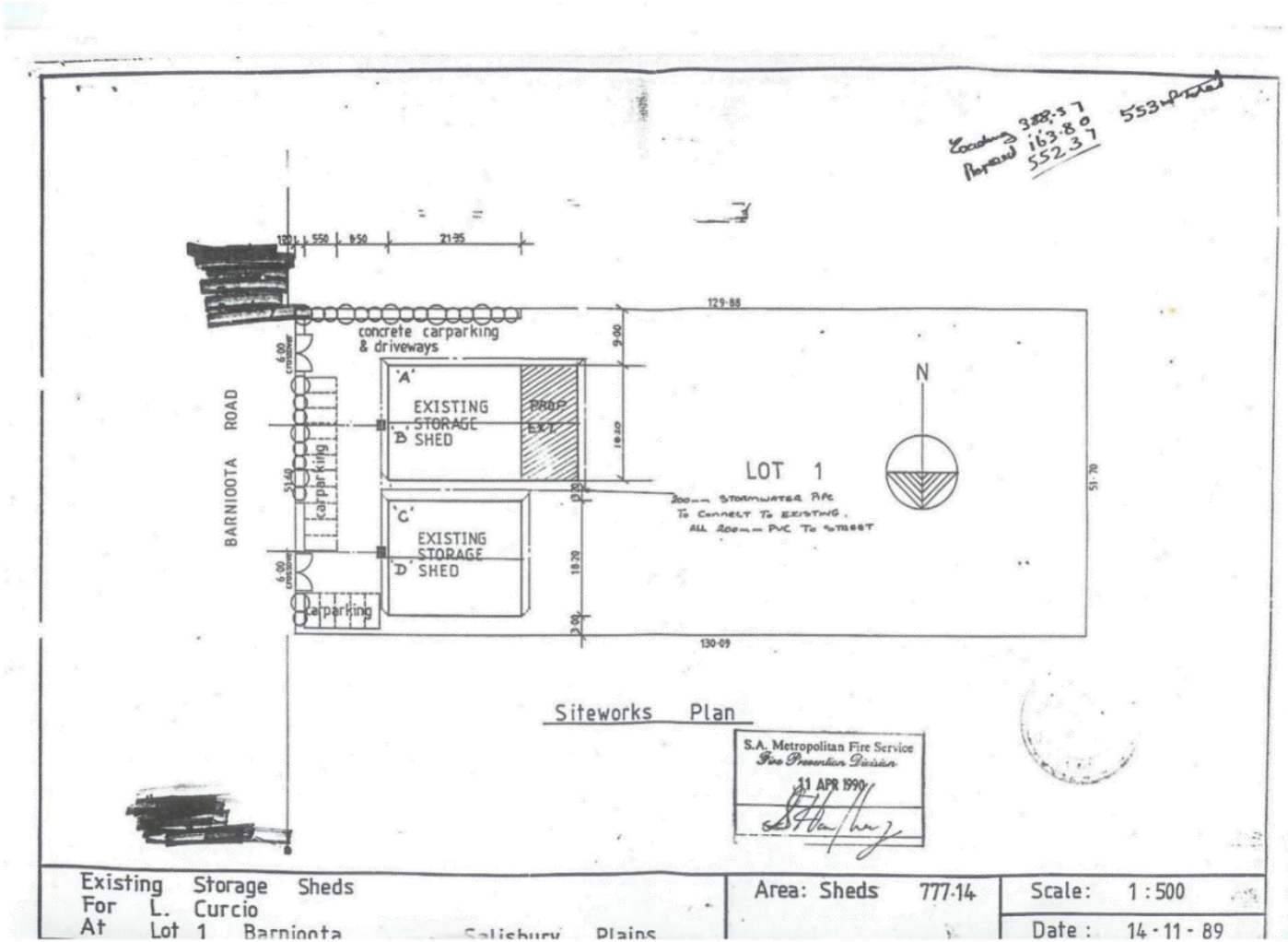
J.A. Hughes.

Deputy Registrar-General

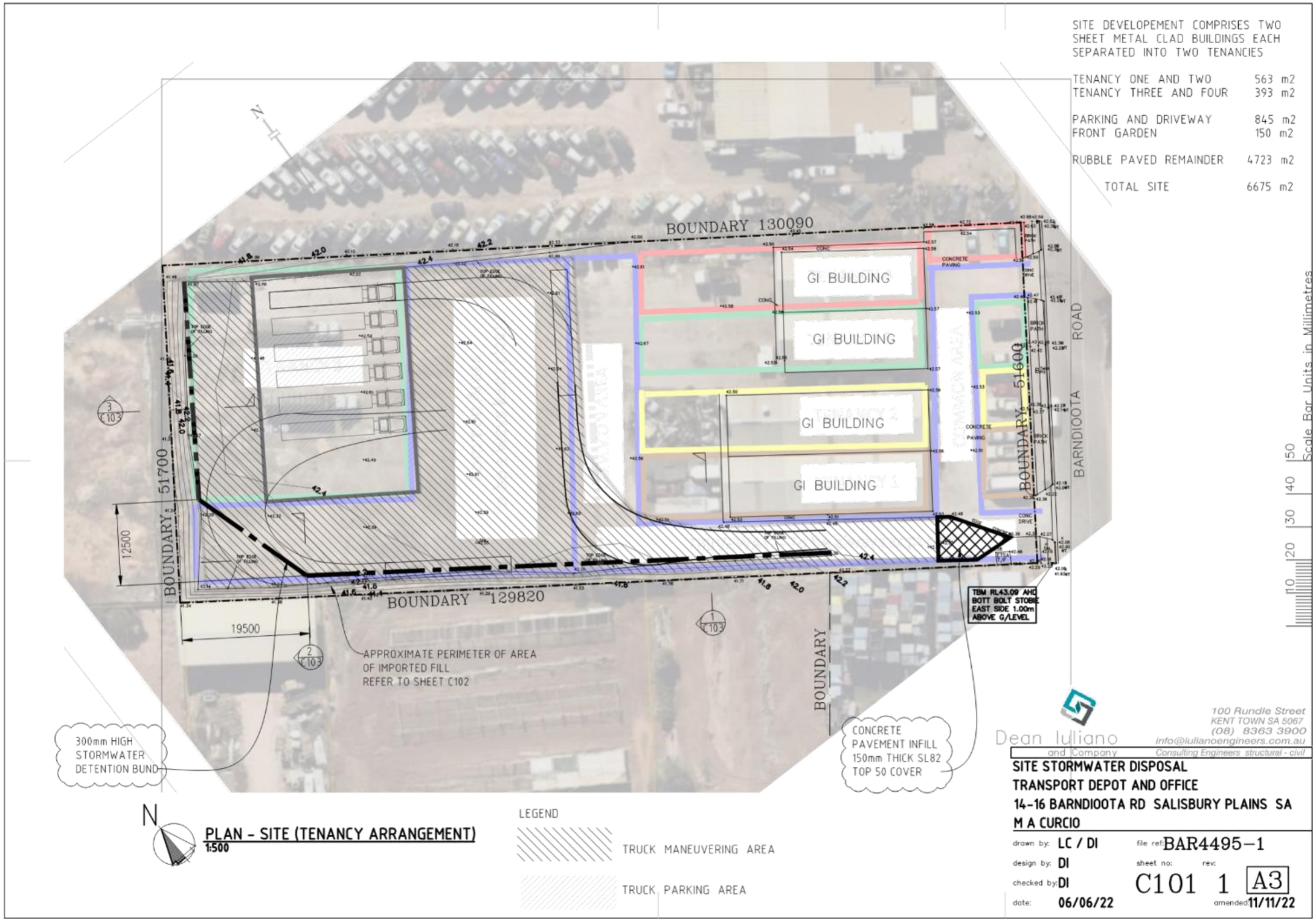
REGISTRAR-GENERAL SOUTH AUSTRALIA

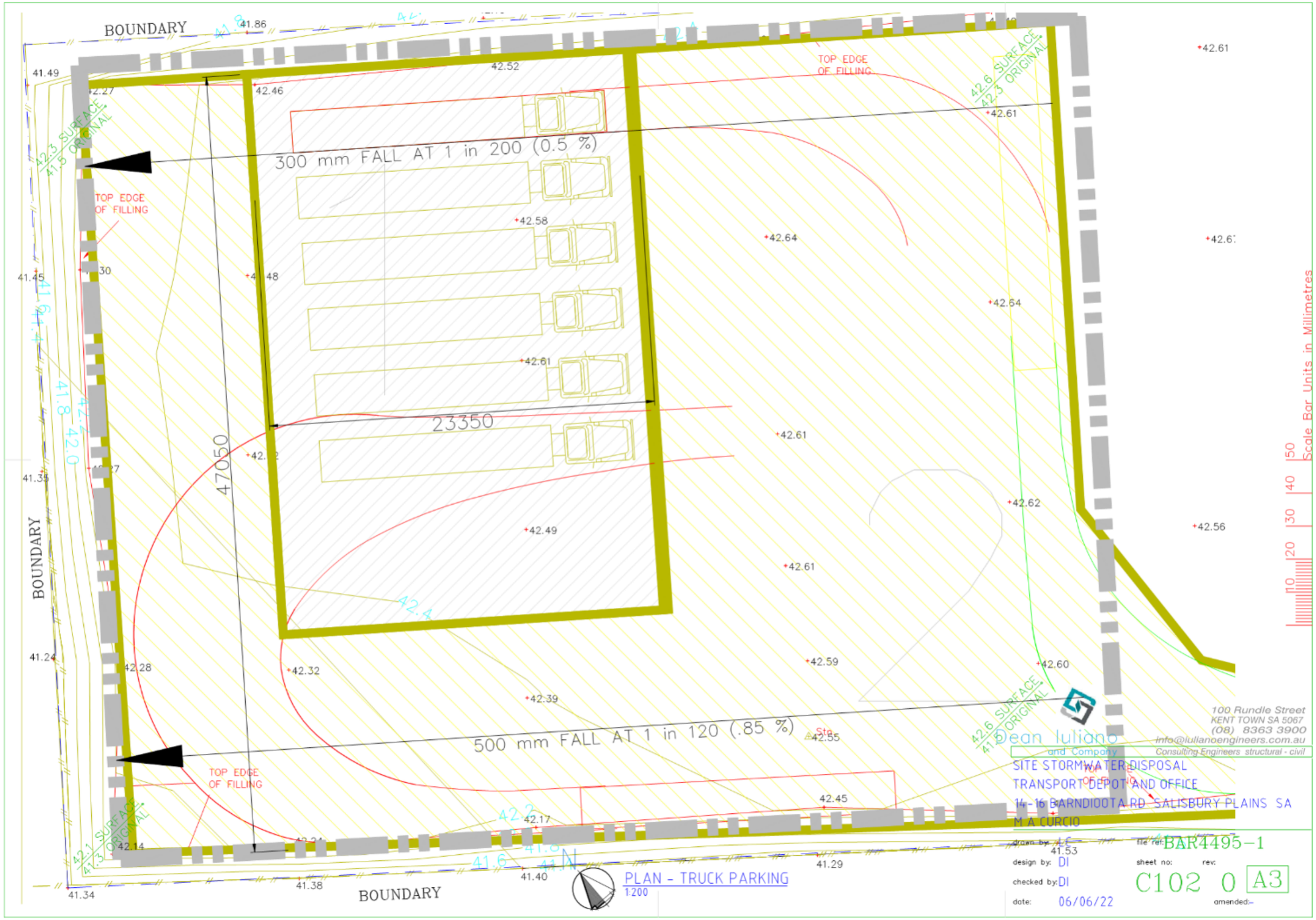
TRANSFER 5267191 to LUIGI SALVATORE CURCIO of 100 Fenden Road Salisbury Plain 5109 Market Gardener and MICHELINA ASSUNTA CURCIO his wife of the within land Produced 16.7.1984 at 10.15 a.m.



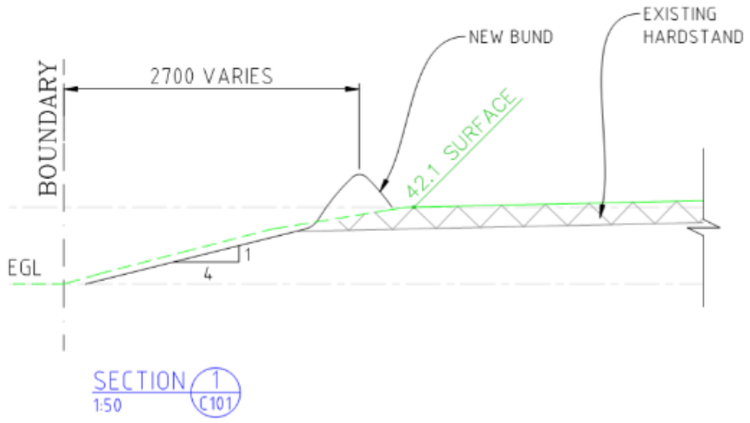


Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation


SITE DEVELOPEMENT COMPRISES TWO SHEET METAL CLAD BUILDINGS EACH SEPARATED INTO TWO TENANCIES
TENANCY ONE AND TWO 563 m2
TENANCY THREE AND FOUR 393 m2
PARKING AND DRIVEWAY 845 m2
FRONT GARDEN 150 m2
RUBBLE PAVED REMAINDER 4723 m2
TOTAL SITE 6675 m2
BOUNDARY 130090
GI BUILDING
GI BUILDING
GI BUILDING
GI BUILDING
BOUNDARY 51700
BOUNDARY 51600
BARNDIOOTA ROAD
12500
19500
BOUNDARY 129820
BOUNDARY
APPROXIMATE PERIMETER OF AREA OF IMPORTED FILL REFER TO SHEET C102
TBM RL43.09 AHD BOTT BOLT STOBIE EAST SIDE 1.00m ABOVE G/LEVEL
300mm HIGH STORMWATER DETENTION BUND
CONCRETE PAVEMENT INFILL 150mm THICK SL82 TOP 50 COVER
N
PLAN - SITE (TENANCY ARRANGEMENT)
1:500
LEGEND
TRUCK MANEUVERING AREA
TRUCK PARKING AREA
Scale Bar Units in Millimetres
0 10 20 30 40 50
Dean Iuliano and Company
100 Rundle Street
KENT TOWN SA 5067
(08) 8363 3900
info@iulianoengineers.com.au
Consulting Engineers structural - civil
SITE STORMWATER DISPOSAL
TRANSPORT DEPOT AND OFFICE
14-16 BARNDIOOTA RD SALISBURY PLAINS SA
M A CURCIO
drawn by: LC / DI
design by: DI
checked by: DI
date: 06/06/22
file ref: BAR4495-1
sheet no: C101
rev: 1
A3
amended 11/11/22



Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation



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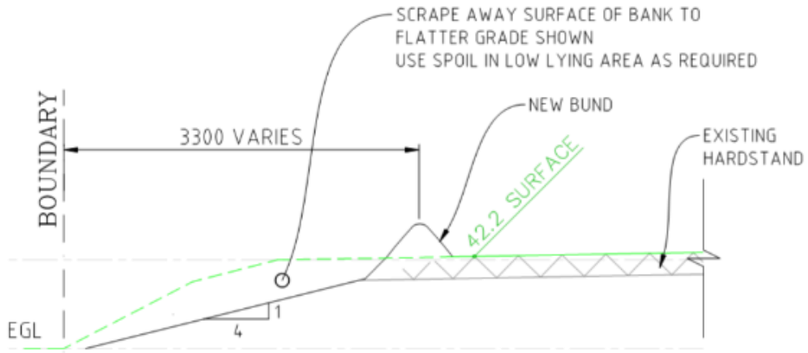

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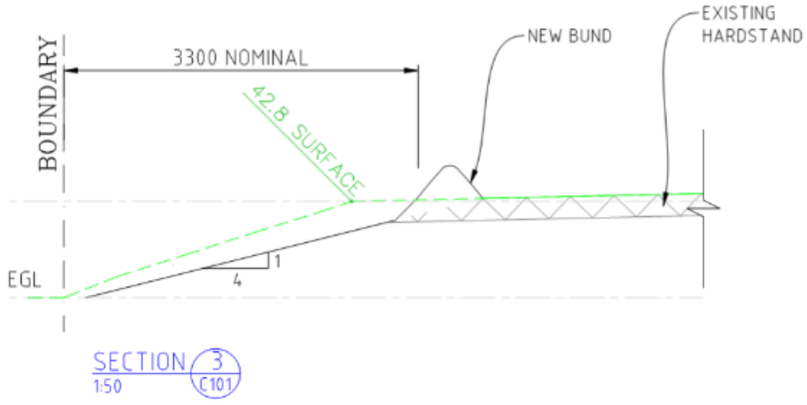

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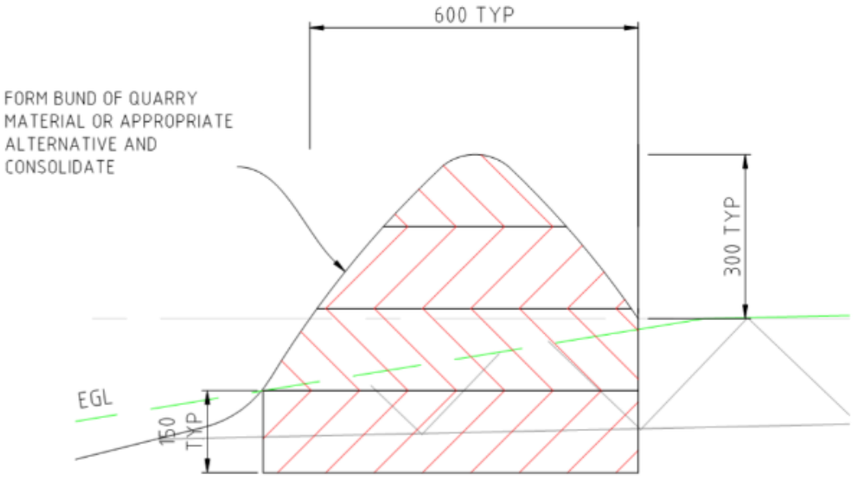

DETAIL - BUND (TYPICAL)
1:20



Dean Iuliano and Company
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KENT TOWN SA 5067
(08) 8363 3900
info@iulianoengineers.com.au
Consulting Engineers structural - civil

SITE STORMWATER DISPOSAL
TRANSPORT DEPOT AND OFFICE
14-16 BARNDIOOTA RD SALISBURY PLAINS SA
M A CURCIO

drawn by: LC
design by: DI
checked by: DI
date: 06/06/22
file ref: BAR4495-1
sheet no: C103
rev: 0
A3
amended:-

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Dean Iuliano and Company

CONSULTING ENGINEERS
STRUCTURAL • CIVIL

SOAK ASSESSMENT

14-16 BARNDIOOTA RD SALISBURY PLAINS SA
M A CURCIO

sht no:	**SD01**
file ref:	BAR**4495-1**
date:	4/04/22
by:	D I

Stormwater Volume Assessment

			Area m^2		C
Developed Site:	Roof T1 & T2		563.0		1.00
	Roof T3 & T4		393.0		1.00
	Concrete Paving		846.0		0.90
	Garden (Front)		150.0		0.20
	Rubble Paving		4723.4		0.00
Total Site:		ΣA	6675.4	C_{ave}	0.35

Rainfall Parameters

ARI	**1 in**	**100** year	**1% AEP**
Duration		**10** min.	
Rainfall Intensity		**126** mm/hr	

			m^2		C
Runoff to street:	100% of Roof		956.0		1.00
	100% Concrete Paving		846.0		0.90
	Garden		150.0		0.20
Total Area to Street:		ΣA	1952.0	C_{ave}	0.90

Runoff to Street Discharge Rate: **61.16** litres/sec

Runoff to Soak:	100% of Rubble Paving		4723.4		1.00
Total Area to Soak:		ΣA	4723.4	C_{ave}	1.00

Runoff to Soak Discharge Rate: **165.32** litres/sec
165.32 litres/sec

Rainfall Parameters

ARI	**1 in**	**100** year		**1% AEP**					
Duration		**5**	**10**	**30**	**90**	**120**	**180**	**270**	**360** min.
Rainfall Intensity		**174**	**126**	**67.8**	**33.1**	**27.1**	**20.3**	**15.1**	**12.2** mm/hr
Flow Rate Q		**228.30**	**165.32**	**88.96**	**43.43**	**35.56**	**26.63**	**19.81**	**16.01** litres/sec

Q = C * I * A /360 * 1000 litres/sec

where
- Q is the design flowrate (litres/s),
- C is a dimensionless runoff coefficient,
- I is a rainfall intensity (mm/h), corresponding to a particular storm duration and average recurrence interval, and
- A is catchment area (ha).

[Extracted from Australian Rainfall and Runoff - Volume 1, Book VIII Subsections 1.1-1.5.]

Critical Storm: **1 in 100 year ARI (1% AEP), 180 min**

Detention Volume Required: **287655** litres

Consider Area of Soak = **2100** m2
Depth of Soak (average) = **0.6** m

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

GROUP A

TAX INVOICE

LS & A Curcio
Attention: 14 Barndioota Rd, Salisbury Plain SA 5109
14 Barndioota Rd, Salisbury Plain

Invoice Date
23 Jun 2022

Invoice Number
INV-0476

ABN
41 937 107 332

Adelaide Exclusive Plumbing & Gas PTY LTD
0427 790 408
aepg.jayme@outlook.com
PGE258792

Description	Quantity	Unit Price	GST	Amount AUD
- Supply PM2/20mm Dol Quarry Rubble 24 Tonnes - DRY	1.00	747.64	10%	747.64
- Supply 14mm Blue Quarry screenings 4 Tonne - DRY	1.00	120.00	10%	120.00
- Labour day rate - Excavator spreading materials, filling pot holes & uneven surfaces.	1.00	600.00	10%	600.00
			Subtotal	1,467.64
			TOTAL GST 10%	146.76
			TOTAL AUD	1,614.40
			Less Amount Paid	1,614.40
			AMOUNT DUE AUD	**0.00**

Due Date: 30 Jun 2022
The Price shall be as indicated on invoices provided by the Contractor to the Client in respect of Goods supplied.

Ownership of all goods supplied by the Contractor to the Client does not pass to the Client until the Client has paid the outstanding invoice(s) to the Contractor.

Payment is due upon completion of the job unless otherwise negotiated or agreed between the Contract and Client. If payment is not made within the requested period, late fees will apply.

Payment will be made by bank cheque, or by EFT / Direct Bank Transfer, or by any other method as agreed to between the Client and the Contractor.

EFT / Direct Bank Transfer
ACCOUNT NAME: Adelaide Exclusive Plumbing & Gas
BSB: 015211
ACCOUNT NUMBER: 321961902
AMOUNT: As Quoted

GROUP A

CommonwealthBank

MR AND MRS L S CUFONE
100 FENDENTO
SALISBURY SA 5106

Statement Period 1 Jan 2021 - 31 Jan 2021

28 Jan Transfer to CBA A/c NetBank
Purchased Rubble 640.18

Payment to Tony Cufone Tenant 3 was made 28 January 2021 (refer to above), for the purchase and spreading of Rubble at 14 Barndioota Rd, Salisbury Plain.



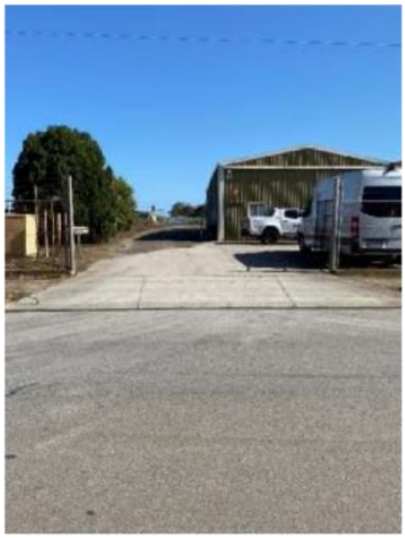
GROUP A













GROUP B

TAX INVOICE

LS & A Curcio
Attention: 14 Barndioota Rd, Salisbury Plain SA 5109
14 Barndioota Rd, Salisbury Plain

Invoice Date
11 Jun 2021

Invoice Number
INV-0568

Reference
Hydro jet clean

ABN
41 937 107 332

Adelaide Exclusive Plumbing & Gas PTY LTD
0427 790 408
aepg.jayme@outlook.com
PGE258792

Description	Quantity	Unit Price	GST	Amount AUD
- Attended call out for annual storm drains hyrdo jet & pits cleaning - Hydro jet required on stormwater main drains clearing any rubbish or debris. - Clean out & remove any rubbish or debris in stormwater pits. - Includes all labour & materials required. - Clean work area, dispose of all rubbish. - Includes all labour 2x Tradesman Hyrdo jet use & labour 9:00am - 10:30pm; 1.5hours	1.50	250.00	10%	375.00
			Subtotal	375.00
			TOTAL GST 10%	37.50
			TOTAL AUD	**412.50**

Due Date: 18 Jun 2021

The Price shall be as indicated on invoices provided by the Contractor to the Client in respect of Goods supplied.

Ownership of all goods supplied by the Contractor to the Client does not pass to the Client until the Client has paid the outstanding invoice(s) to the Contractor.

Payment is due upon completion of the job unless otherwise negotiated or agreed between the Contract and Client. If payment is not made within the requested period, late fees will apply.

Payment will be made by bank cheque, or by EFT / Direct Bank Transfer, or by any other method as agreed to between the Client and the Contractor.

EFT / Direct Bank Transfer
ACCOUNT NAME: Adelaide Exclusive Plumbing & Gas
BSB: 015211
ACCOUNT NUMBER: 321961902
AMOUNT: As Quoted
Reference: Invoice Number

Bank Cheque

GROUP B



TAX INVOICE

LS & A Curcio
Attention: 14 Barndioota Rd, Salisbury Plain SA 5109
14 Barndioota Rd, Salisbury Plain

Invoice Date
10 Jun 2022

Invoice Number
INV-0463

Reference
14 Barndioota Rd, Salisbury Plain

ABN
41 937 107 332

Adelaide Exclusive Plumbing & Gas PTY LTD
0427 790 408
aepg.jayme@outlook.com
PGE258792

Description	Quantity	Unit Price	GST	Amount AUD
Friday 3/6/22 - Supply & install new down pops & downpipe connections for provisions for inground stormwater connections on unit 1 - 3x downpipes. - Quickcut concrete channels for inground stormwater connections, cut concrete & jackhammer concrete to be removed. - Supply & install new down pops & downpipe connections for provisions for inground stormwater connections on unit 2 - 3x downpipes. - Quickcut concrete channels for inground stormwater connections, cut concrete & jackhammer concrete to be removed. - Includes all labour & materials.	1.00	1,450.00	10%	1,450.00
Saturday 4/6/22 - Excavate & dig inground stormwater drainage, connect into new installed stormwater down pipes on drive way side of unit 1 connecting into existing main down pipe connection inground at the front of unit 1, supplying & install 100mm dwv pipe inground with all connections required. - Backfill as required & compacted. - Excavate & dig inground stormwater drainage, connect into new installed stormwater down pipes in-between units 2&3 side of unit 2 connecting into existing main down pipe connection inground at the front of unit 2, supplying & install 100mm dwv pipe inground with all connections required. - Backfill as required & compacted. - Includes all labour & materials.	1.00	1,800.00	10%	1,800.00
Tuesday 7/6/22 - Dig out all concrete path channels that had been	1.00	1,250.00	10%	1,250.00

Description	Quantity	Unit Price	GST	Amount AUD
removed for installation of downpipes & install concrete dowels in slab edges, supply & reinstate concrete with 32MPA concrete in pathways matching concrete as best as possible. - Remove all rubbish, concrete from site & dump as required. - Includes all labour & materials.				
Friday 10/6/22 - Excavate & Dig out section of sludge dirt area in driveway. - Supply 12T of quarry rubble & base prep driveway as required. - Includes all labour & materials.	1.00	800.00	10%	800.00
			Subtotal	5,300.00
			TOTAL GST 10%	530.00
			TOTAL AUD	**5,830.00**

Due Date: 17 Jun 2022

The Price shall be as indicated on invoices provided by the Contractor to the Client in respect of Goods supplied.

Ownership of all goods supplied by the Contractor to the Client does not pass to the Client until the Client has paid the outstanding invoice(s) to the Contractor.

Payment is due upon completion of the job unless otherwise negotiated or agreed between the Contract and Client. If payment is not made within the requested period, late fees will apply.

Payment will be made by bank cheque, or by EFT / Direct Bank Transfer, or by any other method as agreed to between the Client and the Contractor.

EFT / Direct Bank Transfer
ACCOUNT NAME: Adelaide Exclusive Plumbing & Gas
BSB: 015211
ACCOUNT NUMBER: 321961902
AMOUNT: As Quoted
Reference: Invoice Number

Bank Cheque
Please quote Invoice Number with Payment. Cheque must be provided upon completion of works.
Make Cheque payable to: Adelaide Exclusive Plumbing & Gas

GROUP B

TAX INVOICE

LS & A Curcio
Attention: 14 Barndioota Rd, Salisbury Plain SA 5109
14 Barndioota Rd, Salisbury Plain

Invoice Date
5 Jul 2022

Invoice Number
INV-0488

ABN
41 937 107 332

Adelaide Exclusive Plumbing & Gas PTY LTD
0427 790 408
aepg.jayme@outlook.com
PGE258792

Description	Quantity	Unit Price	GST	Amount AUD
Gutter clean on sheds 3&4 - Clean out external gutters on sheds 3&4 removing all rubbish and build up of debris. - Clean out center box gutter on sheds 3&4 removing all rubbish and build up of debris. - Includes all labour & materials required. - 7:30am-9:30am @2hours tradesman & apprentice. - Clean work away disposing of all rubbish, leaving work area clean & tidy.	2.00	150.00	10%	300.00

Subtotal	300.00
TOTAL GST 10%	30.00
TOTAL AUD	330.00
Less Amount Paid	330.00
AMOUNT DUE AUD	**0.00**

Due Date: 12 Jul 2022

The Price shall be as indicated on invoices provided by the Contractor to the Client in respect of Goods supplied.

Ownership of all goods supplied by the Contractor to the Client does not pass to the Client until the Client has paid the outstanding invoice(s) to the Contractor.

Payment is due upon completion of the job unless otherwise negotiated or agreed between the Contract and Client. If payment is not made within the requested period, late fees will apply.

Payment will be made by bank cheque, or by EFT / Direct Bank Transfer, or by any other method as agreed to between the Client and the Contractor.

EFT / Direct Bank Transfer
ACCOUNT NAME: Adelaide Exclusive Plumbing & Gas
BSB: 015211
ACCOUNT NUMBER: 321961902
AMOUNT: As Quoted

GROUP B









From: Tony Cufone [tony@sacontract.com.au]
Sent: Monday, 6 January 2020 1:26:48 PM
To: George Pantelos
Subject: DA 361/2046/2019 Re Barndioota Rd Development

Hi George,

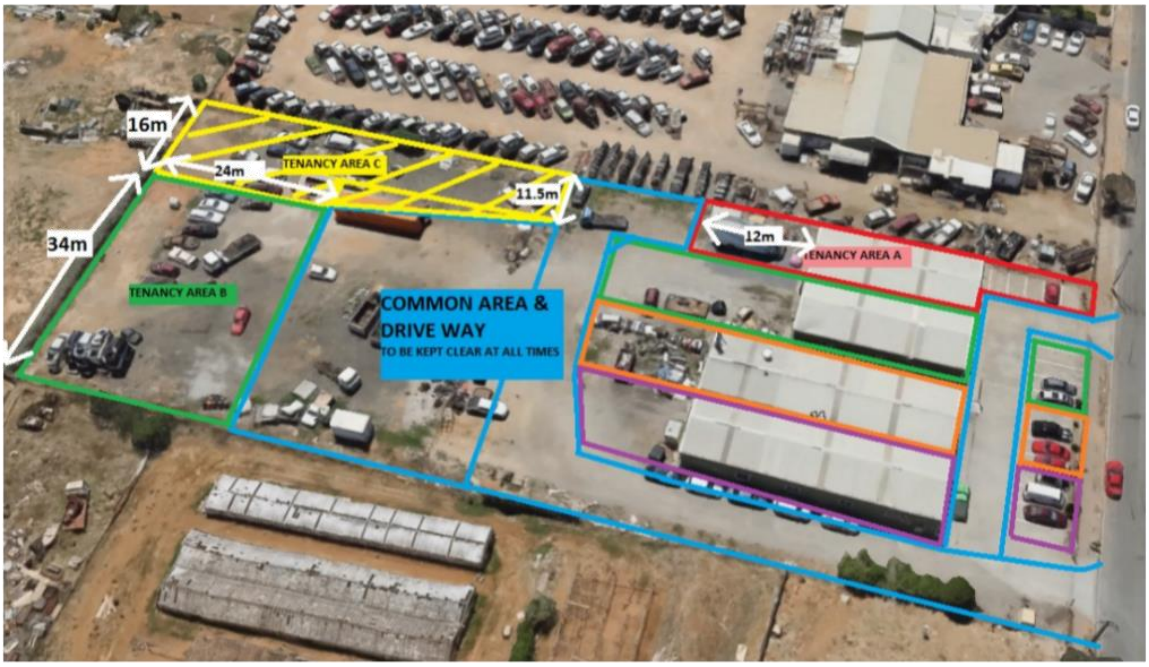
Good meeting you today

As discussed with you today my business SA Contract Tippers, currently leases the land behind the workshop (shed 3) that I rent from Anna Parente as per attached photo.

Our operating times are between 7.00am and 5.00pm Monday to Friday with the occasional half day on Saturdays.

The land is currently used for the parking of 7 truck and trailers only and not used to store any goods or materials so there are no traffic movements on the property between these times

Washing and servicing are done off site.



Please note the areas marked in yellow (tenancy area c) is no longer applicable so the area marked in green which I lease has now moved across along with the common area marked in blue.

My area is still only 34 meters across the back

If you need any more information please call me any time

Thanks

Regards
Tony Cufone

LS & MA CURCIO
A.B.N. 36 517 105 385
Anna Parente
Property Manager
PO BOX 2154
GLYNDE PLAZA
SOUTH AUSTRALIA 5070
Mobile: 0432 317 719
E-Mail: eaparente@internode.on.net

16-June-2020

Tony Cufone
SA Contract Tippers Pty Ltd
PO Box 316
Greenwith SA 5125
Mobile: 0412 488 655
Email: tony@sacontract.com.au

Dear Tony

As requested by Council, I have provided further information addressing the below items in support of your application for business use approval:

The property at 14-16 Barndioota Road, Salisbury Plan, was established in 1985 in accordance with council regulations and development of the site was approved.

b) *Please advise how will stormwater management is/will be addressed. Council would like to understand how stormwater is removed from the site acknowledging a neighbouring property has concerns about runoff. In previous discussions with the owner, they advised they would be able to provide you, as the tenant, with information to pass on to Council to include in your application. Can you please follow this up with the owner and provide to Council.*

- The driveway and the rear of the property was built up with 900mm of aggregate stone forming a **Soaker Pit**.
- The soaker pit on the property is a covered, porous-walled chamber that allows rainwater to soak into the ground.
- The soaker pit was design with the intention that no rainwater runs off to any of the neighbouring properties.
- This has been achieved because there has never been any concern with stormwater runoff from the property at any time during the past 35 years of ownership.
- **Photos attached to email**:
  Photos showing no stormwater discharge to neighbouring properties.
  These photos were taken on 1 February 2020, forecast rainfall of 36ml fell on this day.

361/2046/2019/3B
Unit 3/14-16 Barndioota Road, Salisbury Plain







c) Noting not all of the site is sealed where you drive your vehicles (ie the driveway and rear yard where you park the trucks), please advise how will dust/sealing be addressed (ie will driveways and the truck parking area be hard sealed? Will dust suppression methods be used? etc). You may wish to follow this up with the owner to be able to provide a response as it may require additional works to be undertaken on the site

- The driveway and rear yard are resurfaced annually or as required, levelled, and compacted with rubble, and has formed a solid foundation.
- Driveways and truck parking areas do not need to be hard sealed, because the compacted rubble has provided a solid foundation and ensures proper drainage and has reduced, eliminated, and suppressed dust.
- Noting the current tenant leases only a portion of the rear yard, approximately 1,020sqm (Tenancy area 3 as outlined in green, refer to site plan)

The tenant has previously advised (email dated 6 January 2020) Council of the below:

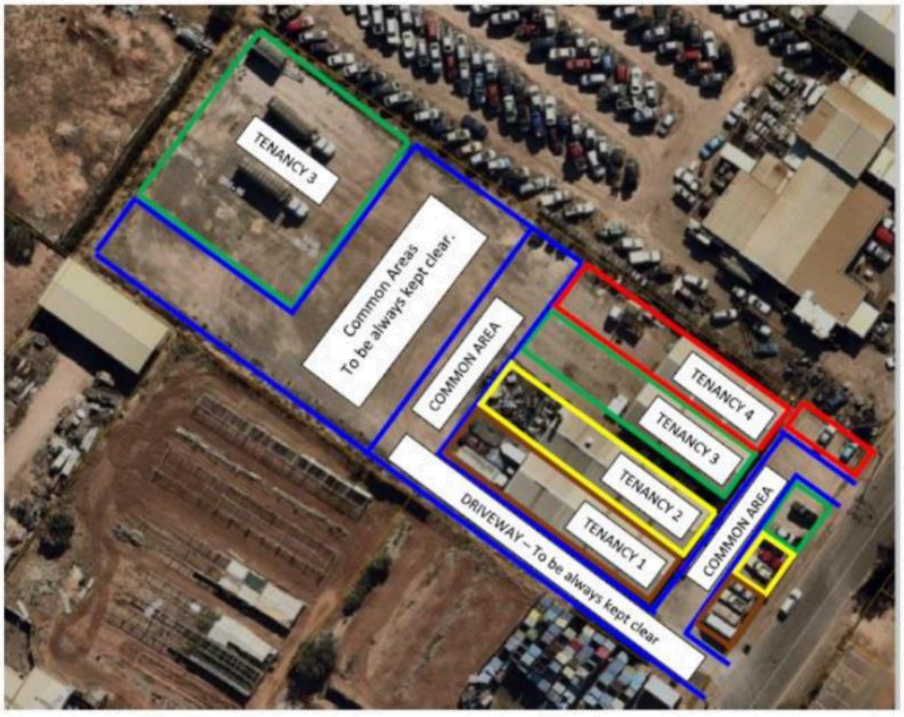
"The business SA Contract Tippers, currently leases the land behind the workshop (shed 3) that I rent from Anna Parente as per attached photo below:
Our operating times are between 7.00am and 5.00pm Monday to Friday with the occasional half day on Saturdays.
The land is currently used for the parking of 7 truck and trailers only and not used to store any goods or materials **so there are no traffic movements on the property between these times**, washing and servicing are done off site".

d) Noting concerns regarding the filling of the site, please advise how soil stability has/will be achieved. Council would like to understand this is achieved acknowledging a neighbouring property has concerns soil stability. As with a) above, in previous discussions with the owner, they advised they would be able to provide you, as the tenant, with information to pass on to Council to include in your application. Can you please follow this up with the owner and provide to Council.

- Soil stability has been achieved to the entire site over time by resurfacing and compacting with rubble, the area continues to be resurfaced with rubble on an annual basis or as required.
- A solid foundation has formed, consequently preventing any soil instability occurring or affecting any neighbouring properties. Noting there is a 1.5m distance of soil from all neighbouring boundary fence to the build-up fill on site.
- There has never been any soil disturbance or instability at any time during the past 35 years of ownership.

e) Thank you for providing the aerial image showing the areas for each tenancy. As the area you are using at the rear of the site has changed to the northern side, can you please provide an update aerial site plan. The plan you provided before is shown below. This is the one we would like you to update with the updated areas for your tenancy and the other tenancies on the site. This is useful knowing where your lease areas are and where the other tenancies are located on the property. The updated plan you provide will replace the one we currently have on file and will show clearly to those notified which area you lease on the property.

- **Attached to the email and below**: Updated Site Plan showing tenancy 3, other tenancies and common area on site:



I would appreciate Council, taking into consideration my letter addressing the items requested in resolving this matter as soon as possible and by approving the business use for Tenant 3.

Particularly important is that throughout this process, we the owners and tenants will be able to continue in maintaining respectable relationships with all the adjoining neighbours.

If further information is required, please do not hesitate to contact me.
Thank you for your patience, I look forward to a positive outcome.

Kind Regards
Without Prejudice

Anna Parente on behalf of Michelina Assunta Curcio, Property Owner
Property Manager | 14-16 Barndioota Road, Salisbury Plain SA 5109
T: 0432 317 719 E: eaparente@internode.on.net

Karyn Brown

From: Dean Iuliano <dean@iulianoengineers.com.au>
Sent: Monday, 22 November 2021 11:57 AM
To: Karyn Brown
Cc: eaparente@internode.on.net; marie@iulianoengineers.com.au
Subject: (DWS Doc No 7065742) DA 361/2046/2019/3B Unit 3 / 14-16 Barndioota Road SALISBURY PLAIN

Good morning Karyn

Apologies for the delay in responding.

We did arrange for a level survey to be carried out soon after we were engaged to prepare the required stormwater documentation, using a smaller firm at a cost appropriate to the client's budget. This firm is Western Surveying.

Due to circumstances beyond anyone's control, the survey did not occur. We have kept in contact with the surveyor and now advise that this work will be carried out in the next few weeks.

Notwithstanding, over the earlier period of our engagement, we attended site to identify the surface features relevant to the stormwater and also during wet weather to sight the stormwater flows. This did take some time as we arranged our visits to coincide with travel to other projects in the area, in order to contain costs for the client.

We expect that on completion of the survey, we will require two to three weeks to complete our report. Practically, this will be finalised after the Christmas break and will be ready early in the new year.

Regards

Dean Iuliano
B.Eng. MIEAust CPEng

Dean Iuliano and Company
CONSULTING STRUCTURAL AND CIVIL ENGINEERS
100 RUNDLE STREET KENT TOWN SA 5068
Phone: (08) 8363 3900
Email: dean@iulianoengineers.com.au

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Karyn Brown

From:	Anna Iuliano <anna@iulianoengineers.com.au> on behalf of dean@iulianoengineers.com.au
Sent:	Monday, 27 June 2022 2:23 PM
To:	Karyn Brown
Cc:	Chris Tredrea; Chris Carrey; eaparente@internode.on.net
Subject:	(DWS Doc No 7362722) RE: DA 361/2046/2019/3B Unit 3 / 14-16 Barndioota Road SALISBURY PLAIN (BAR4495-1)
Attachments:	4495-1 SURVEY 14 BARNDIOOTA ROAD SALISBURY PLANS.pdf

Hi Karen

On behalf of the Owners of commercial premises at 14 – 16 Barndioota Road, Salisbury Plain, am writing with regard to the outstanding documentation requested by Council to support the application for use of vacant land at the rear of the buildings for truck parking.

Refer salient points from Council email here.

Email from Karyn Brown, Development Officer, Planning City of Salisbury, 8/07/2020

"Further to my email sent 17 June 2020, I wanted to let you know that our Principal Development Engineer, Sam Kenny has now had an opportunity to look at the plans and details you submitted and has provided some comments.

He has noted that Council's typical requirements for this site, if it was a new development, would include:

- *Sealing of all of the common driveway and primary vehicle circulation areas; and*
- *Provision of a stormwater management system capable of managing peak site runoff for all rain events up to the 10yr ARI event with no surface stormwater detention and no runoff to adjacent property for all events up to and including the 100yr ARI event.*

However, Sam recognises the use is already operating and has tailored his comments to suit this.

In this respect, Sam has asked if you can provide a few more things to assist him with reviewing the proposal. These are:

1. *Provision of a site survey to show that all site runoff is directed to the soakage sump.*
2. *Retention of site runoff for all events up to the 100yr ARI event is to be provided. A 100yr ARI 10 min rain event will result in approximately 45m^3 runoff which equates to approximately 10-12mm water across the whole of the rear yard.*
3. *Considering there have been minimal issues noted regarding this site in recent years, it is assumed that the soakage sump is working. Depending on the outcome of the survey, a low bund around the top of the embankment may be required to help detain water.*
4. *The sealed driveway is to be extended to at least the front of the buildings to prevent drag out to the road. The sealed portion could be concrete or asphalt but is to be suitable for the intended traffic.*
5. *Further details of the soaker pit should also be provided (ie location, dimensions etc). Photos would also assist in the assessment."*

1. Survey has been completed, attached.
2. See 4 below.
3. See 4 below.
4. The access driveway and areas for truck parking and manoeuvring are covered with granular quarry material to form a hardstand which is regularly maintained and topped yearly. If any ruts or

1

potholes form, these are immediately filled with suitable quarry material. The surface is firm and tight knit and there is no drag of dirt or mud onto the roadway. The Owner's preference is to continue this practice, a concrete or asphalt pavement is a high cost item for what is essentially a low rental return use of the land.

5. Details of the soak are limited. Known details will be provided in the form of plans and sketch details in the next few weeks.

The Owner's have instructed us to prepare a brief report, considering the results of the survey, drainage matters, the number of vehicles parked on the property, number of vehicle movements etc. so that Council can conclude the assessment.

If the conclusion is that costly drainage and pavement works are required, the choice may be to withdraw the application and cease use of the property for truck parking.

Could you please confirm that this option is available to the Owner and will not compromise the use of the existing premises and the businesses carried on there.

Regards

Dean Iuliano
B.Eng. MIEAust CPEng

Dean Iuliano
and Company
CONSULTING STRUCTURAL AND CIVIL ENGINEERS
100 RUNDLE STREET KENT TOWN SA 5068
Phone: (08) 8363 3900 Email: dean@iulianoengineers.com.au

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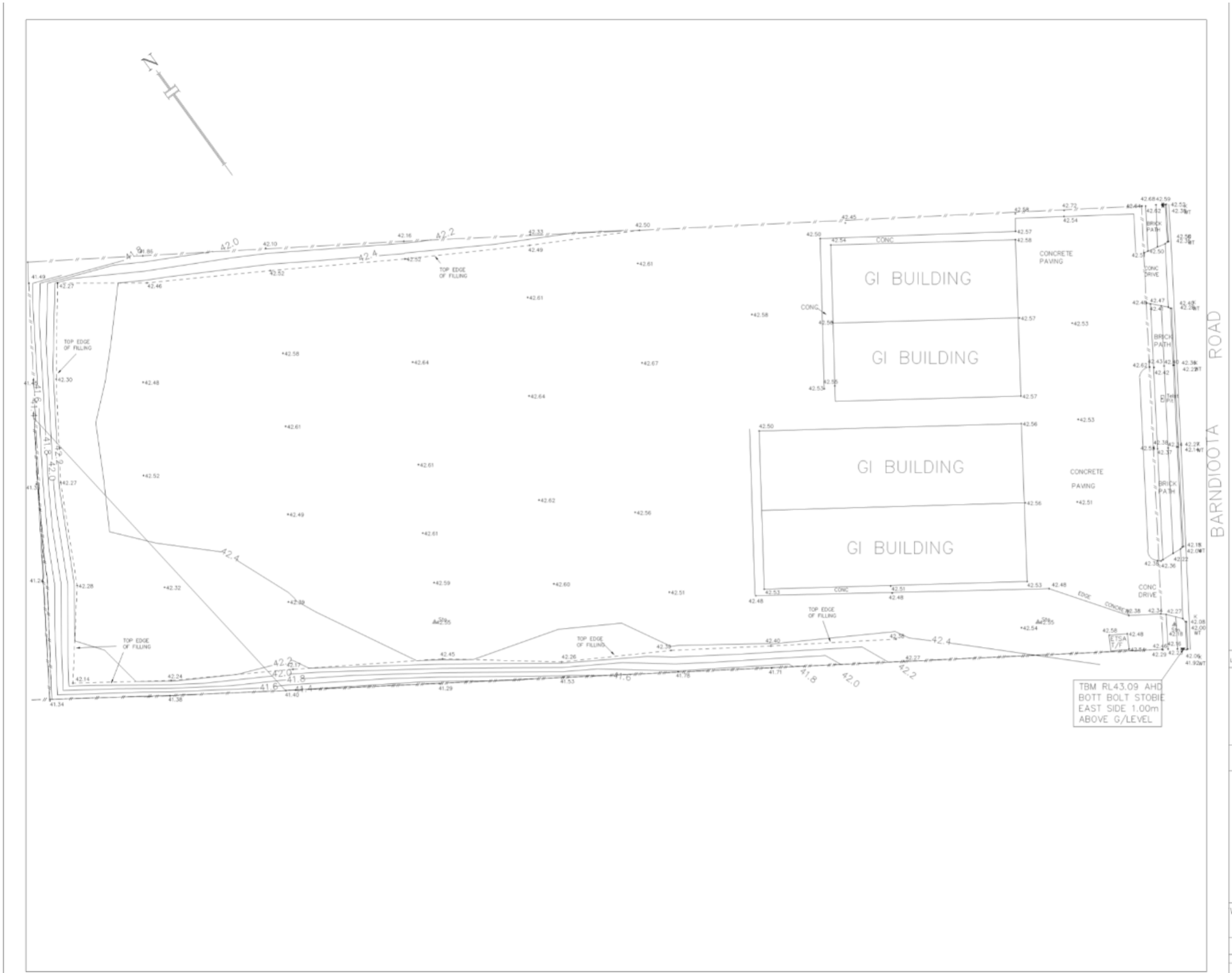
N
GI BUILDING
GI BUILDING
GI BUILDING
CONCRETE PAVING
CONCRETE PAVING
BRICK PATH
CONC DRIVE
CONC
TOP EDGE OF FILLING
TBM RL43.09 AHD
BOTT BOLT STOBIE
EAST SIDE 1.00m
ABOVE G/LEVEL
BARNDIOOTA ROAD
Letter REVISIONS Date Chd Appd
Checked Date
SALISBURY PLAINS
14-16 BARNDIOOTA ROAD
CONTOUR PLAN
WESTERN SURVEYING SERVICES
19 Chatswood Crescent, Kildmon Park S.A. 5025
Ph. (08) 83565040 Mobile. 0402101346
Scales 1:200
Sheets in set 1 of 1
Comp. File Name 14622.DWG
Drawing Number 146-WSS-2

Karyn Brown

From: Anna Parente <eaparente@internode.on.net>
Sent: Friday, 28 April 2023 9:13 PM
To: Karyn Brown
Cc: 'Dean Iuliano'
Subject: DA 22039606 - Transport Depot - 14 Barndioota Road, Salisbury Plain
Attachments: IMG_0447.jpeg; IMG_0444.jpeg; IMG_0456.jpeg; Image 2.PNG; IMG_0445.jpg

Hi Karyn,

In support of Dean Iuliano's response to independent peer review, the attached photos and comments below to be included in your report to CAP meeting on May 23rd.

- The attached photos were taken at the southern boundary side of our property on 1st February 2020.
- The forecast rainfall of 36.8 millimetres was recorded on 1st February 2020.
- Photo's showing there is no stormwater discharge or overland flow issues originating from our property to any neighbouring properties and in particular (as seen in the photos) to the southern boundary neighbour's property.
- As agreed to implement Council's requirements to increase the bunding height along the southern and western boundaries, this work was completed in February 2023.
- Noting the heavy rainfall on 1st February 2020 occurred prior to the bund height being raised.

Thank you

Anna Parente
Property Manager |14-16 Barndioota Road, Salisbury Plain SA 5109
M – Anna 0432 317 719 | eaparente@internode.on.net
PO Box 2154, Glynde Plaza PO SA 5070

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Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Dean Iuliano and Company

CONSULTING ENGINEERS
STRUCTURAL • CIVIL

100 RUNDLE STREET
KENT TOWN SA 5067
TELEPHONE: (08) 8363 3900
Email: info@iulianoengineers.com.au

SITE AND DRAINAGE PERFORMANCE ASSESSMENT

Project: TRUCK PARKING YARD
14 – 16 BARNDIOOTA ROAD SALISBURY PLAINS SA
Client: M A CURCIO

File Ref: BAR**4495-1**

Introduction:

Dean Iuliano and Company has been engaged to respond to technical issues raised by staff of the City of Salisbury in order to assess a Development Application for the use of vacant land at the rear of a property with tenanted commercial buildings at 14 – 16 Barndioota Road, Salisbury Plains.

Further to submission of our Site Drainage Performance Assessment, and in order to address objections to the development from property owners, our report was reviewed by an independent technical expert selected by Council.

The technical expert's comments has been provided in short hand form in an email from Conner email from Karyn Brown, Development Officer at the City of Salisbury, partly reproduced here for reference.

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

from: Connor Coates <CCoates@salisbury.sa.gov.au>
Sent: Thursday, 16 March 2023 8:14 AM
To: dean@iulianoengineers.com.au
Subject: RE: RE: 361/2046/2019/3B - Change in Land Use – Unit 3 / 14 - 16 Barndioota Road SALISBURY PLAINS

Hi Anna,

The below email is a summary of what I would discuss if we met on site, if the third party review comments can be addressed without a site meeting this is okay otherwise I wish to lock in Thursday, 13/04/2023 @ 12am to meet on site

I wish to summarise the events that have transpired for the point of transparency and clarity,

1. The site located at 14-16 Barndioota Road has conducted activities outside of the original development approval
2. An enforcement notice was served to the site after a number of years of the original notice
3. During a significant rainfall experienced in 2022 neighbouring properties have advised of stormwater overland flow issues originating from the subject site
4. Development Engineering advised concessions can be made in regards to stormwater requirements of a new development application if stormwater is directed away from neighbouring properties and to the road network
5. The subject site's plans received were publicly notified which an in person representative plans to attend the Council Assessment Meeting
6. 14-16 Barndioota Road plans were third party reviewed to assess the plans, please see below the third party comments
7. The third party review comments have been forwarded for comment to the consulting engineer

As discussed on the phone as a result of the notice and residents' complaints 14-16 Barndioota Road is to be assessed at the Council Assessment Panel which may accept or refuse the proposal.

The intent with these discussions is to address Council's and the third parties comments with any actions taken as required prior to the Council Assessment Panel.

If Dean is able to respond to the third party review comments this would be a good way to start this off, or we can alternatively wait until mid-April to meet on site.

Please note I will be on leave from the 24/03/2022 until the 11/04/2023.

Let me know if any issues.

Third Party Review Comments

"

Please see comments on 14-16 Barnioota Road below.

Planning and Design Code

Relevant overlay being Hazard (Flooding - General). Granular fill extent existing. Truck storage will not materially impact on surface water flow paths. Bunding may be relevant if that is an existing flood path. Main aspect is the General Policies – Non-residential (WSUD).

Pge 2

All non-residential development Water Sensitive Design	
PO 42.1 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.	DTS/DPF 42.1 None are applicable.
PO 42.2 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 42.2 None are applicable.
PO 42.3 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.	DTS/DPF 42.3 None are applicable.

This is where the need to manage peak flows and water quality is defined. The stormwater management plan describes how PO 42.3 is met though is not clear on how PO 42.1 or 42.2 will be met. This former is relevant given the proposal now includes storage of trucks and potential increased water quality risks.

Response

Parked trucks pose water quality risk.
The oils and other contaminants which are deposited on the ground surface due to the trafficking and parking of the trucks will settle on the ground surface. Currently, seven to eight tipper trucks with trailers are parked on the site overnight. The truck and trailer trays are cleaned off-site at the end of every shift. In the event of a significant storm, rainwater from the parking area is expected to permeate into the ground. As rainfall continues, surface water will flow towards the lower side of the site, retained by the bund. Contaminants transported by the rainwater will remain within the site.

City of Salisbury Infrastructure Guidelines
On-site retention/detention discusses the need for LMA on private allotment where this infrastructure is in private/common property. Not the case here. Also, there is no clearly defined overflow path.

Response

LMA – Land Management Agreement.
I am not qualified to speak to this aspect. I do venture to say that a formal agreement may be useful to limit the number of trucks to minimise any detrimental effects of over-use of the area.

Generally speaking, this is a somewhat bespoke drainage solution that is being expressed as adequate due to the configuration being in place for a long period. The location of trucks increases the risk profile from a water quality perspective.

Response

Agree that it is a bespoke system.
Refer above

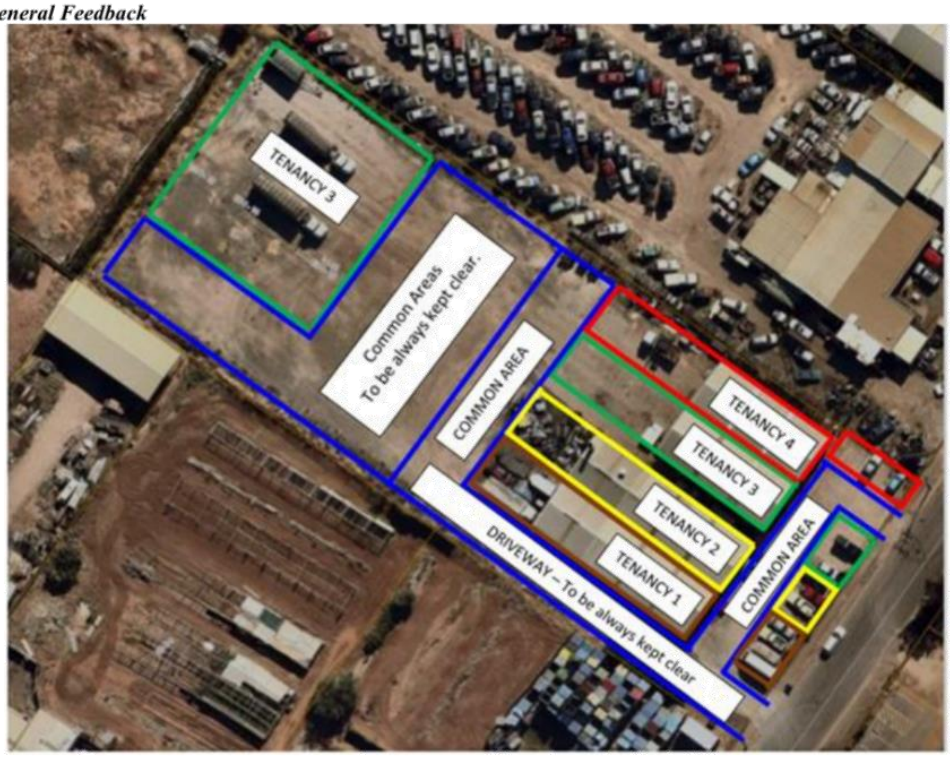
Pge 3

Car parking is required to be all-weather sealed with line marking. Don't believe that is proposed here. Would be important for water quality.

Response

Weather sealed pavement with line marking.
Limited truck parking proposed over a large area is in our opinion not necessary. If Council were to follow this recommendation and require this, other solutions are available to define where the trucks are to park.

General Feedback



Stormwater is managed from the site with some draining to Barnioota Road and the remainder to the low point at the rear. Top of fill around 1m above the level on the adjacent properties to west and south.

The proposal describes storage in the granular fill that effectively form a retention for stormwater runoff. Bunding is proposed for surface storage. Discussion has also been around the storage and infiltration, but limited information provided on the infiltration rate of insitu soils below fill and no water balance modelling. The supplied calculations have assumed for the design storm event that full storage is available (all voids empty). Key comment was that there has NEVER been stormwater management issues related to the site in the 35 years of operation.

Response

Water balanced modelling has not been carried out. The supplied calculations have assumed for the design storm event that full storage is available (all voids empty).
Our calculations determine a volume of stormwater to be retained on the site for a critical duration storm event. The condition of all voids empty is not necessarily of concern as any surplus water which cannot be stored below the surface will remain on the site behind the bund.

Difficult to confirm the area and depth of granular fill material. Furthermore, is this an acceptable long-term solution for Council? Progressively this material will lose void space and storage as fines wash in. There is no obvious way as to how this could be cleaned out. May create longer-term issues. Also, this consideration of voids in the granular fill does not account for the fact that this is not confined laterally.

Response

Difficult to confirm the area and depth of granular fill material.
Refer attached soil logs.

Discussion has been made around a new durable fill to be brought in each year for trafficked hardstand areas in lieu of sealing. I assume this durable fill is more like PM2/20 material. Assume fines from this material are progressively washed into the underlying granular fill. Keen to see clearly shown where this durable fill is placed and how water drains into the underlying granular fill.

Response

Keen to see clearly shown where this durable fill is placed and how water drains into the underlying granular fill.
Evidence to be provided, not yet available.

Generally, the configuration of the on-site retention in the granular material not in accordance with permitted devices in Minister's Specification MBS 009 (2020). Also not setback minimum of 3m from boundary as defined in the MS.

3.3.3 On-site retention devices must not be installed in fill (refer **Figures 3.1(a)** and **3.1(b)**).

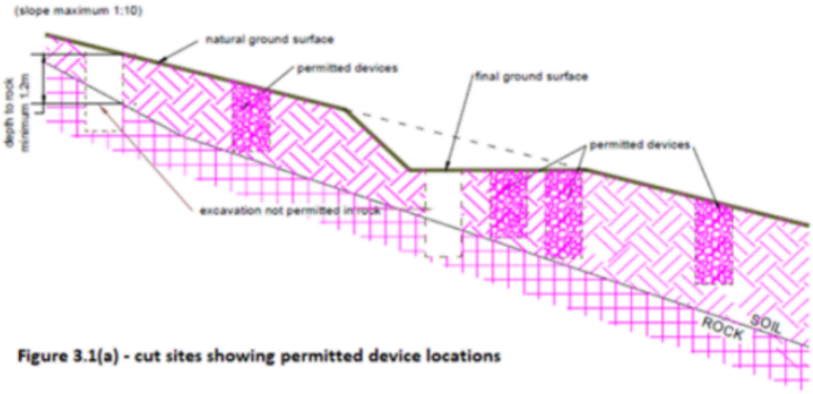


Figure 3.1(a) - cut sites showing permitted device locations

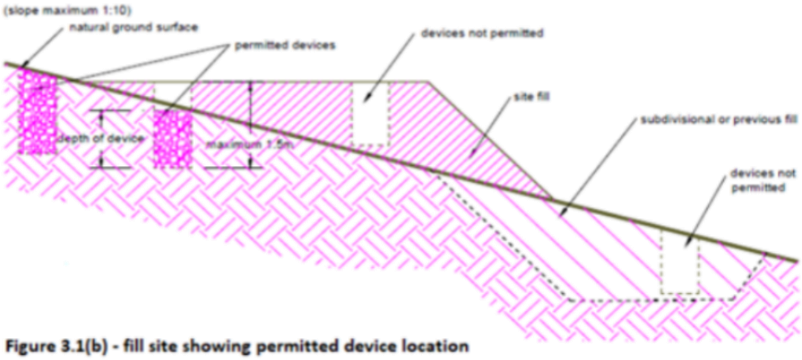


Figure 3.1(b) - fill site showing permitted device location

Pge 5

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Response

Non-compliance with Minister's Specification.
The drainage solution is not a soakage well within fill. The device is a pervious pavement incorporating granular fill. Refer attached soil logs.

Storm event of 180-minute duration was deemed critical. What was the infiltration rate? How was the larger volume/longer duration events not deemed critical? More information is preferred rather than just relying on there not currently being a history of drainage complaints related to the site.

Response

Infiltration rate and critical storm.
The infiltration rate is zero. Calculation simply identifies critical volume.
Refer chart for review.
In any event, rainfall data from the nearby Salisbury Bowling Club Weather Station (records dating to 1870) shows that the highest rainfall ever recorded in one month was 188.9 mm in April 1889. If this amount of rainfall were to occur again, there is a slight risk that the bund may be breeched.

"

Let me know if any issues.

Regards,

Connor Coates
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Dean **I**uliano *BE MIEAust CPEng*

Date: 28th April 2022

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Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Monthly Rainfall (millimetres)

ADELAIDE (SALISBURY BOWLING CLUB)

Station Number: 023023 · State: SA · Opened: 1870 · Status: Open · Latitude: 34.77°S · Longitude: 138.64°E · Elevation: 32 m

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
1870										97.0	21.3	23.9	
1871	25.9	27.2	21.8	12.7	65.0	50.0	53.1	39.6	40.1	22.4	58.4	40.6	456.8
1872	39.4	3.0	21.8	7.9	73.2	58.9	109.2	30.2	24.1	62.2	68.1	8.1	506.1
1873	9.4	21.1	15.0	52.8	44.2	35.1	41.9	46.0	41.9	36.1	5.1	11.2	359.8
1874	24.9	0.0	27.7	12.7	96.8	47.8	41.1	95.8	67.8	15.2	2.5	10.7	443.0
1875	6.9	40.6	1.3	57.9	102.4	76.2	28.7	78.5	34.0	45.7	17.8	73.2	563.2
1876	2.8	7.6	21.8	87.6	26.4	41.1	41.1	32.5	22.9	40.9	29.7	15.5	369.9
1877	10.2	63.8	119.9	53.6	113.3	26.2	14.7	23.4	74.4	33.5	8.9	6.1	548.0
1880	12.7	25.4	57.9	83.6	31.0	52.3	32.3	75.4	52.8	43.7	16.3	3.3	486.7
1881	37.6	2.0	9.9	34.8	46.2	91.7	35.6	52.8	36.3	31.0	9.1	2.8	389.8
1882	4.6	0.0	3.0	48.0	63.5	36.8	49.5	80.8	23.9	21.3	27.7	6.4	365.5
1883	2.5	4.6	8.4	41.9	111.0	55.4	85.1	68.3	50.5	35.6	70.1	23.1	556.5
1884	45.0	1.8	19.4	31.3	54.6	97.9	14.0	35.1	63.2	49.4	10.5	22.9	445.1
1885	3.0	24.0	11.0	29.4	36.9	69.3	58.6	60.6	47.6	15.5	4.7	7.3	367.9
1886	19.1	6.1	0.0	39.1	25.0	7.6	44.5	75.7	40.6	54.0	23.9	11.0	346.6
1887	10.9	1.3	7.7	50.0	61.2	122.9	60.7	35.9	58.8	70.0	29.3	37.0	545.7
1888	8.4	0.0	2.5	2.3	62.9	55.0	65.8	43.9	26.4	4.4	12.1	5.0	288.7
1889	87.4	5.6	9.1	188.9	96.5	121.6	35.9	89.7	49.0	75.7	41.7	9.1	810.2
1890	80.5	71.1	15.5	31.1	33.6	127.5	105.4	91.0	58.5	60.5	64.3	8.9	747.9
1891	11.4	1.8	22.4	13.7	3.6	24.0	90.7	33.7	29.0	72.9	30.0	36.8	370.0
1892	27.0	10.9	15.8	34.3	38.1	55.1	65.3	50.2	53.9	78.4	25.5	39.9	494.4
1893	1.1	0.0	11.2	55.6	101.1	119.8	58.8	92.2	76.5	40.8	45.7	16.3	619.1
1894	13.7	1.3	50.7	62.2	32.8	82.0	105.2	61.3	28.8	110.3	1.6	39.9	589.8
1895	41.2	1.3	40.5	105.8	19.1	50.5	85.9	50.2	24.7	11.2	0.0	8.0	438.4
1896	31.3	10.7	13.8	56.0	29.1	61.4	22.0	24.1	7.2	8.1	6.9	30.5	301.1
1897	10.2	9.5	23.3	33.5	64.3	32.6	39.1	70.1	43.4	2.3	2.8	0.0	331.1
1898	0.0	16.2	14.8	86.8	46.9	83.1	43.2	72.8	8.1	26.8	8.4	1.8	408.9
1899	14.8	33.6	19.8	15.1	60.9	65.5	4.3	32.3	35.4	23.7	40.3	3.6	349.3
1900	10.7	0.8	62.7	72.0	36.7	73.3	21.6	93.3	25.5	21.4	19.8	10.2	448.0
1901	12.5	0.0	14.2	43.5	29.5	73.9	48.9	21.6	29.0	48.8	13.5	23.9	359.3
1902	7.7	12.2	41.1	4.1	19.0	113.3	30.6	17.6	29.5	28.1	5.8	55.7	364.7
1903	14.0	39.1	45.0	71.7	38.0	81.5	62.0	67.4	54.1	17.2	74.5	39.8	604.3
1904	78.7	15.7	6.6	31.0	42.4	82.6	57.8	63.6	15.5	48.4	15.2	0.0	457.5
1905	30.5	2.8	8.1	62.0	62.5	78.1	77.9	37.1	34.4	67.0	3.0	0.5	463.9
1906	0.0	4.1	63.8	19.0	26.9	100.5	87.2	90.8	71.0	46.9	59.6	17.7	587.5
1907	0.0	8.1	12.7	68.0	55.2	56.2	59.0	64.8	30.5	45.7	63.5	14.5	478.2
1908	6.9	8.1	46.1	21.5	83.8	89.6	25.3	55.4	60.8	65.8	7.3	12.2	482.8
1909	17.3	4.8	12.2	70.7	94.2	34.3	70.1	138.9	46.6	59.6	53.2	7.2	609.1
1910	14.5	0.8	108.1	2.3	116.5	100.6	77.8	31.7	60.6	50.0	43.6	38.5	645.0
1911	0.8	49.2	40.6	4.1	56.1	82.6	43.5	26.7	60.4	9.9	2.8	31.2	407.9
1912	5.3	6.6	21.9	21.1	7.0	74.2	58.4	59.3	95.8	30.7	50.3	44.9	475.5
1913	2.0	62.5	56.1	11.9	14.5	5.1	32.0	55.9	59.5	51.1	28.4	37.3	416.3
1914	13.5	3.3	18.8	71.9	35.7	8.1	38.2	8.2	9.4	2.4	39.0	16.4	264.9
1915	13.2	0.3	5.1	49.6	73.2	89.8	54.6	49.3	70.7	21.4	2.3	0.5	430.0
1916	18.1	6.9	8.2	28.8	27.5	198.2	59.1	96.6	38.9	41.4	96.3	31.3	651.3
1917	9.1	59.4	43.4	17.7	101.4	74.9	93.0	84.0	84.0	44.8	25.5	20.0	657.2
1918	11.2	16.3	10.0	18.4	55.7	50.6	47.1	63.1	16.4	58.8	5.3	4.0	356.9
1919	7.4	80.2	0.3	4.9	45.5	39.8	27.5	58.5	45.7	17.7	0.0	44.9	372.4

Quality control: 12.3 Done & acceptable, *12.3* Not completed or unknown

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Monthly Rainfall (millimetres)

ADELAIDE (SALISBURY BOWLING CLUB)

Station Number: 023023 · State: SA · Opened: 1870 · Status: Open · Latitude: 34.77°S · Longitude: 138.64°E · Elevation: 32 m

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
1920	1.3	0.0	28.4	12.1	43.1	136.3	32.8	61.0	33.0	63.0	63.6	48.7	523.3
1921	36.3	14.9	32.3	8.1	80.3	33.3	38.2	37.4	57.7	32.4	48.2	11.2	430.3
1922	38.7	0.0	4.6	18.9	102.0	40.9	92.7	62.0	42.4	37.4	0.0	100.5	540.1
1923	21.4	0.8	0.0	1.3	138.3	169.3	116.1	69.3	147.3	53.3	5.9	55.9	778.9
1924	17.1	41.6	46.0	26.2	56.4	81.1	9.1	43.8	88.6	67.3	46.2	8.6	532.0
1925	6.3	14.6	14.5	30.3	66.6	53.4	36.8	35.8	85.5	17.8	6.4	0.8	368.8
1926	0.0	18.3	0.0	47.3	101.1	46.2	34.0	99.5	52.5	71.0	12.2	15.5	497.6
1927	8.9	20.0	23.6	4.6	58.9	28.3	58.1	70.7	31.0	9.7	33.8	19.0	366.6
1928	22.4	63.8	20.1	12.9	45.1	99.8	50.6	13.5	58.0	55.9	5.6	5.4	453.1
1929	13.8	3.5	5.9	15.9	25.4	98.2	33.3	36.8	52.1	16.3	17.1	113.6	431.9
1930	0.0	6.6	0.5	33.3	21.1	28.2	86.6	81.5	38.1	57.6	22.3	16.8	392.6
1931	13.4	3.5	22.4	16.0	72.6	87.5	78.3	49.0	79.5	12.9	16.6	0.0	451.7
1932	2.8	27.0	35.2	107.6	38.3	106.7	53.3	77.3	35.4	53.0	5.1	5.8	547.5
1933	40.7	0.5	24.4	38.1	98.7	20.0	34.9	79.7	60.2	10.9	4.5	24.1	436.7
1934	8.2	2.8	11.0	41.1	4.1	22.0	30.5	88.8	94.0	70.2	79.7	17.0	469.4
1935	26.2	0.0	64.2	32.5	33.7	58.5	52.9	63.1	51.6	37.1	17.1	17.4	454.3
1936	10.2	14.2	0.0	29.7	40.8	41.8	47.7	46.3	17.3	46.3	7.9	66.5	368.7
1937	74.5	25.9	8.1	13.4	61.8	50.4	31.8	88.9	61.6	15.5	38.1	38.9	508.9
1938	14.3	57.1	0.0	114.9	16.0	45.5	40.8	71.9	16.3	16.5	12.7	8.1	414.1
1939	17.8	37.4	21.6	48.9	42.0	120.2	54.4	79.5	16.7	22.1	101.1	8.7	570.4
1940	23.1	11.7	15.5	81.6	33.1	22.8	68.0	40.4	39.0	15.6	30.8	23.8	405.4
1941	146.5	19.6	44.2	22.4	12.5	42.3	87.1	40.9	105.9	42.0	24.9	16.8	605.1
1942	38.1	6.1	7.2	58.7	82.6	104.6	69.3	74.4	75.9	17.5	21.4	17.3	573.1
1943	15.1	66.9	0.0	42.7	10.2	45.0	44.5	46.7	52.1	31.8	12.7	15.5	383.2
1944	4.1	9.5	14.0	32.5	108.7	13.3	53.5	9.5	9.1	43.5	42.5	32.6	372.8
1945	39.2	17.6	1.0	0.0	36.4	43.6	28.6	40.4	51.4	87.2	52.6	27.7	425.7
1946	29.2	99.4	63.6	25.4	74.1	35.2	78.5	49.9	23.2	34.0	31.6	41.1	585.2
1947	4.8	13.0	136.6	42.9	19.6	61.9	86.5	51.8	53.6	58.7	66.7	34.1	630.2
1948	5.3	3.1	6.1	86.7	52.0	32.4	36.1	72.0	13.8	80.4	39.7	27.5	455.1
1949	7.2	59.0	1.3	6.1	51.6	18.5	47.4	48.0	25.9	104.0	50.4	8.4	427.8
1950	0.0	42.2	3.0	0.8	73.4	46.5	31.7	49.0	38.8	41.2	20.9	11.5	359.0
1951	10.9	3.8	2.3	64.1	78.2	81.6	111.6	80.6	5.7	63.3	6.4	40.7	549.2
1952	55.6	4.3	2.4	69.6	102.5	55.3	29.9	38.1	32.1	42.2	79.1	12.7	523.8
1953	9.7	18.6	8.6	36.6	23.1	82.2	65.0	42.2	35.9	38.8	43.6	61.8	466.1
1954	10.4	0.0	7.5	96.6	15.0	72.5	38.6	28.2	20.7	50.9	14.9	33.6	388.9
1955	2.6	60.1	9.4	38.6	89.8	126.1	35.8	73.9	31.0	39.8	41.0	19.1	567.2
1956	24.1	6.1	15.0	69.9	79.3	121.7	59.9	53.5	75.9	35.4	11.7	6.6	559.1
1957	0.8	0.0	17.2	25.5	29.5	65.6	60.6	34.6	27.1	43.1	19.8	5.4	329.2
1958	2.3	0.0	22.1	8.1	90.9	4.3	56.8	67.4	61.5	50.7	7.6	5.3	377.0
1959	4.3	37.8	25.2	6.1	2.0	7.7	19.5	38.2	28.7	25.4	26.5	36.8	258.2
1960	5.6	48.8	16.5	45.0	121.2	25.3	35.0	47.0	103.7	17.8	48.8	2.3	517.0
1961	3.3	11.2	3.0	139.2	28.2	78.4	46.0	29.7	31.3	9.5	6.4	5.6	391.8
1962	40.9	9.2	22.1	0.8	95.1	39.5	36.1	67.0	19.9	75.5	16.1	43.0	465.2
1963	55.2	4.8	0.6	71.9	104.3	92.7	87.1	57.9	44.5	32.1	6.9	0.0	558.0
1964	9.4	9.7	0.0	34.2	38.4	61.5	62.8	25.8	73.8	41.3	95.6	32.0	484.5
1965	1.0	0.0	4.6	19.8	63.7	25.8	45.0	52.8	34.5	3.8	36.5	17.4	304.9
1966	5.5	13.4	34.6	8.4	47.1	54.9	85.5	22.9	55.3	36.3	25.7	73.7	463.3
1967	15.0	26.6	4.3	5.8	28.4	13.5	38.2	58.3	25.7	20.1	0.0	14.9	250.8

Quality control: 12.3 Done & acceptable, *12.3* Not completed or unknown

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Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Monthly Rainfall (millimetres)

ADELAIDE (SALISBURY BOWLING CLUB)

Station Number: 023023 · State: SA · Opened: 1870 · Status: Open · Latitude: 34.77°S · Longitude: 138.64°E · Elevation: 32 m

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
1968	38.1	44.5	30.0	42.6	129.3	85.9	52.4	81.3	17.4	65.3	53.0	40.9	680.7
1969	12.7	100.4	20.1	20.5	82.3	39.0	68.9	46.8	48.2	1.8	19.6	36.3	496.6
1970	21.1	0.0	3.1	59.4	56.3	59.8	48.3	72.1	52.7	5.7	31.8	26.6	436.9
1971	5.9	0.0	31.0	123.8	96.0	57.1	40.9	79.2	64.3	17.0	46.6	21.3	583.1
1972	29.8	30.3	0.0	37.3	14.7	20.3	56.7	76.1	30.2	15.4	15.5	12.7	339.0
1973	17.8	62.3	22.7	32.7	56.9	94.7	60.9	62.6	61.7	58.1	16.7	15.3	562.4
1974	76.8	90.6	8.6	64.0	82.6	22.7	110.7	40.2	69.9	100.3	5.8	7.4	679.6
1975	29.1	0.6	41.2	14.3	79.4	14.6	70.8	35.4	44.4	66.2	19.4	11.4	426.8
1976	8.6	32.6	3.1	42.9	19.2	33.0	19.2	29.0	18.4	37.8	32.7	22.5	299.0
1977	43.3	2.2	27.4	21.6	36.7	39.3	17.0	15.7	41.3	33.8	44.2	12.3	334.8
1978	1.4	2.3	2.6	32.6	47.8	85.0	94.2	52.9	74.8	18.6	30.6	23.6	466.4
1979	62.8	17.6	11.4	36.2	45.2	13.8	50.0	79.7	91.7	66.2	38.8	27.3	540.7
1980	2.2	0.2	2.2	55.8	38.9	88.3	70.3	12.0	14.2	96.9	27.5	29.8	438.3
1981	35.8	0.0	60.5	0.0	51.9	122.0	73.1	83.2	24.0	29.1	31.1	6.0	516.7
1982	19.2	2.6	38.4	68.2	31.4	50.0	19.4	12.5	22.2	10.8	3.2	6.0	283.9
1983	4.2	1.0	101.2	75.6	58.7	22.4	52.9	86.6	71.7	50.6	11.0	12.0	547.9
1984	13.6	2.2	29.8	28.8	50.2	34.8	62.0	76.1	44.5	23.0	38.2	4.4	407.6
1985	1.0	0.0	55.7	40.6	49.3	40.7	44.5	87.4	50.7	48.5	9.2	57.4	485.0
1986	3.0	2.0	0.0	46.4	39.4	33.8	105.4	105.2	47.5	49.0	8.8	29.1	469.6
1987	34.0	25.2	19.9	20.6	94.7	65.4	86.0	31.2	18.5	45.5	2.0	35.1	478.1
1988	13.4	13.0	15.9	15.2	101.4	104.0	37.1	25.2	55.2	9.5	37.9	38.7	466.5
1989	0.2	3.4	5.4	49.8	64.8	79.8	68.2	62.4	35.6	29.5	26.0	15.8	440.9
1990	4.4	14.6	0.0	4.6	10.6	71.8	95.2	77.8	33.6	23.6	2.8	48.0	387.0
1991	7.6	0.0	5.4	29.6	5.4	105.0	59.8	53.4	53.6	5.2	37.8	4.2	367.0
1992	0.6	8.4	57.0	31.8	42.4	54.2	38.2	109.4	117.2	88.2	90.4	86.0	723.8
1993	34.6	18.2	13.2	0.4	36.1	41.6	43.0	51.2	62.2	77.2	22.6	59.4	459.7
1994	18.9	4.5	0.0	2.0	21.6	65.6	32.1	20.5	15.2	35.6	22.8	8.6	247.4
1995	11.8	22.4	9.8	53.8	38.0	48.8	133.4	10.4	24.2	19.4	5.8	1.2	379.0
1996	46.6	13.8	6.8	*23.9*	11.6	71.8	91.4	84.8	70.6	22.2	1.0	*14.0*	*458.5*
1997	0.0	31.8	0.0	0.0	46.8	14.6	14.0	54.3	71.8	78.8	28.8	27.2	368.1
1998	38.6	17.2	5.2	72.8	16.8	76.2	76.5	33.2	51.2	46.4	32.7	6.4	473.2
1999	11.4	2.0	60.0	7.8	86.0	60.0	52.0	23.6	65.6	61.6	40.4	32.6	503.0
2000	2.0	52.2	29.0	61.4	76.2	72.8	43.0	71.4	49.9	61.0	18.0	11.6	548.5
2001	6.8	9.6	38.6	18.9	77.4	77.6	43.4	95.8	102.0	67.0	28.8	12.0	577.9
2002	28.4	0.6	18.2	10.4	50.8	48.0	74.0	24.2	35.6		38.6	13.2	
2003	15.0	53.0	7.4	27.5	54.6	111.4	40.8	69.6	35.0	48.4	4.8	17.0	484.5
2004	11.8	8.6	25.0	16.6	39.2	102.4	60.4	77.8	61.8	8.6	48.9	43.6	504.7
2005	*16.6*												
2006		*0.0*	17.0	38.8	52.0	11.5	19.9	11.7	25.3	0.0	26.6	18.2	
2007	32.6	0.0		76.2	62.6	43.6	53.0	12.8	38.4	25.8	20.8	28.0	
2008	8.4	2.6	20.7	49.8	64.6	32.0	51.7	84.6	27.1	5.9	13.9	46.9	408.2
2009	0.0	0.5	19.8	76.1	46.3	59.6	128.4	42.0	56.6	29.2	29.8	16.4	504.7
2010	14.4	2.6	27.2	36.0	55.4	56.4	45.6	85.8	88.6	35.6	13.8	82.8	544.2
2011	17.6	56.6	111.2	12.0	51.2	33.6	50.0	62.8	45.6	33.8	23.4	21.8	519.6
2012	31.4	19.0	50.6	13.0	56.6	106.2	35.5	52.6	26.8	16.2	12.8	9.8	430.5
2013	12.2	12.3	13.0	35.0	59.6	97.3	84.1	76.8	44.1	21.0	6.0	26.9	488.3
2014	10.0	104.2	17.8	39.6	53.8	69.8	78.2	11.2	30.2	3.0	17.2	4.2	439.2
2015	49.0	0.0	6.0	47.0	57.6	18.6	51.0	43.8	29.8	9.0	20.2	11.0	343.0

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Monthly Rainfall (millimetres)

ADELAIDE (SALISBURY BOWLING CLUB)

Station Number: 023023 · State: SA · Opened: 1870 · Status: Open · Latitude: 34.77°S · Longitude: 138.64°E · Elevation: 32 m

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
2016	18.6	12.8	51.0	8.0	83.8	51.2	110.2	61.2	108.6	46.7	28.0	73.4	653.5
2017	59.9	34.6	9.4	20.4	31.0	9.2	81.2	86.6	58.0	21.8	23.4		
2018	8.4	2.0	8.0	*9.0*	44.0	53.0	36.6	68.0	32.0	22.0	48.8	17.2	*349.0*
2019	0.0	4.2	5.8	0.6	*76.4*	65.6	30.4	*48.6*	*50.2*	*16.0*	14.6	6.4	*318.8*
2020	16.6	36.4	2.8	*84.4*		56.4	24.8	*33.6*	55.6	59.0	*14.6*	*10.4*	
2021	18.0	36.8	11.2	*15.6*	26.2	*37.4*	*95.2*	*40.6*	33.6	71.4	45.8	1.2	*433.0*
2022	48.8	5.8	23.2	13.4	*115.6*	*65.1*	*65.1*	*90.6*	*59.8*	*57.0*	*89.8*	*16.8*	*651.0*
2023	*14.6*	*14.4*	*27.0*										

Quality control: 12.3 Done & acceptable, *12.3* Not completed or unknown

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Monthly Rainfall (millimetres)

ADELAIDE (SALISBURY BOWLING CLUB)

Station Number: 023023 · State: SA · Opened: 1870 · Status: Open · Latitude: 34.77°S · Longitude: 138.64°E · Elevation: 32 m

Statistics for this station calculated over all years of data

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean	19.3	18.4	22.1	38.1	55.2	61.7	55.8	56.0	47.2	39.7	27.6	23.3	466.6
Lowest	0.0	0.0	0.0	0.0	2.0	4.3	4.3	8.2	5.7	0.0	0.0	0.0	247.4
5th percentile	0.0	0.0	0.0	1.6	11.9	13.4	19.4	13.1	15.3	5.4	2.4	1.2	301.7
10th percentile	1.1	0.0	0.9	4.8	19.1	20.2	28.4	23.6	18.5	9.7	4.7	4.2	344.1
Median	12.9	9.4	15.0	32.6	51.8	56.4	52.0	54.3	44.5	37.4	22.7	16.8	458.0
90th percentile	41.4	56.7	51.9	75.7	101.1	105.2	91.7	87.7	76.0	71.1	58.5	47.1	604.9
95th percentile	58.0	63.8	63.2	87.3	107.2	121.7	105.4	92.9	93.1	79.8	72.5	64.6	653.2
Highest	146.5	104.2	136.6	188.9	138.3	198.2	133.4	138.9	147.3	110.3	101.1	113.6	810.2

Statistics calculated over the period 1961-1990

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean	20.3	17.4	20.0	40.5	58.1	54.8	60.2	54.8	43.9	37.4	24.7	24.2	456.2
Lowest	0.2	0.0	0.0	0.0	10.6	13.5	17.0	12.0	14.2	1.8	0.0	0.0	250.8
5th Percentile	1.0	0.0	0.0	2.5	16.7	14.2	19.3	13.9	17.9	4.7	2.4	4.9	290.7
10th percentile	1.4	0.0	0.0	5.7	27.3	19.7	34.4	22.2	18.5	9.1	3.2	6.0	304.3
Median	13.5	7.0	13.6	35.2	51.0	52.5	58.8	58.1	44.5	33.0	22.6	21.9	465.8
90th percentile	44.5	46.3	42.7	72.3	96.5	92.9	94.3	83.5	71.9	67.1	44.4	43.5	564.5
95th percentile	59.4	77.9	58.3	102.1	103.0	99.8	100.8	87.0	74.3	87.3	50.1	53.2	636.2
Highest	76.8	100.4	101.2	139.2	129.3	122.0	110.7	105.2	91.7	100.3	95.6	73.7	680.7

1) Calculation of statistics

Summary statistics, other than the Highest and Lowest values, are only calculated if there are at least 20 years of data available.

2) Gaps and missing data

Gaps may be caused by a damaged instrument, a temporary change to the site operation, or due to the absence or illness of an observer.

3) Further information

http://www.bom.gov.au/climate/cdo/about/about-rain-data.shtml.

Product code: IDCJAC0001 reference: 95488676 Created on Fri 28 Apr 2023 08:34:31 AM AEST

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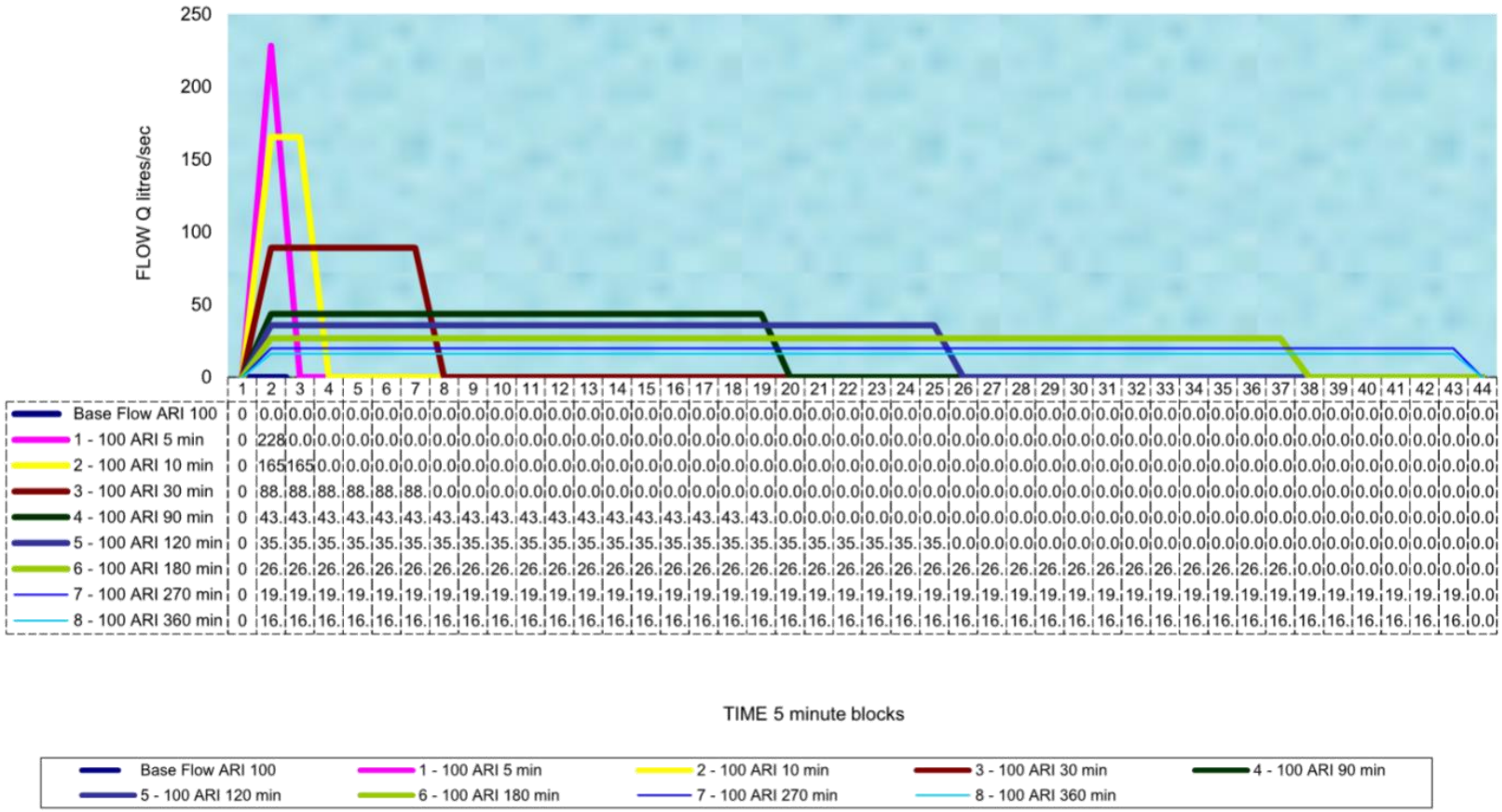
14-16 Barndioota Road
SALISBURY PLAINS

SOAK ASSESSMENT

BAR**4459-1**

PEAK FLOW CHART

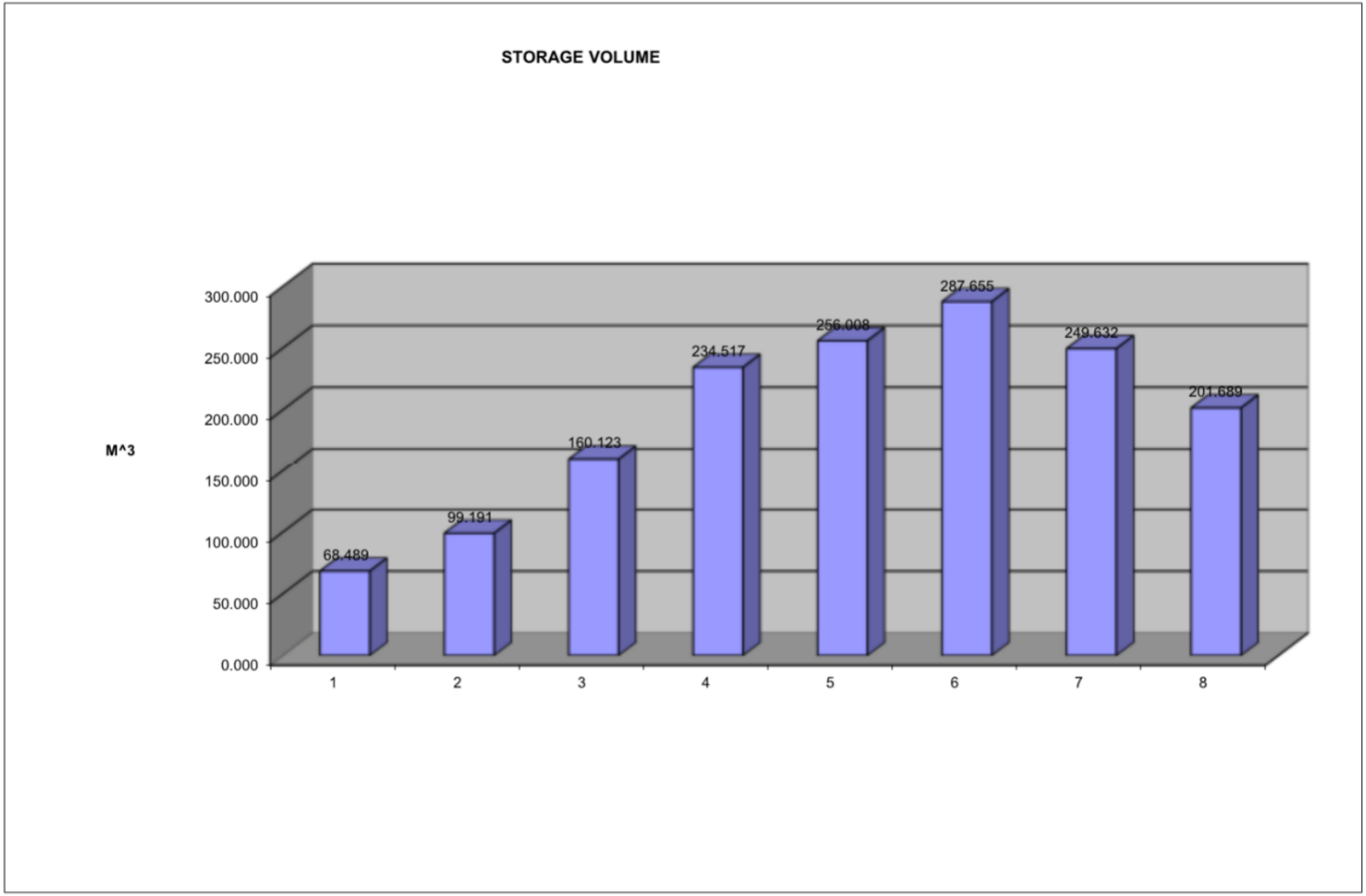


Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

14-16 Barndioota Road
SALISBURY PLAINS SA

SOAK ASSESSMENT

BAR **4495-1**



Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

SOIL SAMPLE LOGS

JOB NO: BAR4495-1

ADDRESS: 14-16 Barndioota Road
SALISBURY PLAINS SA

ENGINEER: IULIANO
JOB NO.: 4495-1

GEODRILL

SPK Geodrill
Ph: 8186 3690
Email: sales@geodrill.com.au

SITE INFORMATION

HYDRAULIC +	AUGER	NEW STRUCTURE +	ADDITION	S/POOL	OTHER

CORES	1	2	3	4	5	6	7	8	9	10
HAND GEAR										
HYDRAULIC HAMMER	+	+	+	+	+					
AUGER USED FROM										
START ROCK DEPTH										
END ROCK DEPTH										
AUGER REFUSAL ⊘										
DEPTH	3m	3m	3m	3m	3m					
RESISTANCE										
LOW	+	+	+	+	+					
MEDIUM										
HIGH										
WATER TABLE	N/L	—	—	—	—					
CORE RECOVERY										
100%	+	+	+	+	+					
LOSS										
STRETCHED	N/L	—	—	—	—					
POSSIBLE CONTAMINATION (SMELL)										

SURFACE	DRY +	MOIST	WET	
SOIL STRENGTH	HARD	FIRM	SOFT +	LOOSE
VEGETATION	GRASS	TREES	GRAVEL +	PAVED
SURFACE CRACKING	YES	NO +		

UNUSUAL FEATURES – SHOW ON LOCATION MAP

STOCKPILES	YES	NO +	
ROCK OUTCROPS	YES	NO +	
PITS	YES	NO +	
EXCAVATIONS	YES +	NO	
DRAINAGE CHANNELS	YES	NO +	
OTHER (specify if yes)			
SLOPE	LEVEL +	FALL	

CRACKING IN EXISTING BUILDING	YES	NO +
BUILDING LOCATED WITHIN 600mm OF BUILDING	YES +	NO
LARGE TREES ON BLOCKS BORDERING SITE IN QUESTION. SHOW ON LOCATION MAP IF YES	YES +	NO

NOTES:

DRILLERS INITIALS	UNIT NO	DATE DRILLED
BO	4	21-3-23

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Dean Iuliano and Company

CONSULTING STRUCTURAL AND CIVIL ENGINEERS

100 RUNDLE STREET
KENT TOWN SA 5067
TELEPHONE: (08) 8363 3900
EMAIL: info@iulianoengineers.com.au

SOIL DRILLING REQUEST

Project: **STORMWATER ASSESSMENT FOR COUNCIL COMPLIANCE**
TRUCK PARKING YARD
14–16 BARNDIOOTA ROAD SALISBURY PLAINS SA
Owner: **ANNA PARENTE**

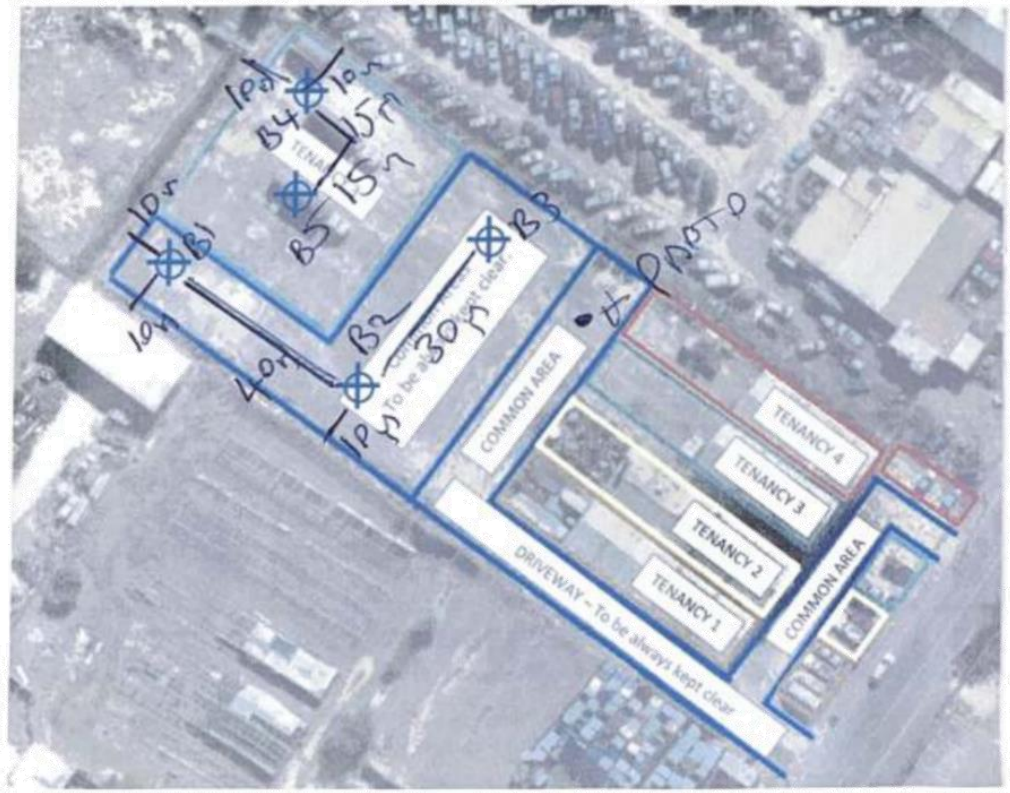
File Ref BAR**4495-1**
Date: 09/03/2023

GEODRILL – DRILLING BOOKED FOR THURSDAY 23/3/23

Please drill **5** holes to **two** metres. A borehole Location Plan is shown below.

Please arrange for the soils to be logged.

Please contact Anna Parente on **0432 317 719** beforehand to arrange with the tenants access to the site.



Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Dean Iuliano & Company CONSULTING STRUCTURAL & CIVIL ENGINEER

TRUCK PARKING YARD

4-16 BARNDIOOTA ROAD SALISBURY PLAINS SA
M A CURCIO

sheet no: BORE 1
file ref: BAR**4495-1**
date drilled: 21/03/2023
logged by: Earth Testing-PD

BORE 1	Soil Description	Texture	Colour	Field Moisture Content	Reactivity	Ipt (%)	Bearing	Unified Soil Classifictn	Thickness of Soil Layer (mm)	Δ pF	Ys (mm)	Δ pF WITH TREE (Single)	Ys
0										1.20		1.20	
	Fill, Recycled gravel, & gravel & profilings.	Medium Density - Medium Hard Density	Grey Brown, Grey, Red & Brown & Black	Dry	Low	0.2	Low Medium-Medium	P/FILL	150	1.18	0.4	0.01	0
150													
	Fil, cleyey gravelly SAND, gravelly & clayey parts	Medium Hard Density, Stiff-Very Stiff, Friable	Browns	Damp - Medium ≤ **PL**	Medium	1.6	Low Medium	P/FILL	700	1.05	11.8	0.05	0
850													
	Silty SAND, medium - fine	Medium Density	Brown	Damp	Low	0.4	Low	SM	600	0.86	2.1	0.12	0
1450													
	Sandy CLAY	Very Stiff, partly prismatic	Red Brown - Brown	≥ **PL**	High	3.5	Medium	CH	400	0.71	9.9	0.18	2
1850													
	Silty CLAY, calcareous-medium calcareous, some sand	Very Stiff, partly prismatic	Brown	> **PL**	High	3.0	Medium	CH	450	0.58	7.8	0.22	3
2300													
	Silty CLAY, some sand	Very Stiff	Brown, - Red Brown	≥ **PL**	High	3.0	Medium	CH	700	0.41	8.5	0.28	6
3000													
						3.0			1000	0.15	4.5	0.38	11
4000										0.00		0.43	

Note: **PL** = Plastic Limit

Tree Height HT = 10.
Distance of tree to building D_t = 5.
Tree Influence Distance D_i = 10.

Soil Classification: **Class H1-D**

Design for trees? **No** y_s = 44.8 y_t = 0.

Design differential mound movement, y_m = 0.7 x y_s = **31.4** + y_t = **31.**

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Dean Iuliano & Company CONSULTING STRUCTURAL & CIVIL ENGINEER

TRUCK PARKING YARD

4-16 BARNDIOOTA ROAD SALISBURY PLAINS SA
M A CURCIO

sheet no: BORE 2
file ref: BAR**4495-1**
date drilled: 21/03/2023
logged by: Earth Testing-PD

BORE 2	Soil Description	Texture	Colour	Field Moisture Content	Reactivity	Ipt (%)	Bearing	Unified Soil Classifictn	Thickness of Soil Layer (mm)	Δ pF	Ys (mm)	Δ pF WITH TREE (Single)	Ys
0										1.20		1.20	
	Fill, Recycled gravel, & gravel & profilings.	Medium Density - Medium Hard Density	Grey Brown, Grey, Red & Brown & Black	Dry	Low	0.2	Low Medium-Medium	P/FILL	150	1.18	0.4	0.01	0.
150													
	Fil, cleyey gravelly SAND, gravelly & clayey parts	Medium Hard Density, Stiff-Very Stiff, Friable	Browns	Damp - Medium ≤ **PL**	Medium	1.6	Low Medium	P/FILL	850	1.03	14.0	0.06	0.
1000													
	Silty SAND, medium - fine	Medium Density	Brown	Damp	Low	0.4	Low	SM	400	0.84	1.3	0.13	0.
1400													
	Sandy CLAY	Very Stiff, partly prismatic	Red Brown - Brown	≥ **PL**	High	3.5	Medium	CH	450	0.71	11.2	0.17	2.
1850													
	Silty CLAY, calcareous-medium calcareous, some sand	Very Stiff, partly prismatic	Brown	> **PL**	High	3.0	Medium	CH	550	0.56	9.3	0.23	3.
2400													
	Silty CLAY, some sand	Very Stiff	Brown, - Red Brown	≥ **PL**	High	3.0	Medium	CH	600	0.39	7.0	0.29	5.
3000													
						3.0			1000	0.15	4.5	0.38	11.
4000										0.00		0.43	

Note: **PL** = Plastic Limit

Tree Height HT = 10.
Distance of tree to building D_t = 5.
Tree Influence Distance D_i = 10.

Soil Classification: **Class H1-D**

Design for trees? **No** y_s = 47.7 y_t = 0.

Design differential mound movement, y_m = 0.7 x y_s = **33.4** + y_t = **33.**

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Dean Iuliano & Company CONSULTING STRUCTURAL & CIVIL ENGINEERS

TRUCK PARKING YARD

14-16 BARNDIOOTA ROAD SALISBURY PLAINS SA
M A CURCIO

sheet no: BORE 3
file ref: **BAR4495-1**
date drilled: 21/03/2023
logged by: Earth Testing - PD

BORE 3	Soil Description	Texture	Colour	Field Moisture Content	Reactivity	Ipt (%)	Bearing	Unified Soil Classifictn	Thickness of Soil Layer (mm)	Δ pF	Ys (mm)	Δ pF WITH TREE (Single)	Ys
0										1.20		1.20	
	Fill, Recycled gravel, & gravel & profilings.	Medium Density - Medium Hard Density	Grey Brown, Grey, Red & Brown & Black	Dry	Low	0.2	Low Medium-Medium	P/FILL	250	1.16	0.6	0.01	0.0
250													
	Fil, cleyey gravelly SAND, gravelly & clayey parts	Medium Hard Density, Stiff-Very Stiff, Friable	Browns	Damp - Medium ≤ **PL**	Medium	1.6	Low Medium	P/FILL	650	1.03	10.7	0.06	0.6
900													
	Silty SAND, medium - fine	Medium Density	Brown	Damp	Low	0.4	Low	SM	500	0.86	1.7	0.12	0.2
1400													
	Sandy CLAY	Very Stiff, partly prismatic	Red Brown - Brown	≥ **PL**	High	3.5	Medium	CH	650	0.68	15.5	0.19	4.2
2050													
	Silty CLAY, calcareous-medium calcareous, some sand	Very Stiff, partly prismatic	Brown	> **PL**	High	3.0	Medium	CH	950	0.44	12.6	0.27	7.7
3000													
						3.0			1000	0.15	4.5	0.38	11.3
4000										0.00		0.43	

Note: **PL** = Plastic Limit

Tree Height HT = 10.0
Distance of tree to building D_t = 5.0
Tree Influence Distance D_i = 10.0

Soil Classification: **Class H1-D**

Design for trees? **No** y_s = 45.6 y_t = 0.0

Design differential mound movement, y_m = 0.7 x y_s = **31.9** + y_t = **31.9**

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Dean Iuliano & Company CONSULTING STRUCTURAL & CIVIL ENGINEER

TRUCK PARKING YARD

4-16 BARNDIOOTA ROAD SALISBURY PLAINS SA
M A CURCIO

sheet no: BORE 4
file ref: BAR**4495-1**
date drilled: 21/03/2023
logged by: Earth Testing-PD

BORE 4	Soil Description	Texture	Colour	Field Moisture Content	Reactivity	Ipt (%)	Bearing	Unified Soil Classifictn	Thickness of Soil Layer (mm)	Δ pF	Ys (mm)	Δ pF WITH TREE (Single)	Ys
0										1.20		1.20	
	Fill, Recycled gravel, & gravel & profilings.	Medium Density - Medium Hard Density	Grey Brown, Grey, Red & Brown & Black	Dry	Low	0.2	Low Medium-Medium	P/FILL	150	1.18	0.4	0.01	0
150													
	Fil, cleyey gravelly SAND, gravelly & clayey parts	Medium Hard Density, Stiff-Very Stiff, Friable	Browns	Damp - Medium ≤ **PL**	Medium	1.6	Low Medium	P/FILL	850	1.03	14.0	0.06	0
1000													
	Silty SAND, medium - fine	Medium Density	Brown	Damp	Low	0.4	Low	SM	400	0.84	1.3	0.13	0
1400													
	Sandy CLAY	Very Stiff, partly prismatic	Red Brown - Brown	≥ **PL**	High	3.5	Medium	CH	550	0.70	13.4	0.18	3
1950													
	Silty CLAY, calcareous-medium calcareous, some sand	Very Stiff, partly prismatic	Brown	> **PL**	High	3.0	Medium	CH	100	0.60	1.8	0.22	0
2050													
	Silty CLAY, some sand, sandier	Very Stiff	Brown, - Red Brown	≥ **PL**	Medium - High	2.5	Medium	CH	950	0.44	10.5	0.27	6
3000													
						2.5			1000	0.15	3.8	0.38	9
4000										0.00		0.43	

Note: **PL** = Plastic Limit

Tree Height HT = 10.
Distance of tree to building D_t = 5.
Tree Influence Distance D_i = 10.

Soil Classification: **Class H1-D**

Design for trees? **No** y_s = 45.2 y_t = 0.

Design differential mound movement, y_m = 0.7 x y_s = **31.6** + y_t = **31.**

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Dean Iuliano & Company CONSULTING STRUCTURAL & CIVIL ENGINEERS

TRUCK PARKING YARD

14-16 BARNDIOOTA ROAD SALISBURY PLAINS SA

M A CURCIO

sheet no: BORE 5
file ref: **BAR4495-1**
date drilled: 21/03/2023
logged by: Earth Testing - PD

BORE 5	Soil Description	Texture	Colour	Field Moisture Content	Reactivity	Ipt (%)	Bearing	Unified Soil Classifictn	Thickness of Soil Layer (mm)	Δ pF	Ys (mm)	Δ pF WITH TREE (Single)	Ys
0										1.20		1.20	
	Fill, Recycled gravel, & gravel & profilings.	Medium Density - Medium Hard Density	Grey Brown, Grey, Red & Brown & Black	Dry	Low	0.2	Low Medium-Medium	P/FILL	150	1.18	0.4	0.01	0.0
150													
	Fil, cleyey gravelly SAND, gravelly & clayey parts	Medium Hard Density, Stiff-Very Stiff, Friable	Browns	Damp - Medium ≤ **PL**	Medium	1.6	Low Medium	P/FILL	1100	0.99	17.4	0.08	1.3
1250													
	Silty SAND, medium - fine	Medium Density	Brown	Damp	Low	0.4	Low	SM	200	0.80	0.6	0.15	0.1
1450													
	Gravelly SAND, coarse-fine, clayey pockets in parts, mainly quartzite (Water course remnant)	Medium High Density	Brown	Damp - Dry	Low	0.4	Medium	SW-SL	1100	0.60	2.6	0.22	0.9
2550													
	Silty CLAY, some sand, sandier	Very Stiff	Brown, - Red Brown	≥ **PL**	Medium - High	2.5	Medium	CH	450	0.37	4.1	0.30	3.4
3000													
						2.5			1000	0.15	3.8	0.38	9.4
4000										0.00		0.43	

Note: **PL** = Plastic Limit

Tree Height HT = 10.0
Distance of tree to building D_t = 5.0
Tree Influence Distance D_i = 10.0

Soil Classification: **Class M-D**

Design for trees? **No** y_s = 28.9 y_t = 0.0

Design differential mound movement, y_m = 0.7 x y_s = **20.3** + y_t = **20.3**

Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

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

Appendix 2

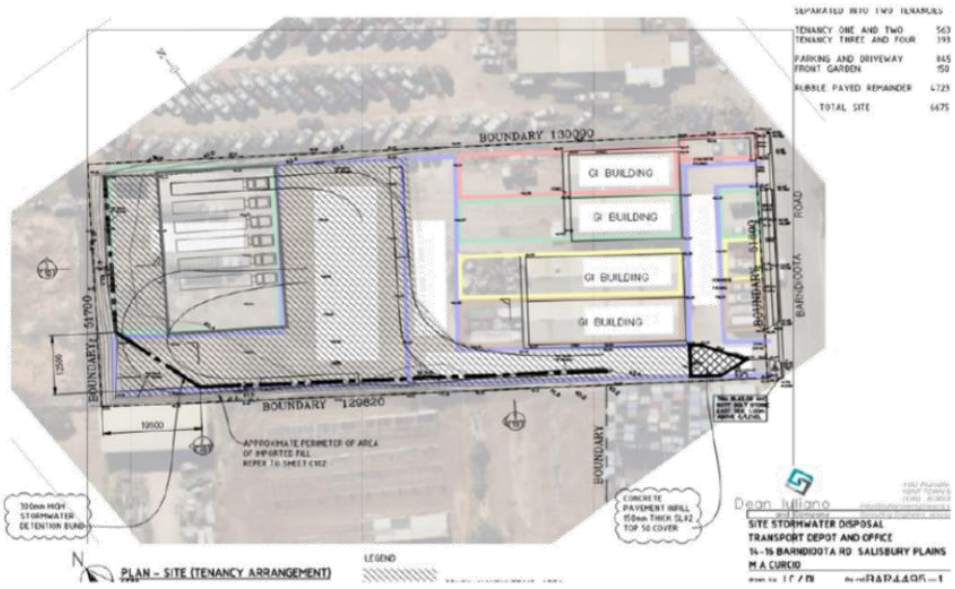
Copy of Sign Displayed on the Land and Representations

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

Proposed Development

UNIT 1-4 14 BARNDIOOTA RD SALISBURY PLAIN

PlanSA



APPLICANT
Anna Parente

APPLICATION NUMBER
22039606

NATURE OF DEVELOPMENT
Transport Depot with Associated Office (Unit 3)

VIEW THE PLANS AND HAVE YOUR SAY ON THE APPLICATION

www.plan.sa.gov.au/en/public_notices

MAKE A REPRESENTATION

Up until 11:59pm on the 21-12-2022

FOR MORE INFORMATION

CONTACT	PHONE	EMAIL
City of Salisbury	08 8406 8222	representations@salisbury.sa.gov.au

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

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

Details of Representations

Application Summary

Application ID	22039606
Proposal	Transport Depot with Associated Office (Unit 3)
Location	UNIT 1-4 14 BARNDIOOTA RD SALISBURY PLAIN SA 5109

Representations

Representor 1 - Vincenzo Salerno

Name	Vincenzo Salerno
Address	61 Stanbell rd SALISBURY PLAINS SA, 5109 Australia
Submission Date	17/12/2022 02:36 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons I think the storm water detention bund needs a overflow pipe running to the road as if overflow it will come in the land a joining and also need to seal area to keep dust down	

Attached Documents

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

Representations

Representor 2 - Dino Raschella

Name	Dino Raschella
Address	58 Stanbel Road SALISBURY PLAINS SA, 5109 Australia
Submission Date	20/12/2022 09:19 AM
Submission Source	Online
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

issues i have raised with the Council and also the EPA in respect of the fill are legitimate – contamination, flooding, inadequate edge treatment and retention of the fill and erosion, and lastly dust control; The application does not currently address these issues adequately. without doing any core sampling or proper forensic investigation of the land fill, its engineering compaction etc, the engineer claims that "we are confident" there will be no flood issues because "there has never been a problem". The engineer's response on these matters is totally inadequate and not based on any professionally credible basis. It relies almost totally on anecdotal information provided by his instructors, the development applicant. Hence, the Council must seriously question the reliability of that advice on all fronts. It does not prove the quality of the fill material and any health-related consequences. It is also highly suspect in terms of flood impact/stormwater management. In addition to the significant change in ground levels, substantial additional building works are proposed in an Overlay area which identifies general flooding impact issues. It expressly requires credible engineering proof of the manageability of its flood impacts which simply are not provided. I note also in this regard that the construction of a berm or small levee is proposed to direct surface (and roof) flows away from neighbouring properties. There is no soakage well or sump/pump arrangement to direct flows out to the road drainage system or to detain peak run-off events. Moreover, the berm is destined to be damaged over a relatively short period as all heavy vehicle movement to the rear of the land is required to travel over and rip up these berms making them unreliable, in any event in the long term as a protective measure; the erodibility of its unretained edges and dust impacts from heavy vehicle movements is again simply not soundly investigated or credibly resolved. For example, it is totally unclear what the anticipated traffic movement conditions are, and what the history of use and management of the hard surface has been. These matters require some level of investigation and the planned measures need to be clear, quantifiable and enforceable. The application is, in short, unsubstantiated and unsatisfactory on many fronts. It is inadequately detailed and should not have been processed further without a satisfactory level of information based on credible investigation. On these grounds alone the application is deficient and should be refused.

Attached Documents

Representations

Representor 3 - Kym and Mary Jenkins

Name	Kym and Mary Jenkins
Address	44 STANBEL ROAD SALISBURY PLAIN SA, 5109 Australia
Submission Date	21/12/2022 02:44 PM
Submission Source	Post
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

Da22039606Representation-KAndMJenkins-21Dec2022-4583055.pdf

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

RECEIVED
21 DEC 2022

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Anna Parente
Development Number:	22039606
Nature of Development:	Transport depot with associated office (Unit 3)
Zone:	Strategic Employment
Subject Land:	Unit 1-4 / 14-16 Barndioota Road, Salisbury Plain SA 5109
Contact Officer:	Karyn Brown
Phone Number:	8406 8222
Close Date:	**Wednesday 21st December 2022**

My name*: KYM & MARY JENKINS	My phone number: [redacted]
My postal address*: 44 STANBEL ROAD SALISBURY PLAIN SA 5109	My email*: [redacted]

** Indicates mandatory information*

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☑ I oppose the development UNLESS THE MAJOR ISSUES BELOW ARE RESOLVED

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

FALL OF TRUCK STANDING TO FALL TOWARDS BARNDIOOTA ROAD & NOT OUR PROPERTY.

BUND TO BE ERECTED BY USING CONCRETE & NOT FILL (DIRT) SPOIL MATERIALS CEASE BEING TIPPED AGAINST OUR BOUNDARY FENCE.

WE SUPPORT OUR REASONS BY ENCLOSING PHOTO'S WITH & SHOWING REASONS ON THE REVERSE SIDE OF PHOTO'S.

ANOTHER CONCERN IS OVER SPRAY FROM WEED SPRAYING CAUSING OUR VINES NOT TO FRUIT FOR THE LAST 2 YEARS. (PHOTO'S OF VINES)

[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:	☑	wish to be heard in support of my submission*
	☐	do not wish to be heard in support of my submission
By:	☑	appearing personally
	☐	being represented by the following person: _____

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

Signature: _____ Date: 19/12/22

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/

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

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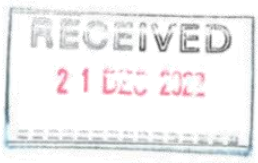

21 SUPPORTING PHOTOS ENCLOSED

K+M JENKINS
44 STANBEL RD
SALS. PLAIN SA 5109



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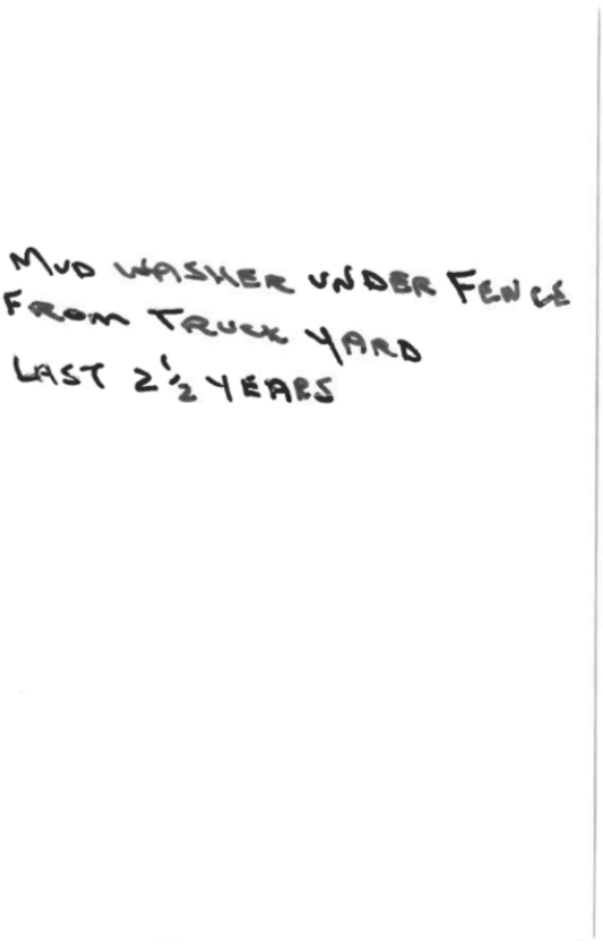

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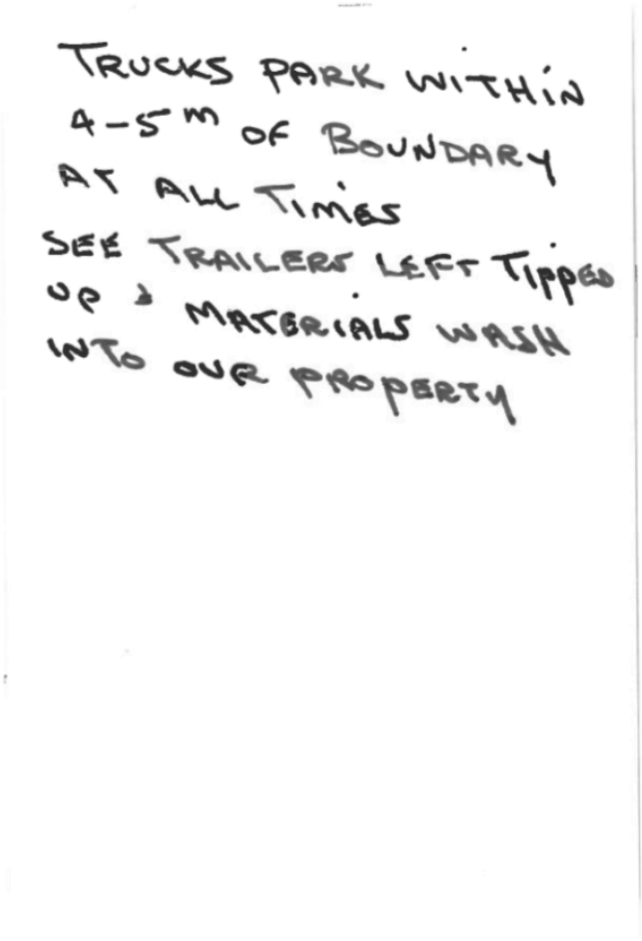

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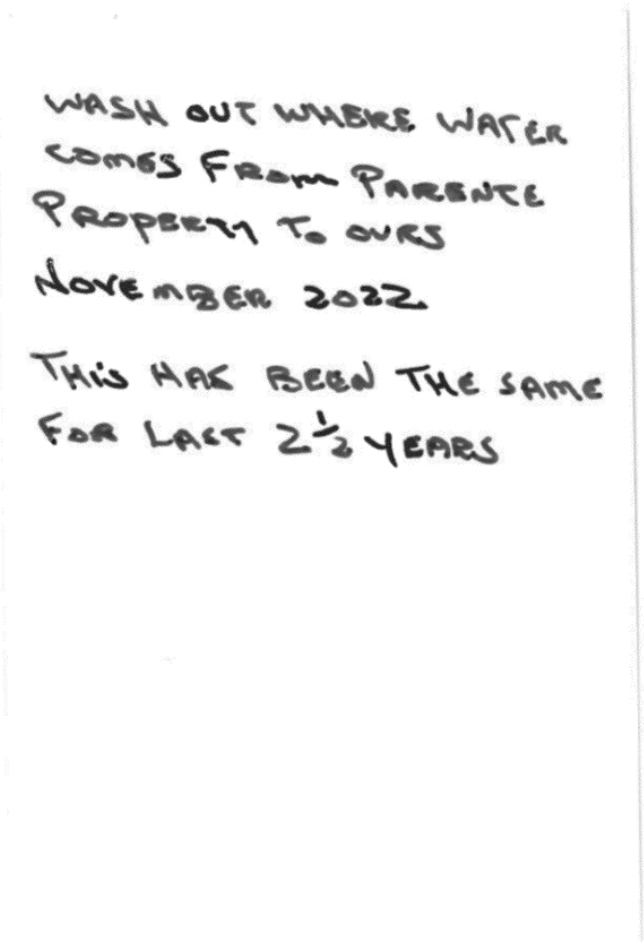

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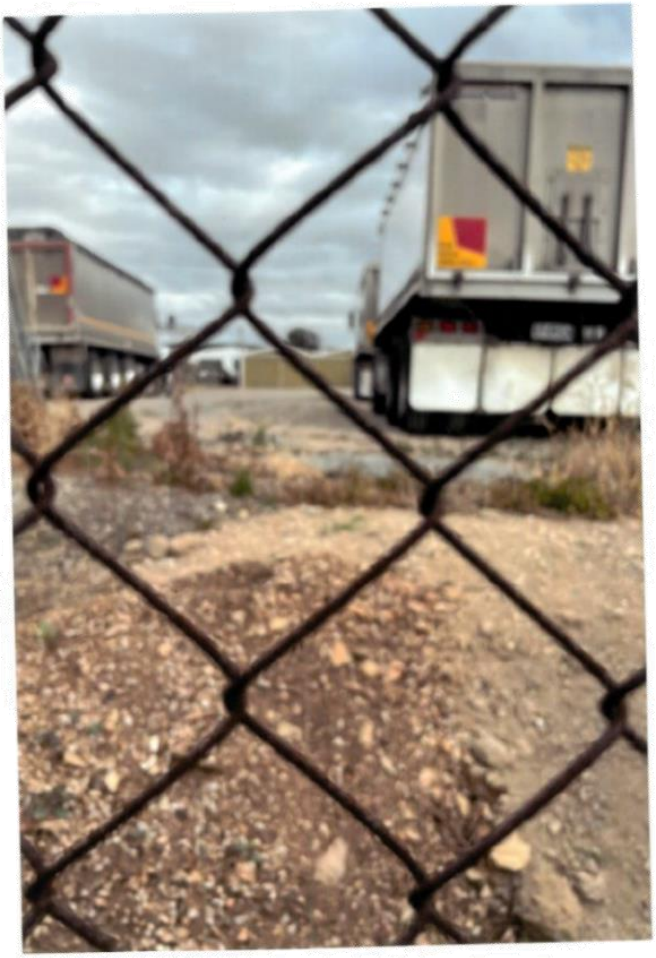

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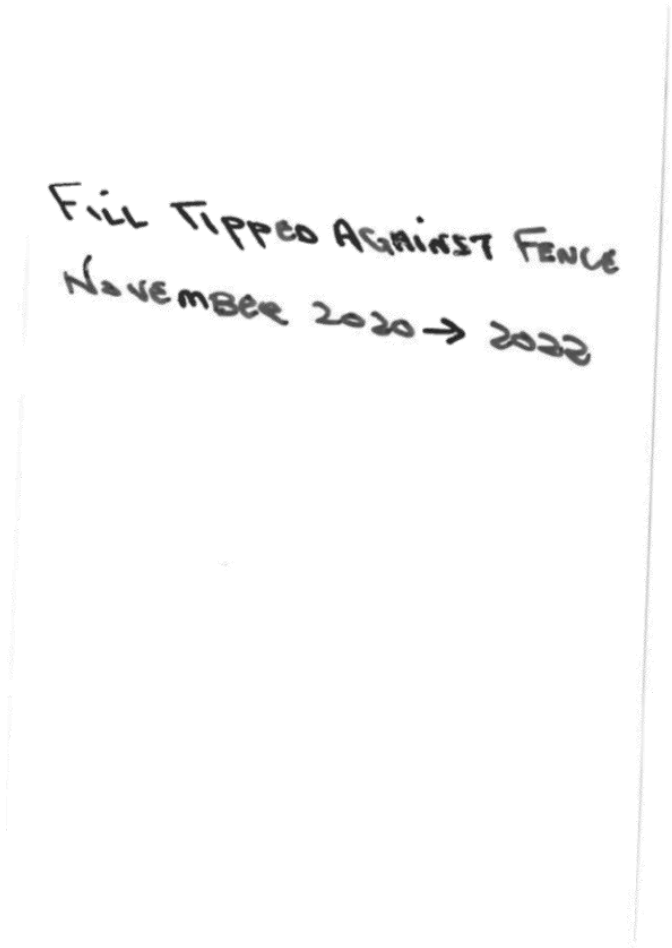

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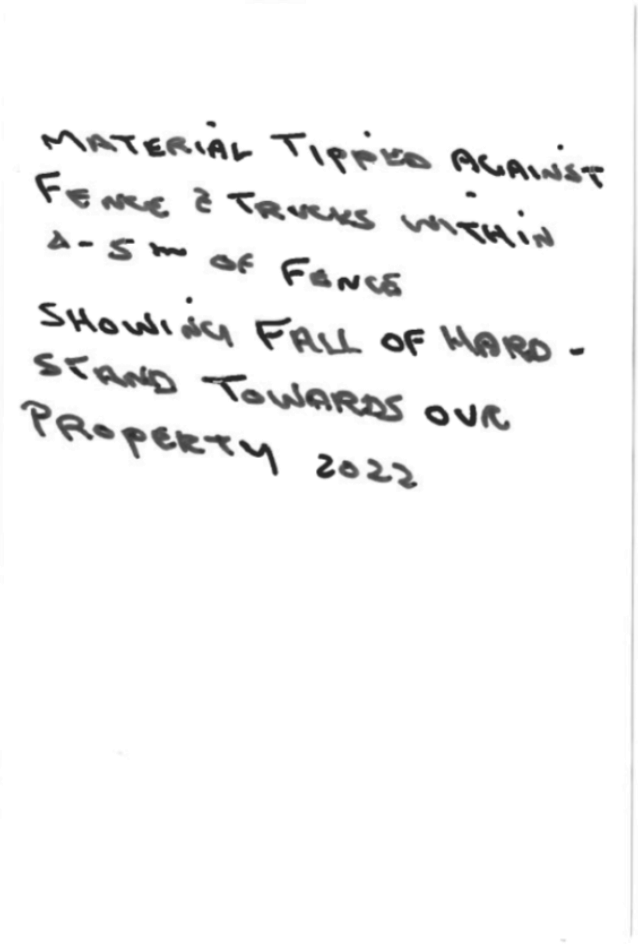

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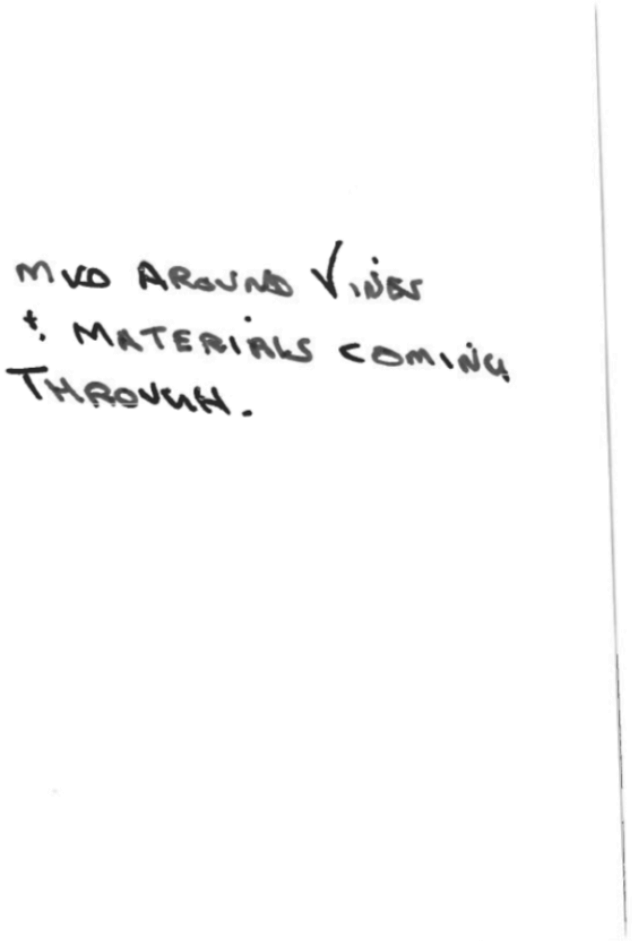

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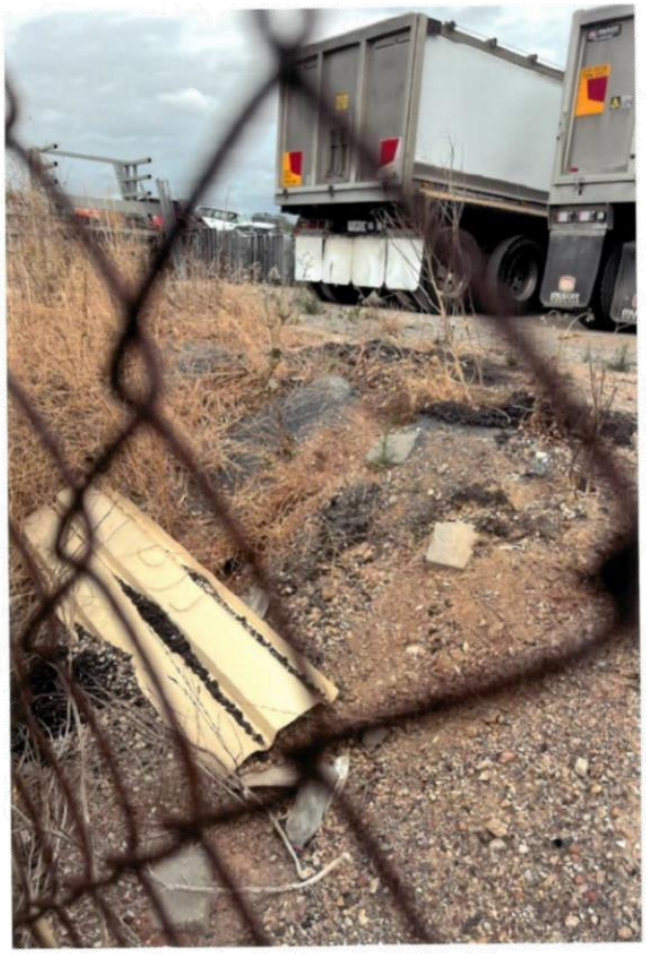

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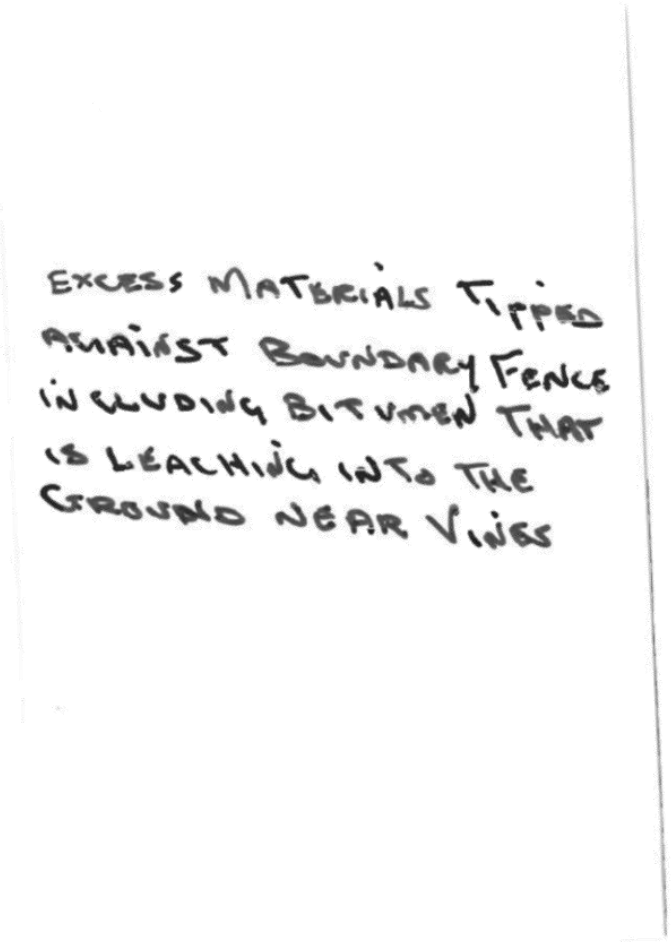

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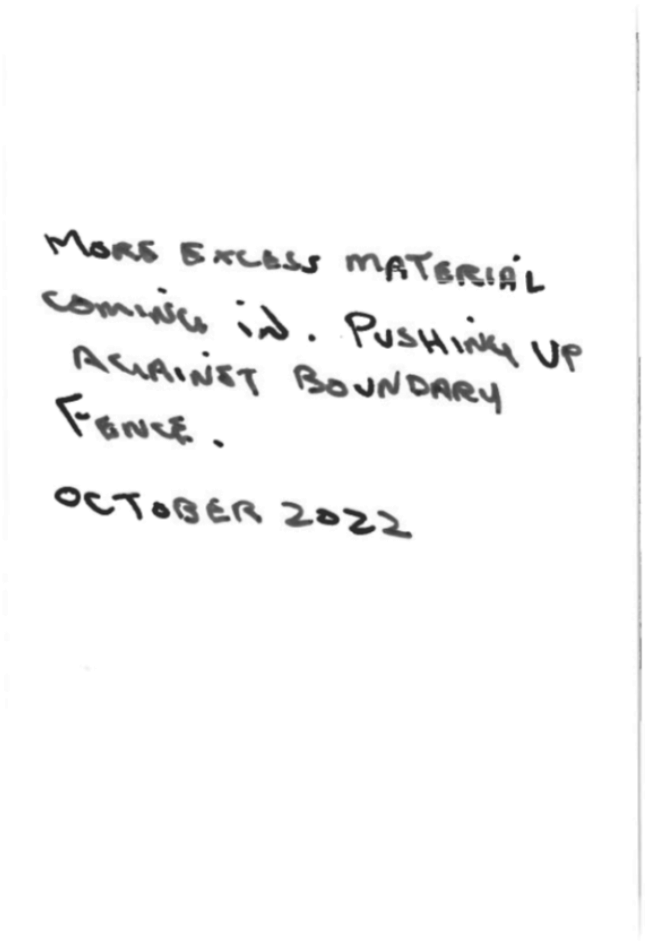

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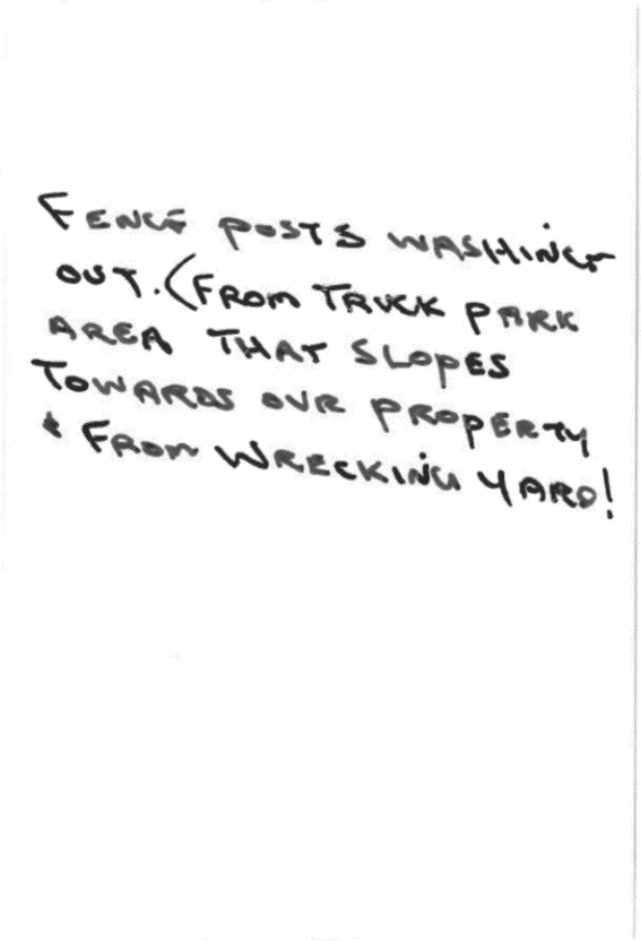

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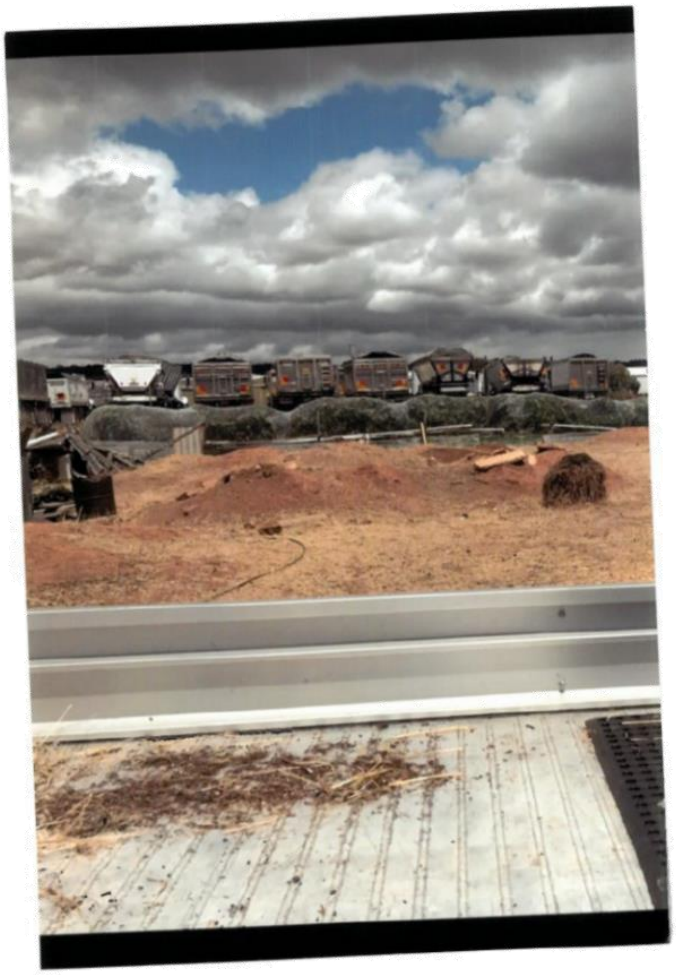
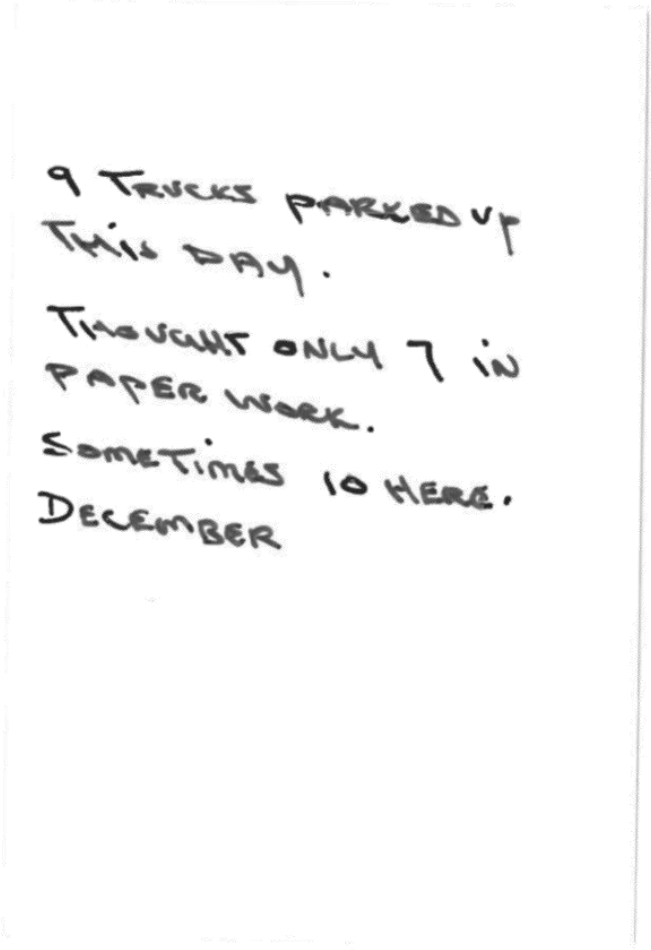
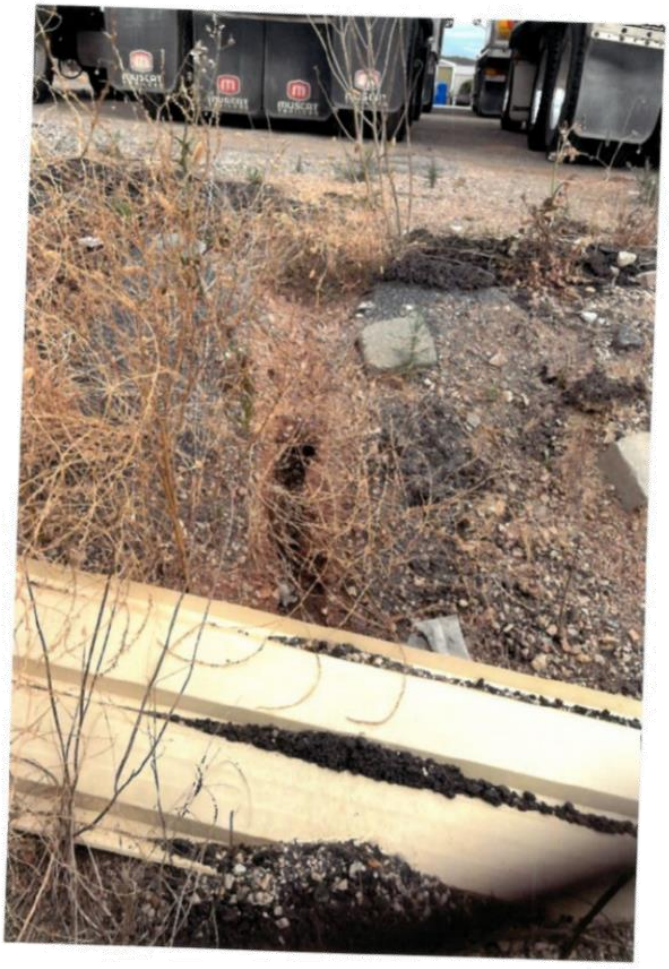
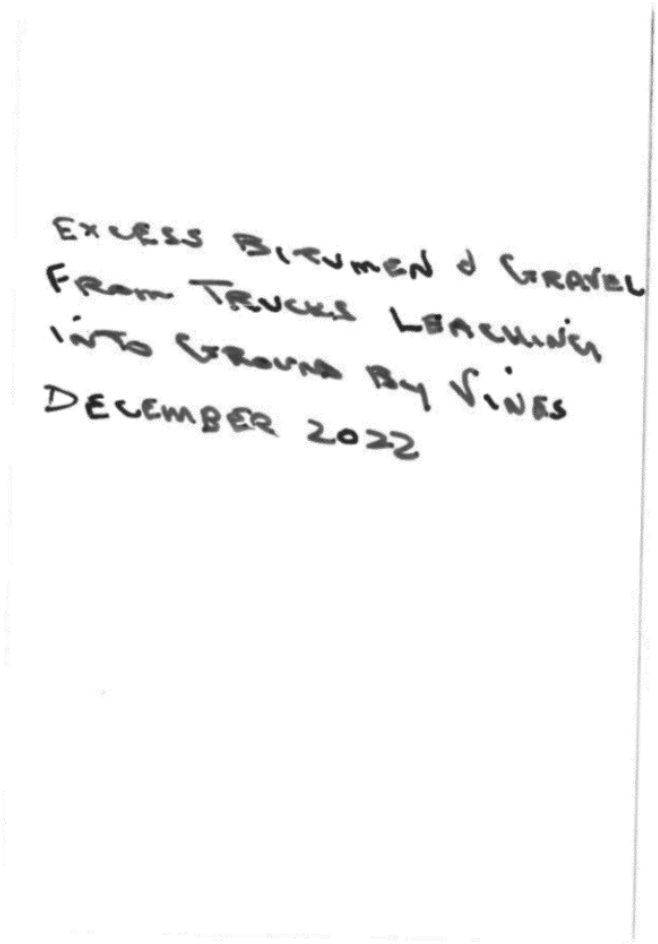



9 TRUCKS PARKED UP
THIS DAY.
THOUGHT ONLY 7 IN
PAPER WORK.
SOMETIMES 10 HERE.
DECEMBER





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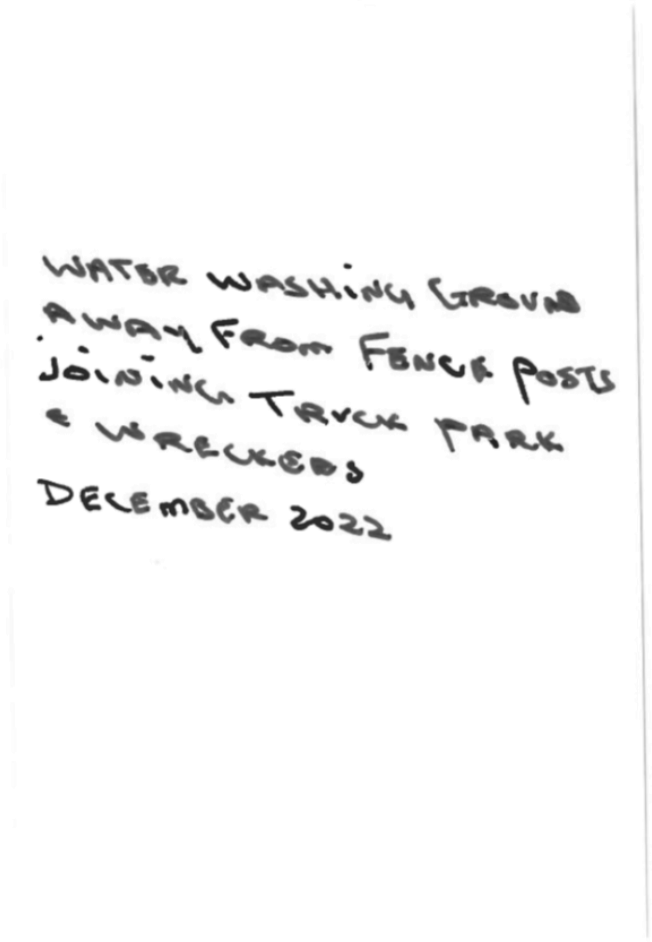
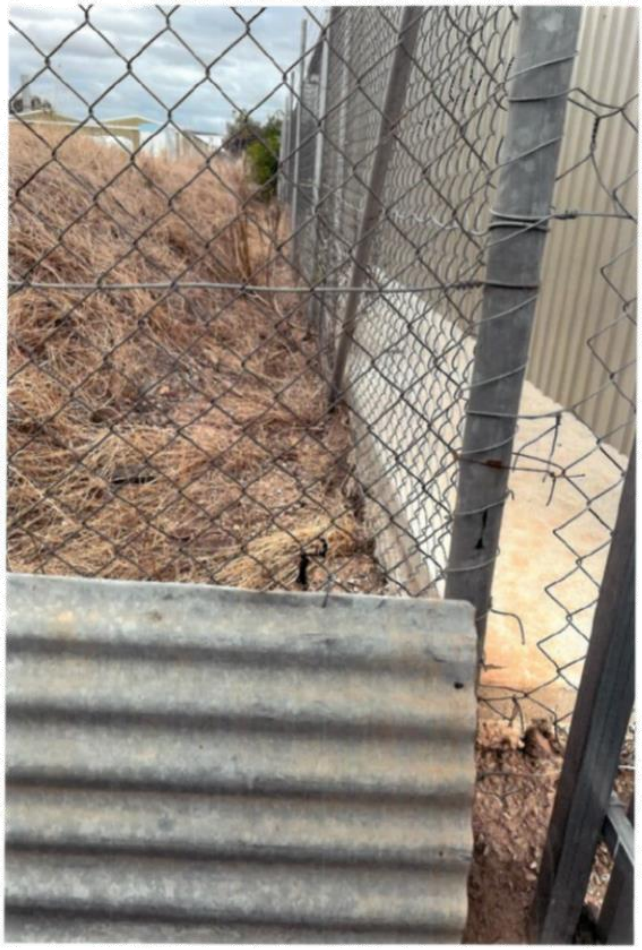

WATER WASHING GROUND
AWAY FROM FENCE POSTS
JOINING TRUCK PARK
& WRECKERS
DECEMBER 2022



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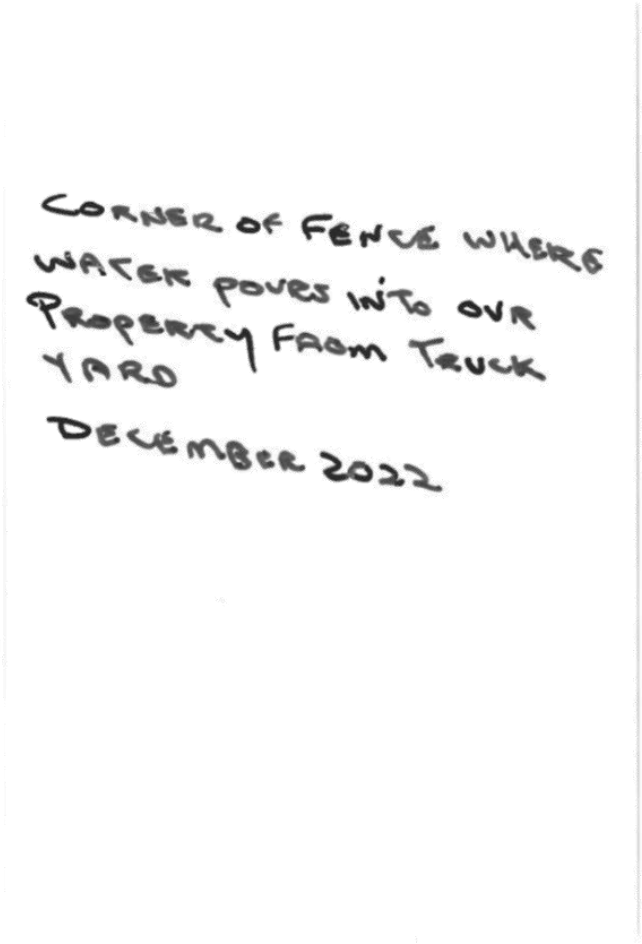

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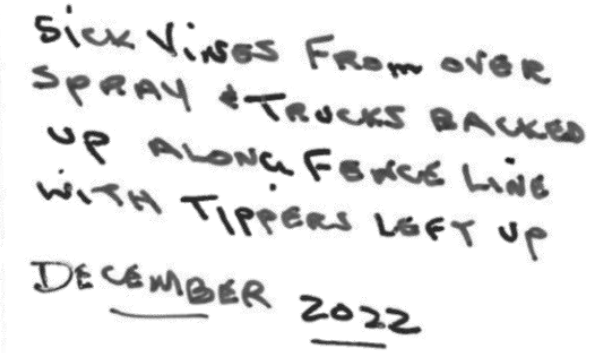

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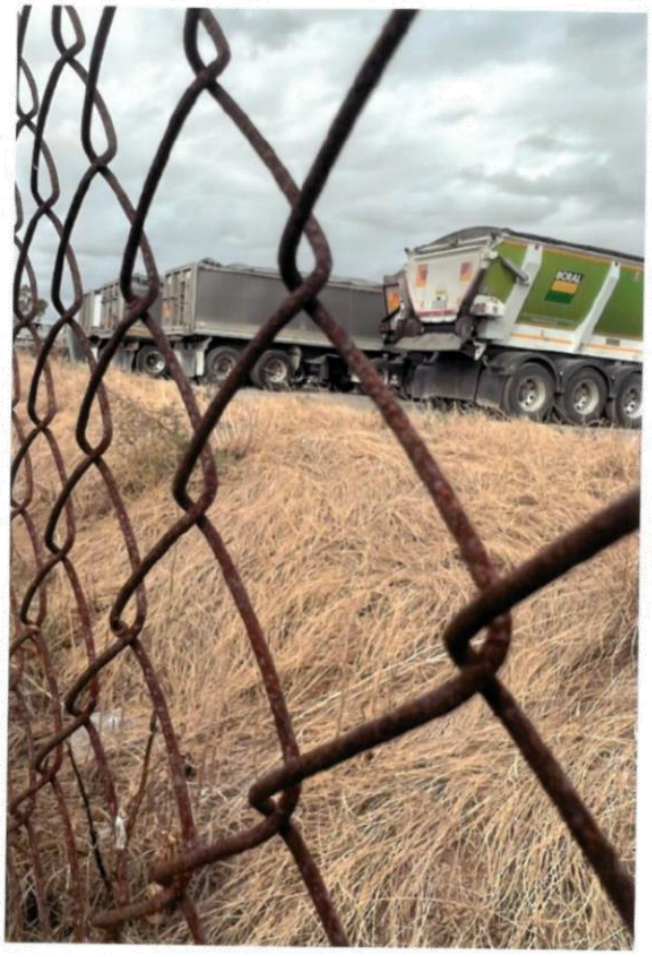
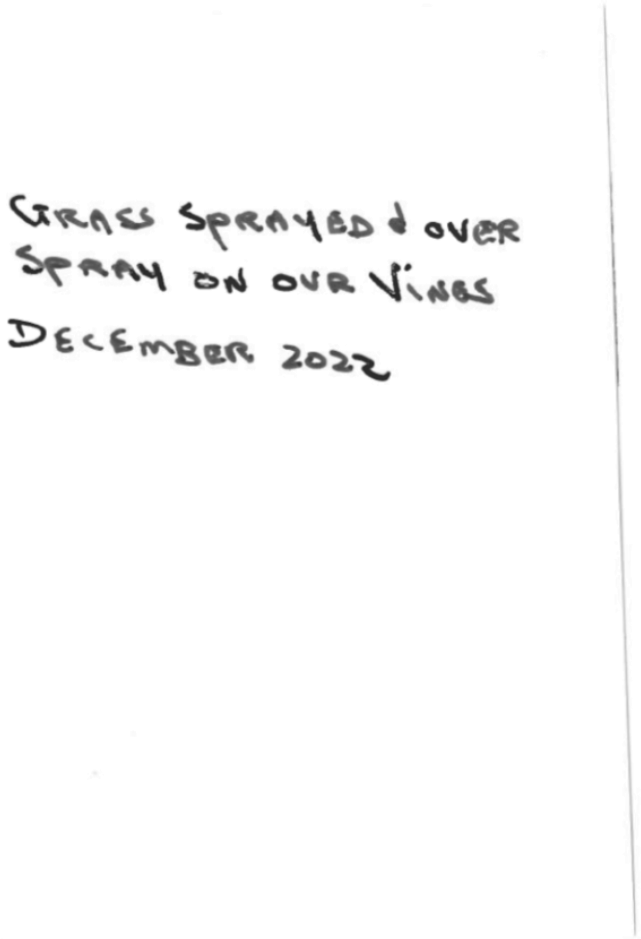


Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations



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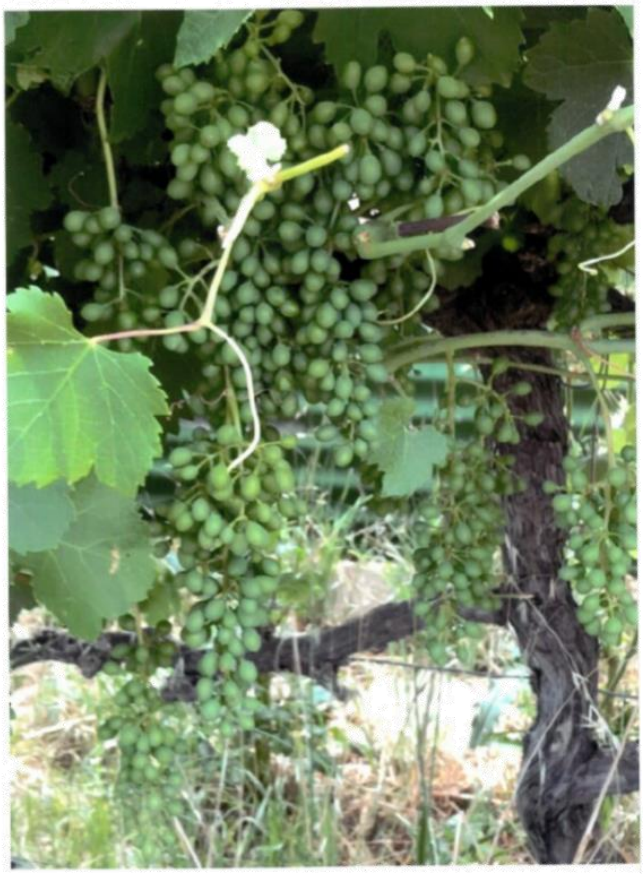

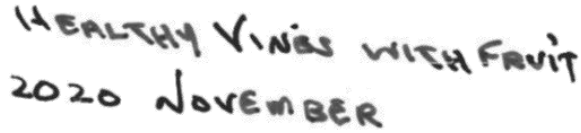

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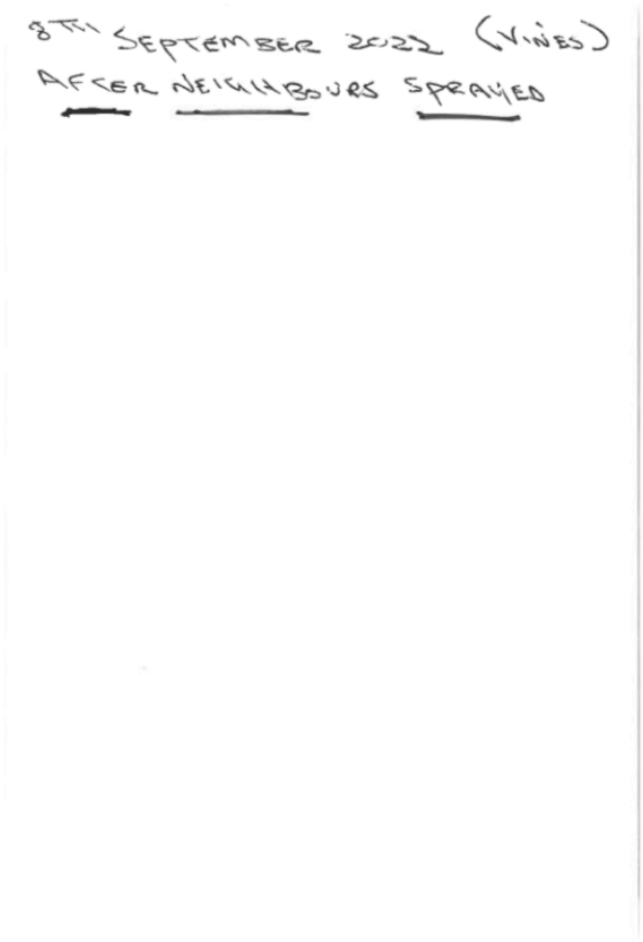
8TH SEPT 2022
VINES SHOULD BE LUSH NOW



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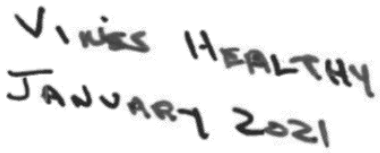

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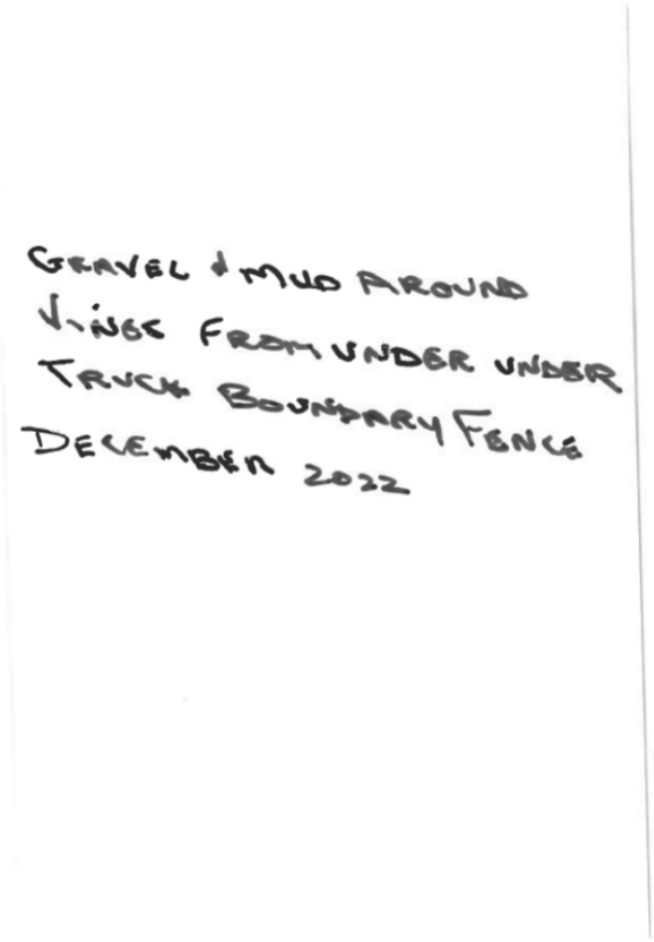

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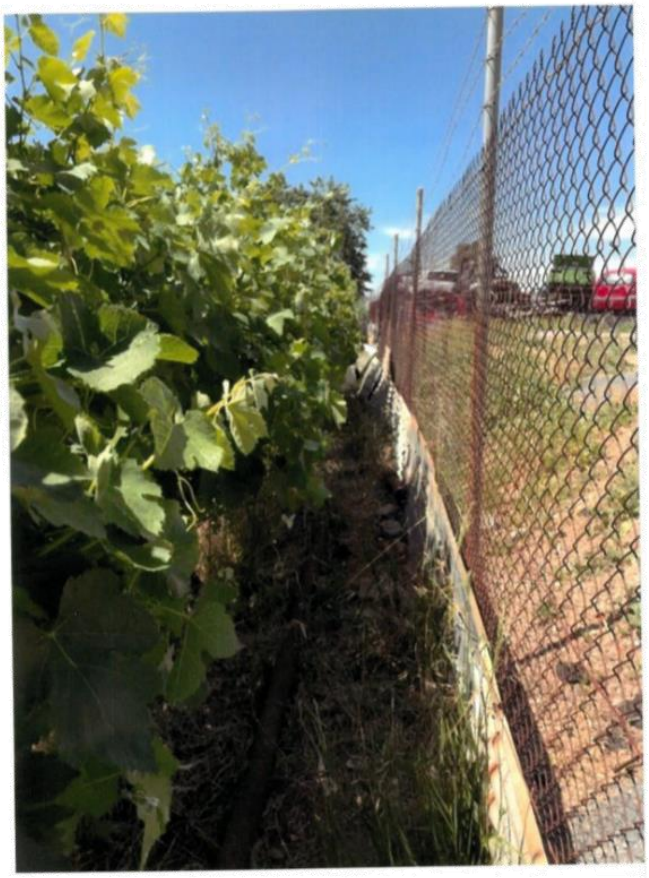

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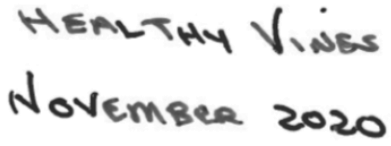

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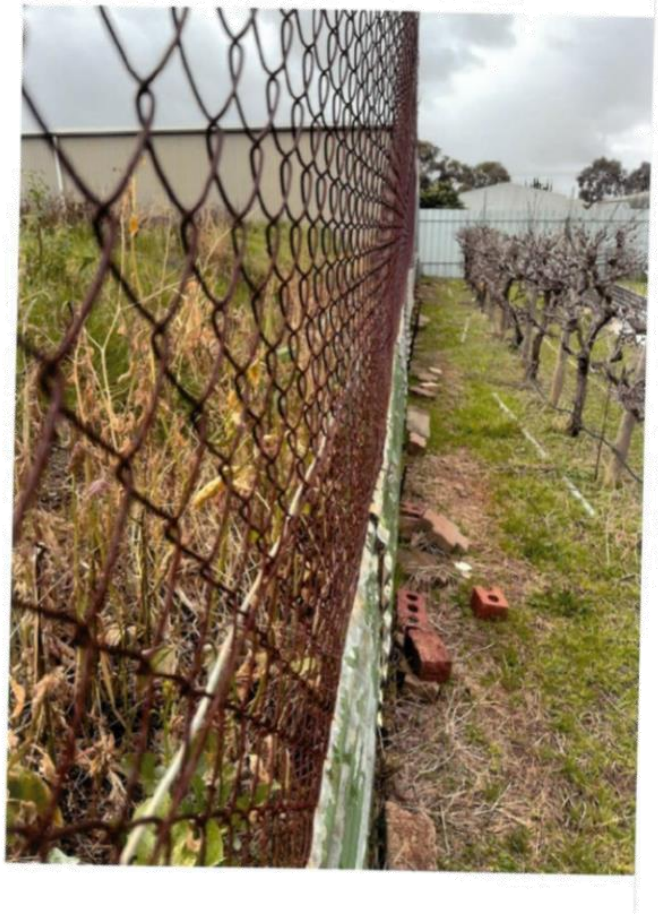

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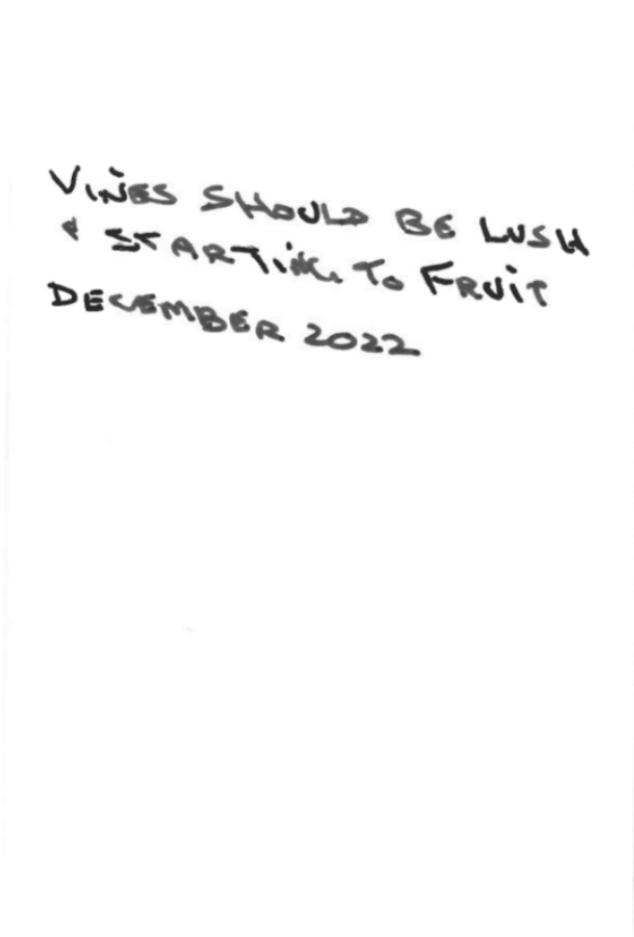


Item 8.1.1 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Item 8.1.1 - Attachment 3 - Applicant's Response to Representations

Appendix 3

Applicant's Response to Representations

DA 22039606 - Transport Depot - 14 Barndioota Road, Salisbury Plain
Responses to Representations

The representors have both common and specific complaints, as follows.

1. **Dust nuisance**
   It is the case that heavy transport vehicles will raise some dust when travelling on an unsealed surface. However, whether that dust is likely to be a nuisance to the adjacent properties to the south-east and north-east (61, 58 and 44 Stanbel Road) in the case of the use of your land as a transport depot is dependent on several conditions which may occur occasionally but not frequently.
   I suggest that for dust to be a nuisance it must be the case that wind conditions take it towards the representor's properties frequently. The dust not only needs to be raised by vehicular traffic but must drift to those adjacent properties under the effects of prevailing winds. Firstly, the ground surface must be dry and powdery, which may be the case on a hot dry day after a period of hot dry days or weeks. Secondly, the wind direction must be towards the representor's properties. A review of wind data available on the bureau of meteorology web site, shows that prevailing wind direction in the mornings is from the northeast, while in the afternoons it is from the southwest.
   It is our contention that hot, dry afternoon conditions would lead to raising dust as vehicles return to the yard, however wind conditions in the afternoon appear to be likely to take the dust in a direction away from the representor's properties. Dust is less likely to be raised by vehicles leaving in cooler mornings.
   It may be the case that vehicles are required for night work when the arrival and departure times are reversed with the potential to create dust which could drift towards the representor's properties.
   A review of satellite imagery shows the local area comprises numerous small and medium size business operations as well as large areas of undeveloped land. Not all outside spaces used for commercial activity are sealed. We contend that creation of airborne dust is not restricted to vehicular traffic in our property but most likely to be contributed to by activities in other commercial properties and wind action over neighbouring vacant allotments.

2. **Stormwater overflow**
   It is the case that given extreme storm events, there is a risk that surface water will flow overland towards the properties to the west and south-west.
   We have been advised that the rear portion of the property was filled with clean imported quarry material many years ago all as reported to Council as part of the application. This fill has mitigated the gradient of the land, flattening the surface so that surface water which flow very slowly towards the rear of the property, generally encouraging dispersion directly into the ground.
   During a wet spell, if the extreme rainfall event occurs, the containment bund will hold water within the surface basin until the dispersion into the soak occurs. The calculation of the expected water quantity is presented for assessment by Council and the agreed height of the containment bund is more than required. Note that there is no other runoff other than that falling directly from above, in which case it is not conceivable that any one rainfall event will fill the area to overflowing.

Extension of Driveway

As agreed, to implement Council's requirements to extend the driveway, this work was completed by 7th January 2023, refer to photos below:





Bunting

As agreed, to implement Council's requirements to increase the bunting height on both the south and western boundaries, this work has commenced and will be completed by mid-February 2023

refer to photos below:



Photo before bunting (western boundary)



Photo after bunting (western boundary)

2

3. **Contaminated wash down water**
I have instructed Tenant number 3 to park all trucks approximately 15-20 meters from western boundary, refer to photo below showing trucks now park within this distance:



1. Tenant number 3 has advised that wash out of tipper trucks has never been done near the boundary or anywhere on site. All tippers' washouts are carried out at the quarry.

2. The washouts from the trucks were caused when the tipper bodies where left raised during rain.

3. The tenant has advised that all tipper truck bodies will remain lowered when it rains.

Tenant number 3 has provided the below information:
It is important to note and make clear that this is not a new building development, and that sheds or offices are not being erected as several people have approached me (the tenant) and have misinterpreted the Public Notice as being so.

3

4. Written response to complaint for spray works at 14 Barndioota Rd, Salisbury Plain SA 5109

Works that have taken place on the property are as follows:

- Spraying of herbicide as glyphosate 360 in concentration of 55ml per 15L.
- Spraying of herbicide Oxyfluorfen 240 in concentration of 30ml per 15L.
- Chemicals are measured using syringe for oxyfluorfen and by measuring jug for combination.
- Mixing has taken place in centre of property near a water source on top of aggregate surface with no vegetation or nearby drains.
- Spray is mixed via manual agitation of walking while spray units are walked around attached to trained operator.
- Spraying has taken place by hand with only mechanical aid in the form of low, pressure pumps contained within spray units.
- Spray packs are walked around property and nozzles are tuned to large droplet size of approximately 280 microns to avoid spray drift and over spraying.
- Manual wand spraying means control of flow and spray is far superior to mechanical boom spraying.
- Chemicals have only been sprayed in wind conditions of 0 to 5km of wind speed in location measured by flag attached to vehicle.
- Chemicals sprayed in 2021 were also mixed with a dye (bright pink) which would be evident even on dead weeds some weeks later.
- Over spray of oxyfluorfen due to wind would be hazardous to operators who are using "manual backpack sprayers" and would be deemed dangerous and not performed on site under any circumstances.
- Effects of oxyfluorfen over spray causing potential off target damage would kill weeds and established plants such as grape vines, regardless of growth stage/ leaves being present.
- Pictures clearly show weeds growing under vines that complainant has described as suffering from overspray damage.

My professional opinion of grape vines not producing as much fruit or inferior fruit is likely caused by unseasonal weather. Other things to consider would be:

1. Irrigation for the vines and its operation.
2. Fertilising for vines.
3. Age of vines and virility.
4. Presence of pollinators such as bees and mosquitos and the apiarist programme and timing for pollination.
5. Pruning technique and timing.
6. Potential diseases carried by uncleaned pruning equipment or on wind.
7. Pest control program.
8. Current South Australian figures for season 2022 on rainfall suggest unexpected high rainfall of almost double the average at Parafield airport (closest proximity) for September, November and January which will influence flower/grape production significantly.

REF-
http://www.bom.gov.au/jsp/ncc/cdio/weatherData/av?p_display_type=dataSGraph&p_stn_num=23013&p_nccObsCode=136&p_month=13&p_startYear=2022

4



Red line is to show spray pattern across property to achieve coverage
Purple cross shows fill and decanting loaction
Blue diamond shows \parking location of work vehicle and wind test

Operator and decanter of chemicals is government certified with AHCCHM303 - Prepare and apply chemicals, acting within regulations. Operator is also certified with Horticulture, Conservation and Land management certificates and acts as a registered and insured small business based in Lewiston, South Australia. Regards, Joseph Paoletti.

5

Item 8.1.1 - Attachment 4 - Internal Development Engineering Referral Response and External Consulting Engineering Referral Response

Appendix 4

Internal Development Engineering Referral Response and External Consulting Engineer Referral Response

From: Ben Taylor <Ben.Taylor@tonkin.com.au>
Sent: Monday, 23 January 2023 1:22 PM
To: Connor Coates <CCoates@salisbury.sa.gov.au>
Subject: RE: Salisbury Development Application Assistance - 14-16 Barnioota Road Salisbury

Hi Connor,

Please see comments on 14-16 Barnioota Road below.

Planning and Design Code
Relevant overlay being Hazard (Flooding - General). Granular fill extent existing. Truck storage will not materially impact on surface water flow paths. Bunding may be relevant if that is an existing flood path.
Main aspect is the General Policies – Non-residential (WSUD).

All non-residential development Water Sensitive Design	
PO 42.1 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.	DTS/DPF 42.1 None are applicable.
PO 42.2 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 42.2 None are applicable.
PO 42.3 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.	DTS/DPF 42.3 None are applicable.

This is where the need to manage peak flows and water quality is defined. The stormwater management plan describes how PO 42.3 is met though is not clear on how PO 42.1 or 42.2 will be met. This former is relevant given the proposal now includes storage of trucks and potential increased water quality risks.

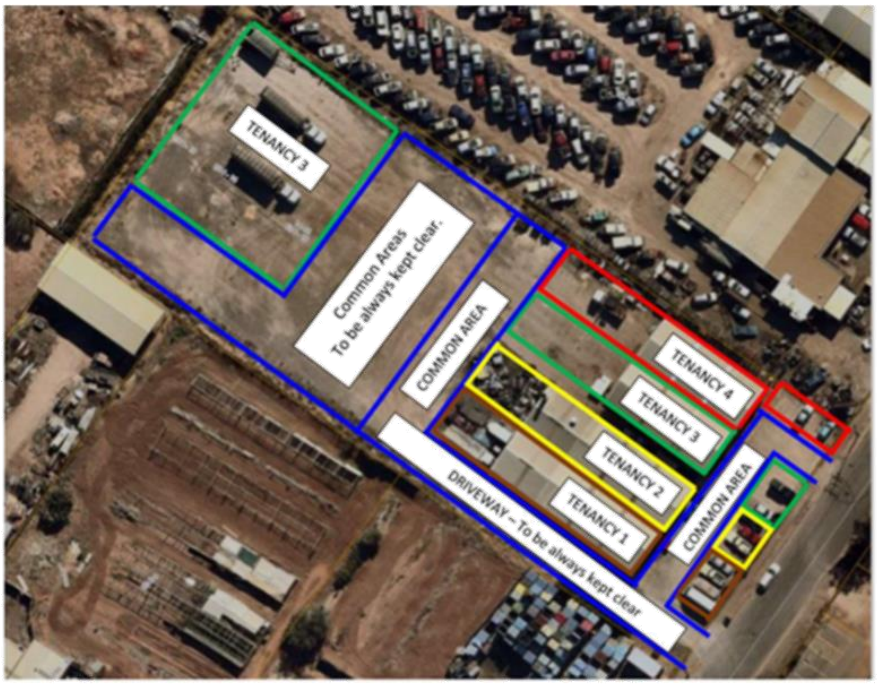
City of Salisbury Infrastructure Guidelines

On-site retention/detention discusses the need for LMA on private allotment where this infrastructure is in private/common property. Not the case here. Also, there is no clearly defined overflow path.

Generally speaking, this is a somewhat bespoke drainage solution that is being expressed as adequate due to the configuration being in place for a long period. The location of trucks increases the risk profile from a water quality perspective.

Car parking is required to be all-weather sealed with line marking. Don't believe that is proposed here. Would be important for water quality.

General Feedback



Stormwater is managed from the site with some draining to Barnioota Road and the remainder to the low point at the rear. Top of fill around 1m above the level on the adjacent properties to west and south.

The proposal describes storage in the granular fill that effectively form a retention for stormwater runoff. Bunding is proposed for surface storage. Discussion has also been around the storage and infiltration, but limited information provided on the infiltration rate of insitu soils below fill and no water balance modelling. The supplied calculations have assumed for the design storm event that full storage is available (all voids empty). Key comment was that there has NEVER been stormwater management issues related to the site in the 35 years of operation.

Difficult to confirm the area and depth of granular fill material. Furthermore, is this an acceptable long-term solution for Council? Progressively this material will lose void space and storage as fines wash in. There is no obvious way as to how this could be cleaned out. May create longer-term issues. Also, this consideration of voids in the granular fill does not account for the fact that this is not confined laterally.

Discussion has been made around a new durable fill to be brought in each year for trafficked hardstand areas in lieu of sealing. I assume this durable fill is more like PM2/20 material. Assume fines from this material are progressively washed into the underlying granular fill. Keen to see clearly shown where this durable fill is placed and how water drains into the underlying granular fill.

Generally, the configuration of the on-site retention in the granular material not in accordance with permitted devices in Minister's Specification MBS 009 (2020). Also not setback minimum of 3m from boundary as defined in

3.3.3 On-site retention devices must not be installed in fill (refer **Figures 3.1(a)** and **3.1(b)**).

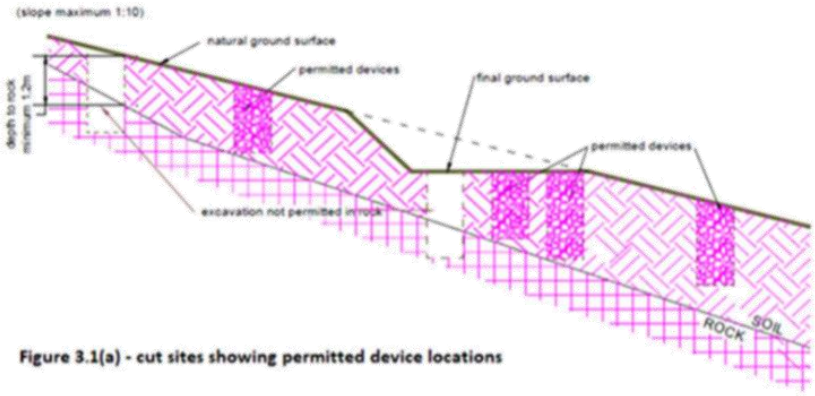


Figure 3.1(a) - cut sites showing permitted device locations

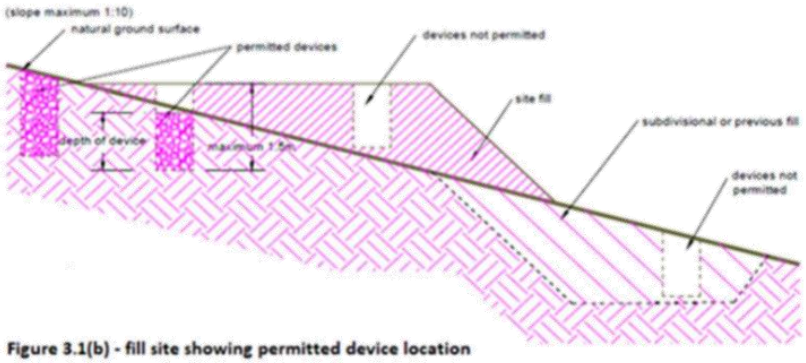


Figure 3.1(b) - fill site showing permitted device location

the MS.

Storm event of 180-minute duration was deemed critical. What was the infiltration rate? How was the larger volume/longer duration events not deemed critical? More information is preferred rather than just relying on there not currently being a history of drainage complaints related to the site.

Ben Taylor
Senior Engineer
Civil Team

tonkin
Building exceptional outcomes together

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Direct +61 8 8132 7580
Ben.Taylor@tonkin.com.au
tonkin.com.au

From: Connor Coates <CCoates@salisbury.sa.gov.au>
Sent: Tuesday, 2 May 2023 4:06 PM
To: Karyn Brown <KBrown@salisbury.sa.gov.au>
Cc: Chris Zafiropoulos <CZafiropoulos@salisbury.sa.gov.au>
Subject: RE: URGENT- 22039606 - Transport Depot - Unit 1-4/14 Barndioota Road, Salisbury Plain - Referred to Development Engineering - 1 May 2023

Hi Karyn,

I am of the opinion Dean Luliano's response to Tonkin's review comments is not sufficient for the City of Salisbury to support the development application prior to the Council Assessment Panel meeting for the month of May.

Please see below the items which have I believe have not been adequately addressed,

1. The public notification response advises stormwater generated by the rear portion of the subject site is overland flowing into the southern neighbours. The photos taken on site by the applicant dated 1st February 2020 indicate water is being held on the surface within the rear of the site and appears to not be infiltrating at a rate equivalent to the stormwater generated, please note Dean Luliano has not provided a soil infiltration rate. This insinuates stormwater is overland flowing to the southern neightbours as the topography of the land falls north to south.

2. The applicant has advised ongoing repair work is required to provide a trafficable area for vehicles to access the rear of the site as the surface is not a hardstand surface. The Geotechnical bore holes identify filling material in the order of 1.0m has been imported in to the site with dockets of the material imported provided by the applicant advising PM2/20 material is being compacted into the rear of the blocks surface. PM2/20 material is typically used to construct road pavements and has negatively affected the previously constructed soakage pit.

3. It was discussed on site that bunding along the property boundary with the intent being to hold the stormwater within the subject site to utilise the soakage pit may be adequate. The bund constructed has not been suitably compacted and has been loosely laid on the top of the batter which will likely be washed away during a rainfall event.

4. Dean Luliano advises that sealing of the rear of the sites trafficable area is in his opinion not necessary but does not elaborate as to why, the Plan SA code requires roadways and parking areas are sealed with an all-weather surface. Dean advises alternative locations for the trucks to park are available but have not advised were.

5. As identified by Dean Luliano's response to the third party review it has been identified the bund is not a sufficient height when compared to historic rainfall events and as per point 2 the soakage pit is likely not operating as intended.

6. Dean Luliano advises that the truck and rainfall contaminants will be retained on site and presumably contaminate the underlying soil, no proposal on stormwater quality treatment has been nominated.

7. No commentary has been provided on the rainfall generated by the batter sloping towards the neighbouring sites.

I am of the opinion that the stormwater generated by the subject site is not being adequately managed and stormwater is being discharged to the downstream neighbours. The stormwater management advised to have been constructed as part of the warehouse development is not functioning as intended due to the imported material which is exasperating the problem.

Ideally retaining walls along the rear elevated portion of the site is provided but as previously advised the City of Salisbury are willing to review based upon its merits alternative stormwater management strategies proposed for the site.

Let me know if any issues.

Regards,

Connor Coates
Development Engineer
Development Services
D: 08 8406 8321 | M: 0476 070 593
E: CCoates@salisbury.sa.gov.au

City of Salisbury
34 Church St, Salisbury, South Australia, 5108
P: 08 8406 8222
W: www.salisbury.sa.gov.au

Item 8.1.1 - Attachment 5 - Extract of Planning and Design Code

Appendix 5

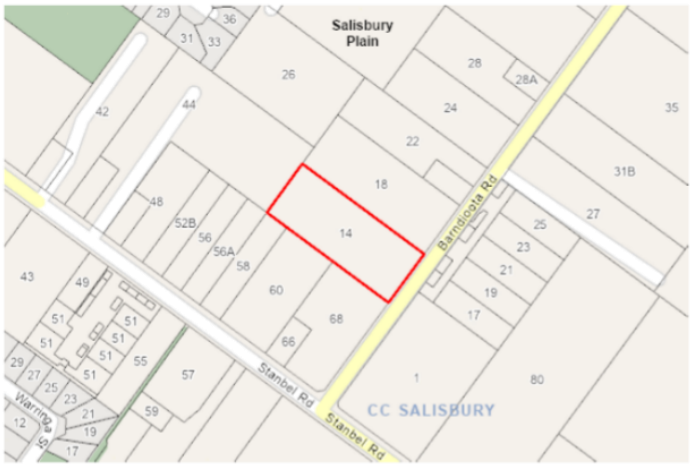
Extract of Planning and Design Code

Policy24 - Enquiry

Address: **UNIT 1-4 14 BARNDIOOTA RD SALISBURY PLAIN SA 5109**

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)*
Hazards (Flooding - General)
Prescribed Wells Area
Regulated and Significant Tree
Zone
Strategic Employment

Development Pathways

- Strategic Employment

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

   - Brush fence
   - Building work on railway land
   - Internal building work
   - Partial demolition of a building or structure
   - Shade sail
   - Solar photovoltaic panels (roof mounted)
   - 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

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 1	A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.
DO 2	Employment-generating uses are arranged to: (a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities (b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries (c) create new and enhance existing business clusters (d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes (e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.
DO 3	A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and

Item 8.1.1 - Attachment 5 - Extract of Planning and Design Code

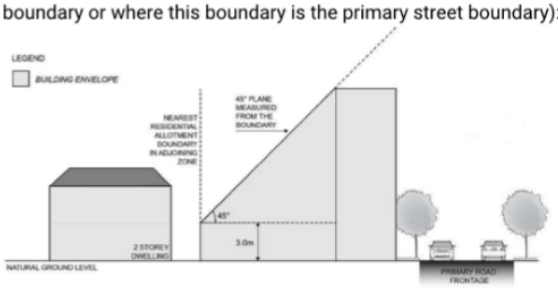
	settlements.

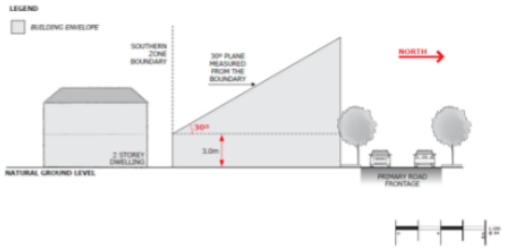
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

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: (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
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: (a) Bulky goods outlet (b) Consulting room (c) Indoor recreation facility (d) Light industry (e) Motor repair station (f) Office (g) Place of worship (h) Research facility (i) Service trade premises (j) Store (k) Training facility (l) Warehouse.

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: (a) with a gross leasable floor area up to 250m^2 (b) is a bulky goods outlet (c) is a restaurant (d) is ancillary to and located on the same allotment as an industry.
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: (a) up to a height of 30m (b) no closer than 50m to neighbourhood-type zone.
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 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.	DTS/DPF 2.1 Allotments: (a) connected to an approved common waste water disposal service have and an area of 2500m^2 or more and a frontage width of 30m or more (b) that will require the disposal of waste water on-site have an area of 3000m^2 or more and a frontage width of 30m or more.
Built Form and Character	
PO 3.1 Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.	DTS/DPF 3.1 None are applicable.
PO 3.2 Building facades facing a boundary of a zone primarily intended to accommodate sensitive receivers, a public road, or public open space incorporate design elements to add visual interest by considering the following: (a) using a variety of building finishes (b) avoiding elevations that consist solely of metal cladding (c) using materials with a low reflectivity (d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.	DTS/DPF 3.2 None are applicable.

Item 8.1.1 - Attachment 5 - Extract of Planning and Design Code

PO 3.3 Buildings are set back from the primary street boundary to contribute to a consistent streetscape.	DTS/DPF 3.3 The building line of a building is no closer to the primary street frontage than: (a) the average of existing buildings on adjoining sites with the same primary street frontage and, if there is only one such building, the setback of that building or (b) where no building exists on an adjoining site: (i) 8m or more for buildings up to 6m high (ii) not less than 10m for buildings greater than 6m high.
PO 3.4 Buildings are set back from secondary street boundaries to accommodate the provision of landscaping between buildings and the road to enhance the appearance of land and buildings when viewed from the street.	DTS/DPF 3.4 Building walls are set back 4m or more from a secondary street boundary.
PO 3.5 Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.	DTS/DPF 3.5 Building walls are set back 3m or more from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.
Interface Height	
PO 4.1 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 4.1 Buildings are constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where this boundary is the primary street boundary): 
PO 4.2 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 4.2 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:

	
PO 4.3 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.	DTS/DPF 4.3 None are applicable.
Landscaping	
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.	DTS/DPF 5.1 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): (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:

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).
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 $8m^2$ 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: **Description** Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints 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.

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): (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.

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3. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) general industry (c) light industry (d) office (e) motor repair station (f) retail fuel outlet (g) store (h) warehouse.	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
4. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) replacement building (d) temporary accommodation in an area affected by bushfire (e) tree damaging activity.	None specified.
5. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
6. Shop.	Except: 1. where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone or 2. shop that does not satisfy Strategic Employment Zone DTS/DPF 1.3.
7. Telecommunications facility.	Except telecommunications facility that does not satisfy Strategic Employment Zone DTS/DPF 1.5.
Placement of Notices - Exemptions for Performance Assessed Development	
None specified.	
Placement of Notices - Exemptions for Restricted Development	
None specified.	

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.	DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA Property and Planning Atlas. In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development: (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the *Airport Building Heights (Regulated) Overlay* (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the *Airport Building Heights (Regulated) Overlay.*	The airport-operator company for the relevant airport within the meaning of the *Airports Act 1996* of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the *Airports Act 1996* of the	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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	Commonwealth.		

Building Near Airfields Overlay

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.	DTS/DPF 1.1 Development: (a) primarily or wholly for residential purposes (b) for non-residential purposes that does not incorporate outdoor floodlighting.
PO 1.2 Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.	DTS/DPF 1.2 All development except where it comprises one or more of the following located not less than 3km from the boundaries of an airport used by commercial or military aircraft: (a) food packing/processing plant (b) horticulture (c) intensive animal husbandry (d) showground (e) waste management facility (f) waste transfer station (g) wetland (h) wildlife sanctuary.
PO 1.3 Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.	DTS/DPF 1.3 The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.

Procedural Matters (PM) - Referrals

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

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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

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use	
PO 1.1 Buildings housing vulnerable people, community services facilities, key infrastructure and emergency services are sited away from flood areas enable uninterrupted operation of services and reduce likelihood of entrapment.	DTS/DPF 1.1 Pre-schools, educational establishments, retirement and supported accommodation, emergency services facilities, hospitals and prisons located outside the 1% AEP flood event.
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.
Environmental Protection	
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.

Procedural Matters (PM) - Referrals

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

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

Prescribed Wells Area Overlay

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Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 All development, but in particular involving any of the following: (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.	DTS/DPF 1.1 Development satisfies either of the following: (a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the *Landscape South Australia Act 2019*.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the *Landscape South Australia Act 2019*: (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commerical forestry.	The Chief Executive of the Department of the Minister responsible for the administration of the *Landscape South Australia Act 2019*.	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 *Landscape South Australia Act 2019*.			

Regulated and Significant Tree Overlay

Item 8.1.1 - Attachment 5 - Extract of Planning and Design Code

Assessment Provisions (AP)

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

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

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

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

Procedural Matters (PM) - Referrals

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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 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 (c) where they are not flush with a wall: (i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (ii) if attached to a two-storey building:

	A. has no part located above the finished floor level of the second storey of the building B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m2 per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing structures and infrastructure.	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following: (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.

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PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist 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	DTS/DPF 5.4 Advertisements and/or advertising hoardings are not located

hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	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).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

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	DTS/DPF 1.1 None are applicable.

locality.	
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).
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 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 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1 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 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.	DTS/DPF 1.2 None are applicable.
PO 1.3	DTS/DPF 1.3

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Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	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:	DTS/DPF 2.5 None are applicable.

(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.	
PO 2.6 Marine aquaculture is sited and designed to minimise interference and obstruction to the natural processes of the coastal and marine environment.	DTS/DPF 2.6 None are applicable.
PO 2.7 Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as: (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.	DTS/DPF 2.7 None are applicable.
PO 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.	DTS/DPF 2.8 None are applicable.
PO 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.	DTS/DPF 2.9 None are applicable.
PO 2.10 Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the *National Parks and Wildlife Act 1972*.	DTS/DPF 2.10 Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the *National Parks and Wildlife Act 1972*.
PO 2.11 Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by: (a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and	DTS/DPF 2.11 None are applicable.

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 Marine aquaculture sites are suitably marked to maintain navigational safety.	DTS/DPF 3.1 None are applicable.
PO 3.2 Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	DTS/DPF 3.2 None are applicable.
Environmental Management	
PO 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.	DTS/DPF 4.1 None are applicable.
PO 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.	DTS/DPF 4.2 None are applicable.
PO 4.3 Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	DTS/DPF 4.3 None are applicable.
PO 4.4 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.	DTS/DPF 4.4 None are applicable.

Beverage Production in Rural Areas

Assessment Provisions (AP)

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 Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Odour and Noise	
PO 1.1 Beverage production activities are designed and sited to minimise odour impacts on rural amenity.	DTS/DPF 1.1 None are applicable.
PO 1.2 Beverage production activities are designed and sited to minimise noise impacts on sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 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.	DTS/DPF 1.3 None are applicable.
PO 1.4 Breweries are designed to minimise odours emitted during boiling and fermentation stages of production.	DTS/DPF 1.4 Brew kettles are fitted with a vapour condenser.
PO 1.5 Beverage production solid wastes are stored in a manner that minimises odour impacts on sensitive receivers in other ownership.	DTS/DPF 1.5 Solid waste from beverage production is collected and stored in sealed containers and removed from the site within 48 hours.
Water Quality	
PO 2.1 Beverage production wastewater management systems (including wastewater irrigation) are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.1 Wastewater management systems are set back 50m or more from the banks of watercourses and bores.
PO 2.2 The storage or disposal of chemicals or hazardous substances is undertaken in a manner to prevent pollution of water resources.	DTS/DPF 2.2 None are applicable.
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	DTS/DPF 2.4 None are applicable.

from beverage production areas and wastewater management systems.	
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: (a) waterlogged areas (b) land within 50m of a creek, swamp or domestic or stock water bore (c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined aquifer.	DTS/DPF 3.3 None are applicable.

Bulk Handling and Storage Facilities

Assessment Provisions (AP)

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

	(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 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 *Electricity Act 1996* (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	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height,	DTS/DPF 1.1 None are applicable.

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width, bulk, roof form and slope).	
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment in unobtrusive locations 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 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 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	DTS/DPF 6.1

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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.	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	

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	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:

adjoining residential uses.	(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 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 $2m^2$ 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	DTS/DPF 12.2 None are applicable.

areas and access ways to mitigate noise and artificial light intrusion.	
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 60m2 (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 (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance

	with (i) or (ii), whichever is less: (i) a total area as determined by the following table: <table><tr><th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)</th><th>Minimum percentage of site</th></tr><tr><td><150</td><td>10%</td></tr><tr><td>150-200</td><td>15%</td></tr><tr><td>201-450</td><td>20%</td></tr><tr><td>>450</td><td>25%</td></tr></table> (ii) the amount of existing soft landscaping prior to the development occurring.
PO 13.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.	DTS/DPF 13.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 13.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 13.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Garage appearance	
PO 14.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 14.1 Garages and carports facing a street: (a) are situated so that no part of the garage or carport is in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening not exceeding 7m in width (d) have a garage door /opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
Massing	

PO 15.1 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 15.1 None are applicable
Dwelling additions	
PO 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.	DTS / DPF 16.1 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 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 17.1 Private open space is provided in accordance with Design Table 1 - Private Open Space.
Water Sensitive Design	
PO 18.1 Residential development creating a common driveway / access	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.	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 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 18.2 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 Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.1 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 19.2 Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.2 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 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.	DTS/DPF 19.3 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 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 19.4 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: (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 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 19.5 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 or way is at least 6.2m wide along the boundary of the allotment / site
PO 19.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 19.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.
Design of Transportable Dwellings	
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): (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: **Number of bedrooms** / **Minimum internal floor area** Studio / 35m^2 1 bedroom / 50m^2 2 bedroom / 65m^2 3+ bedrooms / 80m^2 and any dwelling over 3 bedrooms provides an additional 15m^2 for every additional bedroom
PO 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:	DTS/DPF 23.3 None are applicable.

(a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	
PO 23.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 23.4 None are applicable.
PO 23.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 23.5 None are applicable.
Carparking, access and manoeuvrability	
PO 24.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 24.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 24.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 24.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 24.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 24.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (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 Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.	DTS/DPF 24.4 Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.

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PO 24.5 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 24.5 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 24.6 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 24.6 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft Landscaping	
PO 25.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 25.1 Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 25.2 Soft landscaping is provided that improves the appearance of common driveways.	DTS/DPF 25.2 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	DTS/DPF 26.6 None are applicable.

and screened from public view.	
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 residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise	DTS/DPF 29.6 None are applicable.

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(b) overlooking into habitable room windows or onto the useable private open space of other dwellings in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	
Site Facilities / Waste Storage	
PO 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 28.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.
PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	

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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: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	None are applicable.

Table 1 - Private Open Space

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

Design in Urban Areas

Assessment Provisions (AP)

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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	
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	DTS/DPF 1.5 None are applicable.

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.	
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 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 (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10

provide shade, reduce solar heat absorption and reflection.	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 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
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	DTS/DPF 11.1 None are applicable.

is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	
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 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

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	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.

Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones
<300 m^2	10 m^2	1.5m	1 small tree / 10 m^2
300-1500 m^2	7% site area	3m	1 medium tree / 30 m^2
>1500 m^2	7% site area	6m	1 large or medium tree / 60 m^2

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 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.
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.
Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages

	(b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings 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 $2m^2$ 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.

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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 60m2 (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 (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following

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	table: **Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** / **Minimum percentage of site** <150 / 10% 150-200 / 15% 201-450 / 20% >450 / 25% (ii) the amount of existing soft landscaping prior to the development occurring.
PO 19.2 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.	DTS/DPF 19.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 19.3 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.	DTS/DPF 19.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Residential Development - Low Rise	
External appearance	
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: (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.

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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: (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 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: **Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** | **Minimum percentage of site**

	<150 | 10% 150-200 | 15% >200-450 | 20% >450 | 25% (b) at least 30% of any land between the primary street boundary and the primary building line.
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	DTS/DPF 23.4 Vehicle access to designated car parking spaces satisfy (a) or (b):

infrastructure or street trees.	(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 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: (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site
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.
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: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.

Design of Transportable Buildings	
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): (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
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: (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.	DTS/DPF 28.2 Balconies utilise one or a combination of the following design elements: (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3 Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3 Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.

PO 28.4 Dwellings are provided with sufficient space for storage to meet likely occupant needs.	DTS/DPF 28.4 Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5 Light wells: (a) are not used as the primary source of outlook for living rooms (b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms (c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.
PO 28.6 Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	DTS/DPF 28.6 None are applicable.
PO 28.7 Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7 None are applicable.
Dwelling Configuration	
PO 29.1 Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.	DTS/DPF 29.1 Buildings containing in excess of 10 dwellings provide at least one of each of the following: (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least $50m^2$ (c) 2 bedroom dwelling / apartment with a floor area of at least $65m^2$ (d) 3+ bedroom dwelling / apartment with a floor area of at least $80m^2$, and any dwelling over 3 bedrooms provides an additional $15m^2$ for every additional bedroom.
PO 29.2 Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.	DTS/DPF 29.2 None are applicable.
Common Areas	
PO 30.1 The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and	DTS/DPF 30.1 Common corridor or circulation areas:

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visitor waiting 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: **Number of bedrooms** / **Minimum internal floor area** Studio / 35m^2 1 bedroom / 50m^2 2 bedroom / 65m^2 3+ bedrooms / 80m^2 and any dwelling over 3 bedrooms provides an additional 15m^2 for every additional bedroom
PO 31.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 31.2 None are applicable.
PO 31.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 31.3 None are applicable.
PO 31.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 31.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.
Communal Open Space	
PO 32.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 32.1 None are applicable.
PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services	DTS/DPF 32.3 None are applicable.

(b) have regard to acoustic, safety, security and wind effects.	
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 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	DTS/DPF 33.5

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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 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 accommodation and mobility of occupants.	DTS/DPF 35.1 None are applicable.
PO 35.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 35.2 None are applicable.
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 35.3 None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	

PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	
PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5

cater for group recreation.	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	DTS/DPF 40.7

Services, including gas and water meters, are conveniently located and screened from public view.	None are applicable.
Student Accommodation	
PO 41.1 Student accommodation is designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents, including an internal layout and facilities that are designed to provide sufficient space and amenity for the requirements of student life and promote social interaction.	DTS/DPF 41.1 Student accommodation provides: (a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units (b) common or shared facilities to enable a more efficient use of space, including: (i) shared cooking, laundry and external drying facilities (ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space (iii) common storage facilities at the rate of $8m^3$ for every 2 dwellings or students (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 (v) bicycle parking at the rate of one space for every 2 students.
PO 41.2 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.	DTS/DPF 41.2 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 42.1 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.	DTS/DPF 42.1 None are applicable.
PO 42.2 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 42.2 None are applicable.
PO 42.3 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.	DTS/DPF 42.3 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1	DTS/DPF 43.1

Item 8.1.1 - Attachment 5 - Extract of Planning and Design Code

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: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	None are applicable.
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

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)		Total private open space area: (a) Site area <301m2: 24m2 located behind the building line. (b) Site area ≥ 301m2: 60m2 located behind the building line. Minimum directly accessible from a living room: 16m2 / with a minimum dimension 3m.

Item 8.1.1 - Attachment 5 - Extract of Planning and Design Code

Cabin or caravan (permanently fixed to the ground) in a residential park or caravan and tourist park		Total area: 16m^2, which may be uses as second car parking space, provided on each site intended for residential occupation.
Dwelling in a residential flat building or mixed use building which incorporate above ground level dwellings	Dwellings at ground level:	15m^2 / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m^2 / minimum dimension 1.8m
	One bedroom dwelling	8m^2 / minimum dimension 2.1m
	Two bedroom dwelling	11m^2 / minimum dimension 2.4m
	Three + bedroom dwelling	15 m^2 / minimum dimension 2.6m

Forestry

Assessment Provisions (AP)

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.

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	DTS/DPF 1.3 Commercial forestry plantations and operations associated with

Item 8.1.1 - Attachment 5 - Extract of Planning and Design Code

their establishment, management and harvesting are appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	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 *National Parks and Wildlife Act 1972* and/or *Wilderness Protection Act 1992* 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 *National Parks and Wildlife Act 1972* and/or *Wilderness Protection Act 1992*.
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 (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	

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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	Tower or Pole	Minimum horizontal clearance distance between plantings and transmission lines
500 kV	Tower	38m
275 kV	Tower	25m
132 kV	Tower	30m
132 kV	Pole	20m
66 kV	Pole	20m
Less than 66 kV	Pole	20m

Housing Renewal

Assessment Provisions (AP)

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.
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 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): (a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height (b) do not: (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary (iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.
PO 5.2 Dwellings in a semi-detached, row or terrace arrangement	DTS/DPF 5.2 Dwellings in a semi-detached or row arrangement are set back

maintain space between buildings consistent with a suburban streetscape character.	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: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours.	DTS/DPF 6.1 Other than walls located on a side boundary, buildings are set back from side boundaries: (a) at least 900mm where the wall height is up to 3m (b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m (c) at least 1.9m plus 1/3 of the wall height above 3m for walls facing a southern side boundary.
Rear Boundary Setback	
PO 7.1 Buildings 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 7.1 Dwellings are set back from the rear boundary: (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.
Buildings elevation design	
PO 8.1 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.	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: (a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building elevation (c) a balcony projects from the building elevation (d) a verandah projects at least 1m from the building elevation (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 building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 8.2 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 8.2 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 $2m^2$ facing the

	primary street
PO 8.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 8.3 None are applicable.
PO 8.4 Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.	DTS/DPF 8.4 None are applicable.
PO 8.5 Entrances to multi-storey buildings are: (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure.	DTS/DPF 8.5 None are applicable.
Outlook and amenity	
PO 9.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	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.
PO 9.2 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 9.2 None are applicable.
Private Open Space	
PO 10.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 10.1 Private open space is provided in accordance with the following table:

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level)		Total area: 24m^2 located behind the building line Minimum adjacent to a living room: 16m^2 with a minimum dimension 3m
Dwelling (above ground level)	Studio	4m^2 / minimum dimension 1.8m
	One bedroom dwelling	8m^2 / minimum dimension 2.1m

		Two bedroom dwelling	11m^2 / minimum dimension 2.4m
		Three + bedroom dwelling	15 m^2 / 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		
Landscaping			

<table>
<tr><td>PO 12.1

Soft landscaping is incorporated into development to:

(a) minimise heat absorption and reflection
(b) maximise shade and shelter
(c) maximise stormwater infiltration and biodiversity
(d) enhance the appearance of land and streetscapes.</td><td>DTS/DPF 12.1

Residential development incorporates pervious areas for 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><tr><th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)</th><th>Minimum percentage of site</th></tr><tr><td><150</td><td>10%</td></tr><tr><td><200</td><td>15%</td></tr><tr><td>200-450</td><td>20%</td></tr><tr><td>>450</td><td>25%</td></tr></table>(b) at least 30% of land between the road boundary and the building line.</td></tr>
<tr><td colspan="2">Water Sensitive Design</td></tr>
<tr><td>PO 13.1

Residential development is designed to capture and use stormwater to:

(a) maximise efficient use of water resources
(b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded
(c) manage runoff quality to maintain, as close as practical, pre-development conditions.</td><td>DTS/DPF 13.1

None are applicable.</td></tr>
<tr><td colspan="2">Car Parking</td></tr>
<tr><td>PO 14.1

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.</td><td>DTS/DPF 14.1

On-site car parking is provided at the following rates per dwelling:

(a) 2 or fewer bedrooms - 1 car parking space
(b) 3 or more bedrooms - 2 car parking spaces.</td></tr>
<tr><td>PO 14.2

Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.</td><td>DTS/DPF 14.2

Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area):

(a) single parking spaces:
(i) a minimum length of 5.4m
(ii) a minimum width of 3.0m
(iii) a minimum garage door width of 2.4m

(b) double parking spaces (side by side):
(i) a minimum length of 5.4m
(ii) a minimum width of 5.5m
(iii) minimum garage door width of 2.4m per space.</td></tr>
<tr><td>PO 14.3</td><td>DTS/DPF 14.3</td></tr>
</table>

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Uncovered car parking spaces are of 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 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 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.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	
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: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space).; and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (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.	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): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 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: (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 (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 17.4 Driveways and access points are designed and distributed to optimise the provision of on-street parking.	DTS/DPF 17.4 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: 1. minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) 2. Minimum car park length of 5.4m where a vehicle can enter or exit a space directly 3. minimum car park length of 6m for an intermediate space located between two other parking spaces.
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: (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.
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: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
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: (a) excavation exceeding a vertical height of 1m or (b) filling exceeding a vertical height of 1m or (c) a total combined excavation and filling vertical height exceeding 2m.
Service connections and infrastructure	
PO 20.1 Dwellings are provided with appropriate service connections and infrastructure.	DTS/DPF 20.1 The site and building: (a) have the ability to be connected to a permanent potable water supply (b) have the ability to be connected to a sewerage system, or a wastewater system approved under the *South Australian Public Health Act 2011* (c) have the ability to be connected to electricity supply (d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes (e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the *Electricity Act 1996*.
Site contamination	
PO 21.1 Land that is suitable for sensitive land uses to provide a safe	DTS/DPF 21.1 Development satisfies (a), (b), (c) or (d):

environment.	(a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination does not exist (as demonstrated in a site contamination declaration form) (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: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or 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) and (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).

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.

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

Performance Outcome	Deemed-to-Satisfy Criteria /

	Designated Performance Feature
General	
PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1 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: (a) utilising features of the natural landscape to obscure views where practicable (b) siting development below ridgelines where practicable (c) avoiding visually sensitive and significant landscapes (d) using materials and finishes with low-reflectivity and colours that complement the surroundings (e) using existing vegetation to screen buildings (f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.	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 Electricity infrastructure is located to minimise visual impacts through techniques including: (a) siting utilities and services: (i) on areas already cleared of native vegetation (ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity (b) grouping utility buildings and structures with non-residential development, where practicable.	DTS/DPF 5.1 None are applicable.
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	DTS/DPF 6.1 None are applicable.

managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.	
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: (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following: (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 (c) using materials and finishes that complement the environment (d) screening using landscaping and vegetation, particularly for equipment shelters and huts.	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: (a) set back at least 2000m from the base of a turbine to any of the following zones: (i) Rural Settlement Zone (ii) Township Zone (iii) Rural Living Zone (iv) Rural Neighbourhood Zone with an additional 10m setback per additional metre over 150m overall turbine height (measured from the base of the turbine). (b) set back at least 1500m from the base of the turbine to non-associated (non-stakeholder) dwellings and tourist accommodation

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PO 8.2 The visual impact of wind turbine generators on natural landscapes is managed by: (a) designing wind turbine generators to be uniform in colour, size and shape (b) coordinating blade rotation and direction (c) mounting wind turbine generators on tubular towers as opposed to lattice towers.	DTS/DPF 8.2 None are applicable.
PO 8.3 Wind turbine generators and ancillary development minimise potential for bird and bat strike.	DTS/DPF 8.3 None are applicable.
PO 8.4 Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.	DTS/DPF 8.4 No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.
PO 8.5 Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.	DTS/DPF 8.5 None are applicable.
Renewable Energy Facilities (Solar Power)	
PO 9.1 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.	DTS/DPF 9.1 None are applicable.
PO 9.2 Ground mounted solar power facilities allow for movement of wildlife by: (a) incorporating wildlife corridors and habitat refuges (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.	DTS/DPF 9.2 None are applicable.
PO 9.3 Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.	DTS/DPF 9.3 Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following criteria:

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[1]
	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
	Notes: 1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones.				

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	DTS/DPF 11.1

Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	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: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.
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.
Temporary Facilities	
PO 13.1 In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste, makes provision for a temporary on-site waste storage enclosure to minimise the incidence of wind-blown litter.	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.
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	DTS/DPF 13.2 None are applicable.

operated to minimise environmental impact.	

Intensive Animal Husbandry and Dairies

Assessment Provisions (AP)

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	DTS/DPF 1.5 Lagoons for the storage or treatment of milking shed effluent are set back 20m or more from public roads.

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odour on the general public.	
Waste	
PO 2.1 Storage of manure, used litter and other wastes (other than waste water lagoons) is sited, designed, constructed and managed to: (a) avoid attracting and harbouring vermin (b) avoid polluting water resources (c) be located outside 1% AEP flood event areas.	DTS/DPF 2.1 None are applicable.
Soil and Water Protection	
PO 3.1 To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are appropriately set back from: (a) public water supply reservoirs (b) major watercourses (third order or higher stream) (c) any other watercourse, bore or well used for domestic or stock water supplies.	DTS/DPF 3.1 Intensive animal husbandry operations are set back: (a) 800m or more from a public water supply reservoir (b) 200m or more from a major watercourse (third order or higher stream) (c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.
PO 3.2 Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that: (a) have sufficient capacity to hold effluent and runoff from the operations on site (b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.	DTS/DPF 3.2 None are applicable.

Interface between Land Uses

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	

PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.
Hours of Operation	
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.	DTS/DPF 2.1 Development operating within the following hours: **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	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 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.
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:	DTS/DPF 3.2 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

a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.3	DTS/DPF 4.3

<table>
<tr><td>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).</td><td>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.</td></tr>
<tr><td>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.</td><td>DTS/DPF 4.4

Adjacent land is used for residential purposes.</td></tr>
<tr><td>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).</td><td>DTS/DPF 4.5

None are applicable.</td></tr>
<tr><td>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.</td><td>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 ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)</td></tr></table></td></tr>
<tr><td colspan="2">Air Quality</td></tr>
<tr><td>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.</td><td>DTS/DPF 5.1

None are applicable.</td></tr>
<tr><td>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
(b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.</td><td>DTS/DPF 5.2

None are applicable.</td></tr>
</table>

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	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

and disposal facilities and do not prejudice the continued operation of these activities.	ownership.
PO 9.5 Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (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 *Mining Act 1971*.

Land Division

Assessment Provisions (AP)

Desired Outcome	
DO 1	Land division: (a) creates allotments with the appropriate dimensions and shape for their intended use (b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure (c) integrates and allocates adequate and suitable land for the preservation of site features of value, including significant vegetation, watercourses, water bodies and other environmental features (d) facilitates solar access through allotment orientation (e) creates a compact urban form that supports active travel, walkability and the use of public transport (f) avoids areas of high natural hazard risk.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1 Land division creates allotments suitable for their intended use.	DTS/DPF 1.1 Division of land satisfies (a) or (b): (a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the *Development Act 1993* or *Planning, Development and Infrastructure Act 2016* 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,	DTS/DPF 2.4 None are applicable.

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the existing transport network and available infrastructure.	
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.
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	DTS/DPF 3.8

Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	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: (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 or (b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.
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	DTS/DPF 4.6

Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.	None are applicable.
Minor Land Division (Under 20 Allotments)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1 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.	DTS/DPF 7.1 None are applicable.
PO 7.2 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.	DTS/DPF 7.2 None are applicable.
Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	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.
PO 8.3 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.	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.
PO 8.4 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	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

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	driveway and site boundary (excluding along the perimeter of a passing point).
Major Land Division (20+ Allotments)	
Open Space	
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.
PO 9.2 Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	DTS/DPF 9.2 None are applicable.
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.
Water Sensitive Design	
PO 10.1 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.	DTS/DPF 10.1 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

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Assessment Provisions (AP)

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 Commercial shipping lanes are not impaired by marinas and on-water structures.	DTS/DPF 1.4 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.

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Open Space and Recreation

Assessment Provisions (AP)

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.
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;	DTS/DPF 3.1 None are applicable.

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(b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	
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.
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	
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 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	DTS/DPF 1.1 None are applicable.

(c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.	
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 underserviced 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.

Resource Extraction

Assessment Provisions (AP)

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.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (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) (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: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that- A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or 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) and (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).

Tourism Development

Assessment Provisions (AP)

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)

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	DTS/DPF 2.1 None are applicable.

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tourists are minimised through suitable siting and design measures.	
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 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	DTS/DPF 3.4 None are applicable.

(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 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	DTS/DPF 2.1 None are applicable.

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crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	
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 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6	DTS/DPF 3.6

Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.

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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 entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	

PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.

	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 100m^2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m^2 of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m^2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m^2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m^2 of gross leasable floor area 1 space per 100m^2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m^2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m^2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m^2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m^2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-

	up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per 100m^2 of total floor area.
Community facility	10 spaces per 100m^2 of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Health Related Uses	
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m^2 of total floor area in a public bar plus 1 space for every 6m^2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m^2 of total floor area for a Fitness Centre 4.5 spaces per 100m^2 of total floor area for all other Indoor recreation facilities.

Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m^2 total floor area 1 spaces per 100m^2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m^2 of total floor area.
Store	0.5 spaces per 100m^2 of total floor area.
Timber yard	1.5 spaces per 100m^2 of total floor area 1 space per 100m^2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m^2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m^2 of total building floor area.

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

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

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

Class of Development	Car Parking Rate 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.		Designated Areas
	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

		1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	5 spaces per 100m^2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	6 spaces per 100m^2 of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component	Dwelling with no separate	None specified.	City Living Zone

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

[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^2 of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m^2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m^2 of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m^2 of gross leasable floor area plus 1 space for every 600m^2 of gross leasable floor area for customers.

Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

Schedule to Table 3

Designated Area	Relevant part of the State The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
All zones	City of Adelaide
Business Neighbourhood Zone 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	Metropolitan Adelaide

Waste Treatment and Management Facilities

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	

Item 8.1.1 - Attachment 5 - Extract of Planning and Design Code

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 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3 None are applicable.

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PO 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.	DTS/DPF 3.4 None are applicable.
Access	
PO 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.	DTS/DPF 4.1 None are applicable.
PO 4.2 Suitable access for emergency vehicles is provided to and within waste treatment or management sites.	DTS/DPF 4.2 None are applicable.
Fencing and Security	
PO 5.1 Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.	DTS/DPF 5.1 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 Landfill gas emissions are managed in an environmentally acceptable manner.	DTS/DPF 6.1 None are applicable.
PO 6.2 Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 6.2 Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.
PO 6.3 Landfill facilities are located on land that is not subject to land slip.	DTS/DPF 6.3 None are applicable.
PO 6.4 Landfill facilities are separated from areas subject to flooding.	DTS/DPF 6.4 Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Organic Waste Processing Facilities	
PO 7.1 Organic waste processing facilities are separated from the coast to avoid potential environment harm.	DTS/DPF 7.1 Organic waste processing facilities are set back 500m or more from the coastal high water mark.
PO 7.2 Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	DTS/DPF 7.2 None are applicable.
PO 7.3 Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation	DTS/DPF 7.3 Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or

and enjoyment.	a Conservation Zone.
PO 7.4 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to flooding.	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2 Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 8.2 None are applicable.

Workers' accommodation and Settlements

Assessment Provisions (AP)

Desired Outcome	
DO 1	Appropriately designed and located accommodation for seasonal and short-term workers in rural areas that minimises environmental and social impacts.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Workers' accommodation and settlements are obscured from scenic routes, tourist destinations and areas of conservation significance or otherwise designed to complement the surrounding landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Workers' accommodation and settlements are sited and designed to minimise nuisance impacts on the amenity of adjacent users of land.	DTS/DPF 1.2 None are applicable.
PO 1.3	DTS/DPF 1.3

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Workers' accommodation and settlements are built with materials and colours that blend with the landscape.	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

Playford

Concept Plan 81 Edinburgh Defence Airfield Lighting Constraints

Item 8.1.1 - Attachment 5 - Extract of Planning and Design Code

Policy24 - Enquiry



Policy24 - Enquiry

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

Item 8.1.1 - Attachment 5 - Extract of Planning and Design Code

ITEM 8.1.2

COUNCIL ASSESSMENT PANEL

DATE 23 May 2023

APPLICATION NO. 23002678

APPLICANT Development Holdings Pty Ltd

PROPOSAL Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing

LOCATION 61 Stanford Rd Salisbury Heights SA 5109

CERTIFICATE OF TITLE CT6148/902

AUTHOR Brian Ferguson, Development Officer Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Subzone	Hills Neighbourhood Zone No sub-zone applies.
Application Type	Performance Assessed
Public Notification	Representations received: Fifty-four (54) Representations to be heard: Fourteen 14
Referrals - Statutory	N/A
Referrals – Internal	Development Engineer City Infrastructure – Traffic Section
Planning & Design Code Version (at lodgement)	Version 2023.2
Assessing Officer	Brian Ferguson – Development Officer Planning
Recommendation	Planning Consent be Refused

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: 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 proposed development seeks consent for a 118 place child care centre with associated car parking, landscaping, advertising and acoustic fencing located at 61 Stanford Road, Salisbury Heights, which is located within the Hills Neighbourhood Zone.

Key considerations relate to:

- Appropriateness of the proposed land use having regard to the Hills Neighbourhood Zone and character and context of the locality;
- Design and appearance outcomes with respect to the streetscape and adjoining sites;
- Interface impacts to neighbouring sites and the locality, including noise, hours of operation and lighting;
- Assessment of traffic impacts to the local road network, and onsite functionality;
- Adequacy of onsite car parking; and
- Tree Protection considerations.

The subject land is located in the Hills Neighbourhood Zone. In accordance with Table 5 of the Zone, the proposed development was subject to a statutory public notification process.

Public notification occurred between 6 April 2023 and 1 May 2023, during which fifty-four (54) representations were received. Fifty-three (53) representors oppose the proposal, one (1) supports the development with some concerns, with fourteen (14) wishing to be heard in support of their submission.

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

- A pre-school is a contemplated land use within the Hills Neighbourhood Zone.
- When considered in isolation, the building design, acoustic mitigation, and parking and traffic design are considered to be appropriate for the intended use and align with relevant provisions of the Code.
- However, the proposal would introduce a form of development at odds with the established residential character of this locality. This is emphasised by the expansive car park proposed to the front of the site and large building footprint, which are not complementary to the established residential pattern of development. The proposal would introduce a scale and intensity of development which does not presently exist within the locality, and is considered to be detrimental to its amenity and character.

For the above reasons, and while a balanced consideration, it is recommended the Council Assessment Panel refuse Planning Consent for the proposed development.

4. SUBJECT SITE

The subject land is located at 61 Stanford Road, Salisbury Heights and is more formally described as Allotment 32 in Deposited Plan 93983 in Certificate of Title Volume 6148 Folio 902.

The subject land is a parallelogram shaped allotment with total area of 2,760m^2, a primary frontage of 29.83 metres to Stanford Road and a depth of 58.52 metres.

The subject land is currently occupied with a dwelling, swimming pool and associated outbuilding, has a slope toward Stanford Road of approximately 1:16 and is provided with two (2) existing access points to Stanford Road.

The land is not subject to any easements. The adjoining land to the north does contain a Regulated Tree which is located close to the subject boundary. The subject land does not contain (or adjoin) any Heritage Places which may affect the proposed development.

Photos of the subject land are provided below.

Photo 1: *Subject land viewed from Stanford Rd*



Photo 2: *Existing single storey dwelling at 61 Stanford Rd*



Photo 3: *Neighbouring allotment to the north*



Photo 4: *Neighbouring allotment to the south*



Photo 5: *Looking north along Stanford Road, towards the Birt Avenue intersection*



Photo 6: *Looking south along Stanford Road, at the St Albans Drive intersection*



Photo 7: *Looking north along Stanford Road from in front of the subject land*



5. LOCALITY

The locality is principally defined by visual reference and is considered to be low density residential in character with a relatively good level of amenity.

To the eastern side of Stanford Road (located within the Hills Neighbourhood Zone), the locality generally comprises low density, single storey residential dwellings on relatively large allotments (ranging from 1,200sqm to 3,000sqm). Dwellings on these allotments have generous boundary setbacks, with space provided between buildings and landscaped front yards.

To the western side of Stanford Road (located within the General Neighbourhood Zone), the locality comprises single and two-storey dwellings, at a slightly increased density (when compared to those allotments to the east of Stanford Road). Allotment sizes remain relatively generous ranging between 500sqm and 900sqm. Dwellings immediately adjacent Stanford Road are oriented towards the West, with rear and side yards abutting the Stanford Road corridor.

Stanford Road forms a significant visual element of the locality. It is a Council maintained road, providing a key connection between Target Hill Road to the north and The Grove Way to the south. Within the locality, there are no signalised intersections or pedestrian activated crossings, however traffic is managed by a series of roundabouts.

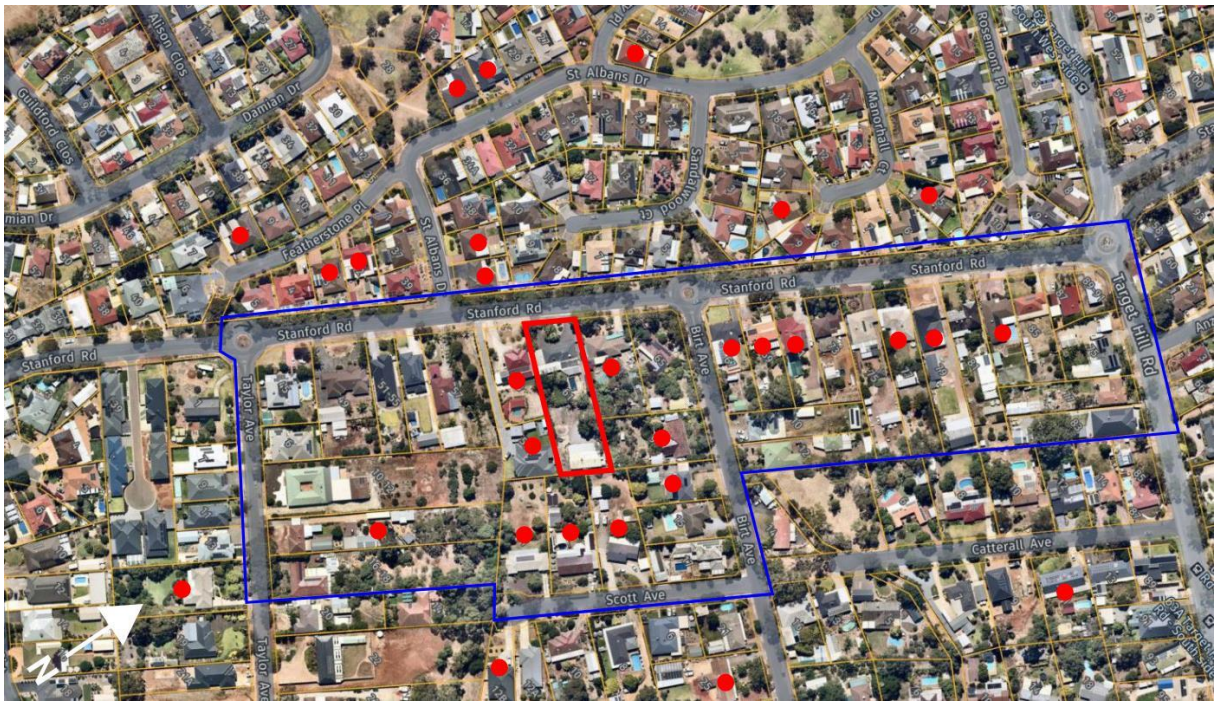
Visual features associated with Stanford Road include indented parking bays on the eastern side of the road; powerlines and stobie poles. A relatively wide road reserve is provided to the western side of Stanford Road, which includes mature vegetation and a footpath.

Stanford Road is serviced by once daily school bus services, but does not function as a public transport route at other times.

Outside of the locality, further to the south of the subject site, is the Salisbury Heights Pre-School Centre, which is a small established pre-school facility, located to the eastern side of Stanford Road, close to the Grove Way intersection.

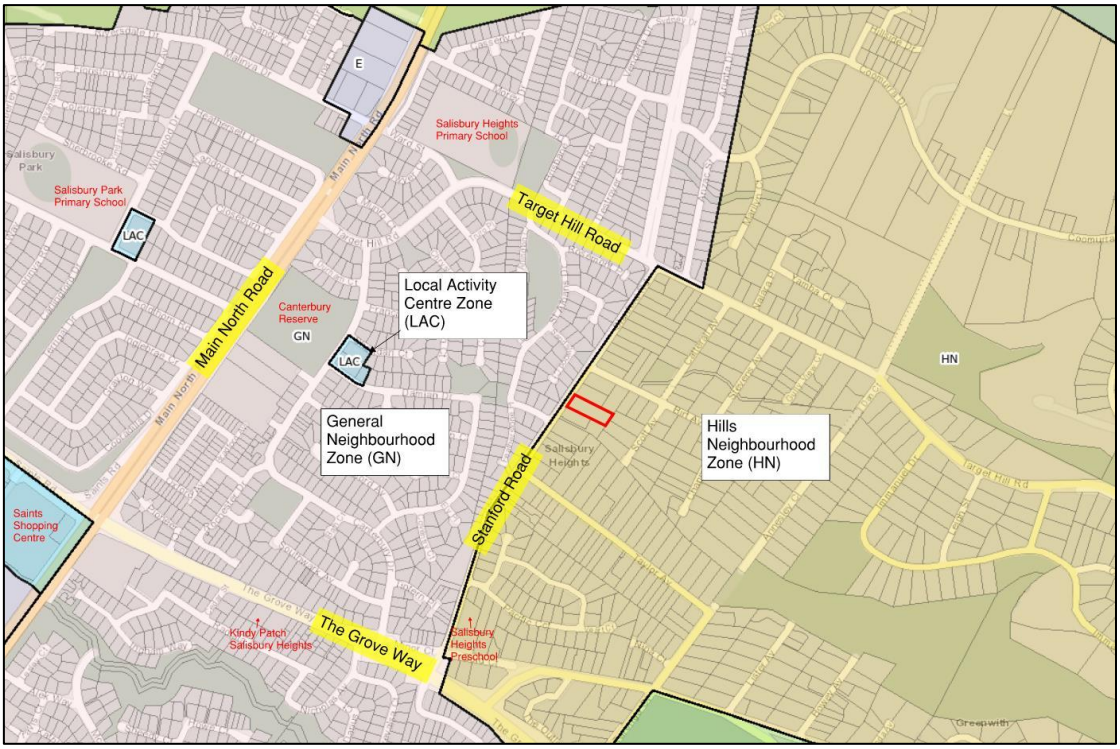
Locality and contextual plans are provided below.

Locality Plan - Aerial



Legend (Source: NearMap)	
	Site boundary
	Locality boundary
	Representors within proximity

Contextual Plan:



Legend (Source: SAPPA)	
	Site boundary

Panorama View – Looking East



Legend (Source: Nearmap)	
	Site boundary

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development seeks the construction of a 118-place single storey child care centre with associated car parking, landscaping, advertising and acoustic fencing. A childcare centre is formally defined by Part 7 of the Planning and Design Code as:

> *... a place primarily for the care or instruction of children of less than primary school age not resident on the site.*

Vehicle access to the site will be provided via a 6.2 m wide two-way crossover on Stanford Road. Twenty-nine car parking spaces will be provided, including a space for those with disabilities. Six of the parking spaces will be in a stacked arrangement and will be designated for the use by staff of the childcare centre.

The building, with a floor area of 824m^2, will include seven activity rooms for nursery, toddler and kindergarten aged children with associated facilities such as bathrooms, sleep rooms, and staff facilities. In addition, three designated outdoor play areas will be provided on the southern sides forward and rear of the main building and northern rear of the building, and eastern sides of the subject land with direct access from the building. A bin storage area will also be provided on the southern side of the car park which will be accessed from the car park.

In terms of the built form, the 5.6 metre high building will feature a gable roof clad in Colorbond metal sheeting. The walls of the building will be a mixture of white weatherboard, cream Hebel paneling, with features of timber vertical battens and timber paneling to the front facade.

In terms of setbacks, the main face of the building will be setback 31.82 metres from Stanford Road. It will also be setback 900mm from the southern (side) boundary, 950mm from the northern (side) boundary and 2.701 metres from the eastern (rear) boundary.

Fencing will be constructed around the perimeter of the subject land and will feature:

- Colorbond acoustic fencing varying in height from 1.8 metres to 2.4 metres along the northern boundary;
- Colorbond acoustic fencing varying in height from 1.8 metres to 2.1 metres along the eastern boundary; and
- Colorbond acoustic fencing varying in height from 1.8 metres to 2.7 metres along the southern boundary. Portions of the southern boundary include fill retaining walls, however this is in sections where the acoustic fence is 2.4 metres – thus the total height remains 2.7 metres; and
- 'Defender' picket fencing to a height of 1.5 metres along the western (Stanford Road) boundary.

A conceptual Landscape Plan has been provided with the application which indicatively proposes a range of play equipment, shade sails, as well as plants and various materials around the northern, eastern and southern edges of the building. A landscaped buffer has been provided varying between 5.46 metres and 7.16 metres in depth between the primary street boundary and the car park where access is not required.

The Stormwater Management Plan provided with the application indicates that stormwater will be directed to a number of rainwater tanks along the eastern boundary and then discharged at a controlled rate to Stanford Road.

From an operational perspective, the proposed childcare centre will cater for 118 children from the ages of 0 to 5. The applicant anticipates that 12 staff members will be employed at the centre which operates between the hours of 6.30am and 6.30pm Monday to Friday.

The applicant has also advised that waste generated by the childcare centre will be collected by a Medium Rigid Vehicle operated by a private contractor which will access the site via Stanford Road. Waste collection will occur outside the peak operating hours, but within the guidelines stipulated by the Environment Protection (Noise) Policy 2007.

A non-illuminated sign will be installed along the front elevation of the building.

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

7. CLASSIFICATION

The site is located within the Hills Neighbourhood Zone as depicted in the SA Property and Planning Atlas (SAPPA).

The proposed development is not listed as an Accepted or Deemed to Satisfy form of development in Tables 1 or 2 respectively of the Zone, nor is the development listed as a Restricted form of development in Table 4 of the Zone.

On this basis, the application shall be assessed as "Performance Assessed" development against the relevant provisions of the Planning and Design Code.

8. PUBLIC NOTIFICATION

Table 5 of the Hills Neighbourhood Zone identifies land use classes of performance assessed development that are excluded from notification. Given that Table 5 does not exclude the development of a new 'pre-school' from notification, the proposed development requires public notification. Similarly, the proposed fencing (which exceeds 11.5 metres in length along the boundaries), requires notification.

Public notification commenced on 6 April 2023 and closed on 1 May 2023. Fifty-four (54) representations were received during the notification period, one (1) in support with some concerns, and fifty-three (53) in opposition. Fourteen (14) of the representors have requested to be heard in support of their submission.

	Representations received		
Representations received		**Support or Oppose**	**Wish to be Heard**
1	Terence Alderton - 15 Annesley Close, Salisbury Heights	Oppose	√
2	Olga Brady - 12 Chapman Avenue, Salisbury Heights	Oppose	√
3	Ruth Cobby - 67 Stanford Road, Salisbury Heights	Oppose	√
4	James Disibio - 79 Stanford Rd, Salisbury Heights	Oppose	√
5	Adam Duncan - 28 Annesley Close, Salisbury Heights	Oppose	√
6	Isaac Falkenberg - 77 Stanford Road, Salisbury Heights	Oppose	√
7	Michael Fenn - 48-50 The Walk, Mawson Lakes (Owner 9 Birt Ave, Salisbury Heights)	Oppose	√
8	Berendina Jenzen - 63 Stanford Road, Salisbury Heights	Oppose	√
9	Michael Kelly - 7 Scott Avenue, Salisbury Heights	Oppose	√
10	Michael Kelly - 9 Scott Avenue,	Oppose	√

	Salisbury Heights		
11	Jean Lee - 30 Annesley Close, Salisbury Heights	Oppose	√
12	Fiona Nagy - 16 Marbury Place, Salisbury Heights	Oppose	√
13	Katherine Peut - 59b Stanford Road, Salisbury Heights	Oppose	√
14	Peter Roberts – 20 Annesley Close, Salisbury Heights	Oppose	√
15	Rhona Wood - 14 Taylor Avenue, Salisbury Heights	Oppose	√
16	Grant Bain - 5 Manorhall Court, Salisbury Heights	Oppose	
17	Tano Barilla - 46 Taylor Ave, Salisbury Heights	Oppose	
18	Terry Blieschke - 10 Manorhall Crt, Salisbury Heights	Oppose	
19	Narinda Bouwer - 9 Birt Ave, Salisbury Heights	Oppose	
20	Tegan Caruso - 12 Minor Court, Salisbury Height	Oppose	
21	Geoffrey Cook - 23 Arunta Drive, Salisbury Heights	Oppose	
22	Justune Dzudzar - 8 Featherstone Place, Salisbury Heights	Oppose	
23	Darren Friend - P O Box 122, Greenwith (9 Minor Ct, Salisbury Heights)	Support with concerns	
24	Fontini Gazeas - 37 Birt Ave, Salisbury Heights	Oppose	
25	Chris Gillard - 5 Catterall Avenue, Salisbury Heights	Oppose	
26	Eunice Girvin - 71 Stanford Road, Salisbury Heights	Oppose	
27	Mark Hassfurter - 42 Birt Ave, Salisbury Heights	Oppose	
28	Roslyn Hewlett – 26 Pacific Cct, Salisbury Heights	Oppose	
29	Emma Hocking - 40 St Albans Drive, Salisbury Heights	Oppose	
30	Paul Holdsworth - 3 Featherstone Place, Salisbury Heights	Oppose	
31	Vera Holl - 83 Stanford Road,Salisbury Heights	Oppose	
32	Stephanie Hymer And Mark Sharpe - 12b Scott Avenue, Salisbury Heights	Oppose	

33	Anne-Marie Incoll - 24 Taylor Avenue, Salisbury Heights	Oppose	
34	Rachelle And Luke Jenzen - 68 Stanford Road, Salisbury Heights	Oppose	
35	Annette Miller - 69 Stanford Road, Salisbury Heights	Oppose	
36	Tim Mittler - 13 Birt Avenue, Salisbury Heights	Oppose	
37	Carleen Moore - 48 Pacific Circuit, Salisbury Heights	Oppose	
38	Aaron Moseley - 59a Stanford Rd, Salisbury Heights	Oppose	
39	Penelope And Endre Papp - 20 Pacific Circuit, Salisbury Heights	Oppose	
40	Rhiannon Pearce Mp - Po Box 1104, Golden Grove	Oppose	
41	Henry Peters - 17 Taylor Avenue, Salisbury Heights	Oppose	
42	Glenn Ralston - 42 St Albans Drive, Salisbury Heights	Oppose	
43	John and Janette Rankin - 11 Scott Avenue, Salisbury Heights	Oppose	
44	Ian Rigby - 2 Featherstone Place, Salisbury Heights	Oppose	
45	Bill Savelli - 31 St Albans Drive, Salisbury Heights	Oppose	
46	William Short - 17 Pacific Circuit, Salisbury Heights	Oppose	
47	John Smith - 11 Catterall Ave, Salisbury Heights	Oppose	
48	Roy Smith - 26 Taylor Avenue, Salisbury Heights	Oppose	
49	Sonia Stephens - 1 Annesley Close, Salisbury Heights	Oppose	
50	Geoff Stephens - 1 Annesley Close, Salisbury Heights	Oppose	
51	Sandra Stone - 46 Taylor Ave, Salisbury Height	Oppose	
52	Susan Sweet - 52 Pacific Circuit, Salisbury Heights	Oppose	
53	Simon Wilde - 25 Birt Ave, Salisbury Heights	Oppose	
54	Matthew Witmitz - 33 St Albans Drive, Salisbury Heights	Oppose	

A copy of the sign displayed on the land and the representations received are contained in Attachment 2.

A copy of the applicant's response to the representations is contained in Attachment 3.

The content of the representation and the applicant's response are summarised in the table below:

Summary of Representations	
Representation	**Applicant's Response**
Land Use	
• Zoning as per Hills Neighbourhood Zone DO1 is for 'low density housing', the introduction of a commercial use within a residential area.	• The zone contemplates commercial uses in the zone. The applicant refers to PO 1.3 and 1.5 of the Hills Neighbourhood Zone which reference the establishment of community service uses (including preschools/childcare centres).
• Hours of operation and impact of lighting being left on all night on adjoining residents	• Facility will only operate between the hours of 6:30am and 6:30pm. Lighting will only operate during this time and will be installed in accordance with the relevant Australian Standards and will be designed into minimise the impact of light spill and glare on adjoining properties.
• Need and demand for additional childcare in the area and other locations are more suitable	• Demand is not a relevant planning assessment consideration.
Building Design and Character	
• Building footprint not consistent or compatible with the existing low-density residential character.	• The proposal has been designed to complement the residential character, encompassing building materials, building form, scale and setbacks which achieve the performance outcomes and deemed-to-satisfy provisions for the Hills Neighbourhood Zone with respect to residential development
• Car park will create a commercial feel	• The proposal has incorporated substantial landscaping at the front of the property and front fencing that will create the appearance of a residential use.
• Advertising will be out of character with a residential area	• Signage is limited to front façade of the building, is non-illuminated. No signage is proposed at the street frontage maintaining residential character.
Noise	
• Noise from children playing	• The zone contemplates pre-schools. The proposed development is designed to achieve Environment Protection (Noise) Policy for residential areas.

• Noise from bin collection trucks, delivery trucks and cleaners – during and outside of operating hours	• The Environment Protection (Noise) Policy 2007 prescribes waste collection hours of between 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day. As waste is to be collected onsite by a private waste contractor, collection hours can be managed to ensure compliance with the noise policy.
• Noise from the car park	• Sonus have confirmed that noise from car doors has been included in the environmental noise assessment. The predicted noise levels achieve the requirements for a residential area.
• Noise from mechanical plant	• With the nominated model of mechanical plant installed, noise generated is not anticipated to exceed 40 dB(A) at all residences.
• Noise from special events	• The application is to establish a childcare centre and accordingly, such comments are not relevant to the assessment of this application.
• Proposed acoustic fencing is inadequate to dampen noise.	• Sonus have confirmed, with the airtight seals, that a Colorbond fence is an effective noise barrier, capable of significantly reducing noise levels.
Traffic, Parking and Access	
• On site car parking provision	• Proposed development required 29.5 spaces (“0.25 spaces per child”). 29 spaces have been provided. CIRQA have provided additionally commentary in their traffic assessment based on previous studies stating the provided quantity will exceed demand.
• Traffic generation and impacts	• As per the CIRQA report, the increases caused by the proposed development are negligible and confirm the limited impact of the proposal on the surrounding road network.
• Pedestrian safety	• The design of the child care centre includes a pedestrian footpath within the site to provide access to the front door separated from the car park from the street frontage. The applicant would be open to discussing with Council a connection to the existing footpath network on the opposite side of the street.

9. REFERRALS – STATUTORY

No statutory referrals were trigged by the proposed development

10. REFERRALS – INTERNAL

Department	Summarised Comment
Development Engineer	The application was referred to Council's Development Engineer to review the stormwater management arrangements of the proposed development. Following the receipt of additional information, the Development Engineer has confirmed that the proposed stormwater management arrangements are acceptable.
City Infrastructure	The application was referred to Council's City Infrastructure section to review the CIRQA Traffic Report. City Infrastructure advised they consider the CIRQA analysis to be robust, addressing fundamental transport considerations relating to Stanford Road.

11. 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, noting that pre-schools are commonly located within established residential areas and the Hills Neighbourhood Zone contemplates establishment of community services in appropriate locations.

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 a series of headings.

A Policy Enquiry containing the relevant provisions of the Planning and Design Code is contained in Attachment 4.

Overlays

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

Overlay	Assessment
Airport Building Heights (Regulated) - All structures over 15 metres	Satisfied – the proposed development does not exceed 15 metres in height
Affordable Housing	Not applicable – the proposed development does not constitute affordable housing
Building Near Airfields	Satisfied – the proposed development does not pose a hazard to the operational and safety requirements of commercial and

	military airfields.
Defence Aviation Area (All structures over 45 metres)	Satisfied – the proposed development does not propose any building work or structures over 45 metres in height
Future Local Road Widening (10.5m)	Satisfied – The proposed development does not involve building work within 10.5 metres from the primary street frontage.
Hazards (Bushfire – Urban Interface)	Not applicable to the proposed form of development
Prescribed Wells Area	Not applicable – the proposed development will not rely on a water supply from a prescribed well.
Regulated and Significant Tree	Satisfied – The proposed development encroaches the tree protection zone of a Regulated Tree (Corymbia citriodora (Lemon scented gum)) located on the adjoining site to the north. The Applicant supplied an arborist assessment which concludes: *'the proposal in its revised form is considered acceptable in relation to the tree, provided that appropriate 'tree sensitive' construction method area adopted, and all works are carried out in accordance with AS4970'.*
Stormwater Management	Not applicable – this Overlay applies to residential development. Notwithstanding, the proposed stormwater management arrangements are acceptable.
Urban Tree Canopy	Not applicable – this Overlay applies to residential development. Notwithstanding, the proposal includes a variety of plants in the landscape plan.
Water Resources	Satisfied – the proposed development will not affect a watercourse

Local Variation

A number of Technical and Numerical Variation (Local Variations) apply to the subject land. These are assessed below:

Variation	**Assessment**
Maximum Building Height (Metres) – 9 metres	Satisfied – the proposed development does not exceed 9 metres in height
Minimum Future Local Road Widening Setback – 10.5 metres	As noted above, the proposed development does not involve building work within 10.5 metres from the primary street frontage.
Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints	The Applicant advises that some external illumination may be required to safely accommodate evening use of the car park.

	While the specific location and nature of lighting has not yet been determined, the Applicant has advised all lighting will be designed in accordance with AS 4282-1997.

Land Use, Scale and Character

The following key Zone provisions are considered relevant to an assessment of the land use appropriateness, scale of development and character consistency.

PO 1.1
Predominantly low-density residential development with complementary non-residential uses compatible with natural landforms and a low-density residential character.

DTS/DPF 1.1
Development comprises one or more of the following:
- *(a) Ancillary accommodation*
- *(b) Consulting room*
- *(c) Dwelling*
- *(d) Office*
- *(e) Open Space*
- *(f) Shop*
- *(g) Recreation area*

PO 1.2
Commercial activities improve community access to services are of a scale and type to maintain residential amenity.

DTS/DPF 1.2
A shop, consulting room or office (or any combination thereof) satisfies any one of the following:
- *(a) it is located on the same allotment and in conjunction with a dwelling where all the following are satisfied:*
  - *i. does not exceed 50m2 gross leasable floor area*
  - *ii. does not involve the display of goods in a window or about the dwelling or its curtilage*
- *(b) it reinstates a former shop, consulting room or office in an existing building (or portion of a building) and satisfies one of the following:*
  - *i. the building is a State or Local Heritage Place*
  - *ii. is in conjunction with a dwelling and there is no increase in the gross leasable floor area previously used for non-residential purposes*
- *(c) is located more than 500m from an Activity Centre and satisfies one of the following:*
  - *i. does not exceed 100m2 gross leasable floor area (individually or combined, in a single building) where the site does not have a frontage to a State Maintained*

	Road *ii. does not exceed 200m2 gross leasable floor area (individually or combined, in a single building) where the site has a frontage to a State Maintained Road* *(d) the development site abuts an Activity Centre and all the following are satisfied:* *i. it does not exceed 200m2 gross leasable floor area (individually or combined, in a single building)* *ii. the proposed development will not result in a combined gross leasable floor area (existing and proposed) of all shops, consulting rooms and offices that abut the Activity Centre in this zone exceeding the lesser of the following:* *A. 50% of the existing gross leasable floor area within the Activity Centre* *B. 1000m2.*
PO 1.3 *Non-residential development located and designed to improve community accessibility to services, primarily in the form of:* *(a) small scale commercial uses such as offices, shops and consulting rooms* *(b) community services such as educational establishments, community centres, places of worship, preschools, and other health and welfare services* *(c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities* *(d) open space and recreation facilities.*	***DTS/DPF 1.3*** *None are applicable*
PO 1.4 *Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.*	***DTS/DPF 1.4*** *None are applicable*

A ‘pre-school’ is not specifically listed by Deemed to Satisfy / Designated Performance Feature (DTS/DPF) 1.1 of the Zone. Accordingly, PO 1.1 must be considered, which contemplates ‘complementary non-residential uses’ which should be compatible with natural landforms and a low-density residential character.

Further land use guidance is provided by Performance Outcome 1.3 which explicitly recognises that non-residential development in the form of ‘pre-schools’ (amongst others) are anticipated where they are located and designed to improve community accessibility to services.

Accordingly, it is accepted the Zone is contemplative of pre-schools in appropriate locations, provided they improve community access to services.

However, it is considered that the land use cannot be considered in a vacuum, and questions of scale and compatibility are relevant considerations to the assessment.

Performance Outcome 1.2 provides additional guidance with respect to commercial activities within the Zone, reinforcing these should improve community access to services, while being of a scale and type to maintain residential amenity. The corresponding DTS/DPF 1.2 provides limited guidance, as it is restricted to a consideration of scale, for non-residential developments in the form of shop, office or consulting room, and does not extend to an explicit consideration for pre-schools. Both DTS/DPF 1.2 and PO 1.3 identify that shops, offices and consulting rooms should be of a ‘small scale’ within the Zone. However, PO 1.3 does not explicitly address the question of scale for a pre-school.

PO 1.4 identifies that non-residential development should be sited and designed to complement the residential character and amenity of the neighbourhood. This is considered to inherently require consideration of the nature and scale of the use in its locality (context).

As the existing locality is entirely residential in character and nature, it is considered the proposal would introduce a form of development at odds with that character. While the proposed childcare building is of single storey design, setback from the front boundary, this is seen to be at odds with the established development pattern, given it will introduce a commercial car park, comprising extended areas of hard surfacing, visible from the public realm. This would represent a visual departure from the pattern of landscaped front yards which are prevalent within the locality. While it is recognised the establishment of landscaping adjacent the front boundary will soften the appearance of the car park, it is considered this will be insufficient to mitigate this visual intrusion. Accordingly, it is considered the development will not be visually complementary to the locality.

Further, the proposed building has a large spatial footprint (824sqm) which is significantly larger than established dwellings in the locality (in the order of 200-400sqm). While the proposal aligns with site coverage parameters for the Zone (discussed below), the large footprint again speaks to the commercial nature of the proposal, and signifies a departure from the established development pattern.

Additionally, while the CIRQA Traffic Assessment determines the local road network is capable of supporting peak traffic demands from a functional perspective, it identifies the facility will generate 145am peak hour trips and 111pm peak hour trips. It is considered that such frequency of movements would represent a significant contrast to the much lower level

of traffic movements typically associated with low density residential development in the locality. Beyond the increase in traffic, this would also introduce additional impacts, such as increased traffic noise, which will have some impact to residential amenity, and change the established character.

With the above in mind, and while it is accepted the Zone contemplates the establishment of a pre-school facility, it is considered the proposal is at odds with the established residential character and is not complementary to the established pattern of development, introducing a scale and intensity which does not presently exist within the locality.

On this basis, and while a balanced consideration, it is considered the proposal is at odds with PO's 1.1, 1.2 and 1.4. However, it is accepted the proposal aligns with PO 1.3 given the pre-school facility would offer enhanced community access to the service.

Site Coverage, Building Height and Setbacks

The proposed development is generally consistent with the quantitative standards of the Hills Neighbourhood Zone.

However, it should be noted these provisions are commonly geared towards residential land uses, as opposed to non-residential uses. While not directly relevant, given it relates to the expansion of 'existing' community facilities, DTS/DPF 1.5 provides some guidance with respect to boundary setbacks adjacent residential uses and building heights. While the proposed childcare building is single storey, a setback of 900mm is proposed to the southern side boundary, and 1m to the northern side, which is less than the 3 metre guideline suggested by DTS/DPF 1.5b, which is presumably recommended to ensure some relief or space between residential and non-residential land uses.

PO 1.5	***DTS/DPF 1.5***
Expansion of existing community services such as educational establishments, community facilities and pre-schools in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.	*Alteration of or addition to existing educational establishments, community facilities or pre-schools where all the following are satisfied:* *a. set back at least 3m from any boundary shared with a residential land use* *b. building height not exceeding 1 building level* *c. the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration* *d. off-street vehicular parking exists or will be provided 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.*

As noted above, the proposed site coverage of 30% is below the 50% guideline expressed by DTS/DPF 3.1.

The single storey building does not exceed 2 building levels and 9 metre height limit expressed by DTS/DPF 4.1.

In terms of siting, the building is proposed to be setback 33.243 metres to the Stanford Road boundary. This is considerably further than the required 13.25 metres expressed by DTS/DPF 5.1. This large setback is occupied by the proposed car park, landscaping, outdoor activity area and dedicated waste storage area.

The proposed side setbacks achieve DTS/DPF 8.1. However, as previously stated, it is worth noting the development does not align with DTS/DPF 1.5a, with side setbacks being less than 3 metres, which is considered more appropriate when considering non-residential development.

Notwithstanding the side boundary setbacks noted above, it is recognised that the majority of the northern side and eastern rear boundary setbacks do afford separation between the proposed development and adjoining residential properties, while also allowing for landscaped play areas to be provided.

In summary, and despite being geared towards residential development, the proposal satisfies the following 'setback' provisions of the Hills Neighbourhood Zone:

PO 5.1 *Buildings are set back from primary street boundaries consistent with the existing streetscape.*	***DTS/DPF 5.1*** *The building line of a building set back from the primary street boundary:* *(a) at least 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 or a vacant allotment), not less than the setback to the building line of that building* *or* *(c) not less than 8m where no building exists on an adjoining site with the same primary street frontage.*
PO 8.1 *Buildings are set back from side boundaries to provide:*	***DTS/DPF 8.1*** *Building walls not sited on side boundaries set back from the side boundary at least:*

(a) separation between dwellings in a way that complements the established character of the locality *(b) access to natural light and ventilation for neighbours.*	*(a) on sites with a site gradient greater than 1-in-8:* *i. Other than a wall facing a southern boundary, 1900mm* *ii. For walls facing a southern boundary, at least 1900mm plus 1/3 of the wall height above 3m measured from the top of the footings* *(b) on sites with a site gradient less than 1-in-8, and other than walls located on a side boundary:* *i. at least 900mm where the wall is up to 3m measured from the top of the footings* *ii. other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m measured from the top of the footings* *iii. for walls facing a southern side boundary, at least 1900mm plus 1/3 of the wall height above 3m measured from the top of the footings.*
PO 9.1 *Buildings are set back from rear boundaries to provide:* *(a) separation between dwellings in a way that complements the established character of the locality* *(b) access to natural light and ventilation for neighbours* *(c) private open space* *(d) space for landscaping and vegetation.*	***DTS/DPF 9.1*** *Buildings are set back from the rear boundary at least:* *(a) 4m for the first building level* *(b) 6m for any second building level.*

Design

As noted above, while the proposal is not seen to be complementary to the established pattern of development in the locality, it is acknowledged the external building design makes attempts to match the established single storey residential form of the locality. This is proposed to be achieved through the use of pitched roof forms and contemporary external materials.

The development features a range of external materials and colours while also presenting an articulated frontage to Stanford Road. In addition, areas of landscaping will be established around the building to provide outdoor play areas for children while also enhancing the appearance of the land from the streetscape. The majority of the front boundary will consist of open style fencing, which will allow for passive surveillance opportunities to and from the site.

The building is oriented towards Stanford Road, ensuring the entry point is clearly perceptible from the street and car park. A dedicated and screened waste storage area is included within the front car park, located towards the southern side boundary. The building orientation and window placement will allow for solar access to large areas of the building.

Accordingly, the proposal generally aligns with the relevant *Design in Urban Areas* policies:

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 1.5 *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*
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*

The car parking for the centre is located forward of the proposed built form. While attempts have been made to screen the car park with vegetation, the car park occupies approximately 60% of the area forward of the facility, while total hard surfaces occupy approximately 70% of the entire site. Therefore, despite landscape outcomes proposed across the land, in maximizing the front of the land for car parking, the proposed development fails to achieve landscape and tree planting guidelines sought by DTS/DPF 7.4 and 7.5 within *Design in Urban Areas*.

In relation to landscaping across the front of the site, the Landscape concept plan submitted with the application (prepared by DAStudio) indicates a small tree species is to be planted to the right hand side of the entry driveway, with the remainder of the front area comprising shrubs, grasses and groundcovers. No other tree planting is indicated across the front of the site or within the car park. While a more detailed landscape plan would be expected at the detail design phase, the concept suggests the landscape scheme will offer limited visual offset to the expanse of car parking proposed, and does not adequately align with PO 7.4 which seeks for tree planting to occur throughout street level car parking areas.

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.*

Given the character concerns associated with the expansive car park located forward of the building and the large building footprint, despite the building being of a quality design, it is considered the development fails to align with *Design in Urban Areas* DO1 (a) as the overall design does not respond to the context of the locality.

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

In terms of retaining walls and boundary fencing, it is noted the civil design is largely in ‘cut’, resulting in boundary retaining walls which are not anticipated to have a visual impact outside of the subject site. Side and rear boundary fencing is proposed in accordance with the Environmental Noise Assessment prepared by Sonus. The acoustic fencing varies in height, reaching a maximum height of 2.7 metres adjoining the southern boundary with 59A Stanford Rd. This extends for a length of 32 metres along the southern boundary occupying approximately 90% of the neighboring boundary of No. 59A.

While 2.7m tall fencing is not uncommon within a residential setting, it is recognised this fence height is necessitated by the land use type proposed, to manage acoustic impacts. While not considered unreasonable, the fencing will have some impact to the neighbouring sites due to its length and height.

Notwithstanding, on balance, the retaining and fencing outcome is seen to be acceptable and adequately aligns with Zone PO 9.1.

PO 9.1	***DTS/DPF 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.	*None are applicable*

Interface between Land Uses

Noise

To accommodate the overall civil design, retaining walls are proposed to all boundaries except the primary street. Forward of the building, these are small in nature (300-400mm in height) and are in cut along the northern boundary, and fill on the southern. Alongside and rear of the building, the retaining heights extend up to 1.5 metres in height. These are solely in cut and not anticipated to have a detrimental visual impact on adjoining allotments.

The applicant has provided an Environmental Noise Assessment prepared by Sonus. The Sonus assessment concludes that, subject to the construction of acoustic fences surrounding the site for the extents specified (detailed below), the proposed development will satisfy the requirements of the Environment Protection (Noise) Policy 2007. The acoustic fencing will sit atop the retaining walls noted above.

- For the extent shown in Light Blue, Orange, Green, and Red in ***Figure 1***, construct a solid boundary fence to the minimum heights specified above ground level. The fences should be constructed from a solid material such as sheet steel ("Colorbond" or similar), glass, or Perspex, and be sealed airtight at all junctions, including at the ground.; and
- Mechanical plant is located solely in the specified area in the centre of the site, adjacent the laundry to achieve the Environment Protection (Noise) Policy 2007.

***Figure 1**: Proposed Acoustic Treatments (Source: Sonus)*



Accordingly, and having regard to the Sonus assessment, it is considered that noise impacts associated with the facility will be appropriately mitigated and align with the key 'noise' consideration of *Interface Between Land Uses:*

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.

Hours of Operation

The childcare facility is proposed to operate between the hours of 6.30am to 6.30pm Monday to Friday, with no activity on weekends.

While the Code does not provide specific guidance for hours of operation for a childcare facility, *Interface Between Land Uses* DTS/DPF 2.1 provides 'daytime' guidance for non-residential activities in the form of consulting room, office and shop, identifying hours from 7am to 9pm on weekdays. While the proposed childcare proposes to commence at 6.30am, this is not seen to be unreasonable given the nature of use, and with the inclusion of acoustic fencing to manage noise, it is considered the hours are acceptable and align with the corresponding PO 2.1:

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*

DTS/DPF 2.1
Development operating within the following hours:

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

receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.

Notwithstanding, as noted earlier in this report, noise associated with increased traffic to and from the site (throughout the proposed hours of operation, and particularly during peak periods), will have some amenity impact and introduce an intensity of land use that does not presently exist within the locality.

Lighting

The Applicant has advised that the car park may require some illumination to safely accommodate evening use. However, due to the proposed hours of operation, this will only be for limited time periods.

While the lighting design has not yet been fully resolved, the Applicant has advised all lighting will be designed in accordance with Australian Standard 4282-1997, to ensure lux levels and light glare are managed,

Accordingly, it is considered the development can achieve alignment with *Interface Between Land Uses* PO 6.1:

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*

Overlooking / Overshadowing

Given that the proposed development is single storey in height, setback from boundaries, with the majority of the civil design in 'cut' - there is not anticipated to be any potential overlooking or overshadowing of adjoining residential properties, as contemplated by the *Interface Between Land Uses* module.

PO 3.1 *Overshadowing of habitable room windows of adjacent residential land uses in:* *a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight* b. *other zones is managed to enable access to direct winter sunlight.*	***DTS/DPF 3.1*** *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.*
PO 3.2 *Overshadowing of the primary area of private open space or communal open space*	***DTS/DPF 3.2*** *Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21*

of adjacent residential land uses in:

a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight

b. *other zones is managed to enable access to direct winter sunlight.*

June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:

a. for ground level private open space, the smaller of the following:

i. half the existing ground level open space

or

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

b. for ground level communal open space, at least half of the existing ground level open space.

Transport, Access and Parking

Vehicular access to the proposed development and the associated car park will occur via the designated 6.2 metre wide crossover to Stanford Road. Given that the proposed development will alter the traffic conditions on Stanford Road, the applicant has provided an assessment of the design and operation of the proposed development by CIRQA Traffic Consultants.
A total of 29 car parks are proposed onsite, including one space reserved for people with disabilities. It is noted that six of the parking spaces will be stacked behind six other spaces. Six of these spaces will be designated for staff use only and it is recognised this is a relatively common feature of childcare centres.

In terms of parking supply, the Code identifies a theoretical car parking rate of 0.25 spaces per child, which equates to a theoretical requirement for 29.5 onsite spaces, based on a capacity of 118 children. Accordingly, there is a theoretical shortfall of 1 parking space (0.5 spaces). CIRQA considered this shortfall and advised:

- Transport, Access and Parking PO 5.1 contemplates acceptance of lower onsite provision having regard to land use and site specific considerations
- Previous parking studies suggest actual parking requirements ranging from one space per 4.2 children to one space per 6.7 children (inclusive of both parent and staff parking demands)
- The provision of 29 onsite spaces equates to one parking space per 4.07 children, which is above the highest surveyed parking rate.

Accordingly, CIRQA conclude the parking supply will cater to both parent and staff demand.

In terms of the car park design, CIRQA have confirmed that:

The parking area will comply with the requirements of Australian/New Zealand Standard, Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004) and Australian/New Zealand Standard, Parking Facilities Part 6: Off-street parking for people with disabilities (AS/NZS 2890.6:2009) in that:

- *regular parking spaces will be 2.6 m wide and 5.4 m long (or 4.8 m long with 0.6 m overhang);*
- *the parking space disabled persons will be 2.4 m wide and 5.4 m long (with an adjacent shared space of the same dimension);*
- *the parking aisle will be at least 6.2 m wide;*
- *a 1.0 m aisle extension will be provided beyond the last parking space in the aisle;*
- *a turn-around bay will be provided at the end of the parking aisle;*
- *0.3 m clearance will be provided to all objects greater than 0.15 m in height; and*
- *pedestrian sightline requirements will be provided at the site's access point.*

In terms of the impact of the additional traffic movements on the surrounding road network, CIRQA has forecast that the childcare centre will generate 145 am peak hour movements and 111 pm peak hour movements. These forecast vehicle movements have been further broken down as follows:

- Left turns into the site – 35 am peak hour and 22 pm peak hour trips; and
- Left turns out of the site – 35 am peak hour 33 pm peak hour trips.
- Right turns into the site – 52 am peak hour and 34 pm peak hour trips; and
- Right turns out of the site – 23 am peak hour 22 pm peak hour trips.

CIRQA has undertaken computer modelling based on the forecast traffic movements to identify the impact on the adjoining road network. This modelling indicates that future traffic movements can be accommodated safely and efficiently from the site's access point. The modelling also indicates that the additional traffic movements generated by the proposed childcare centre will have a minimal impact on traffic travelling along Stanford Road.

CIRQA has also confirmed that refuse collection (which will be undertaken via private contractor) can be accommodated on the site and within the proposed car park. However, the refuse collection (which will be via a Medium Rigid Vehicle with a length of 8.8m) will need to access the site outside of operating hours as it will need to use vacant car parking spaces to turn around.

For the above reasons, it is considered that from a functional perspective, the proposed development satisfies the following '*Transport, Access and Parking'* provisions of the Planning and Design Code:

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 3.3 *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 3.8 *Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.*	***DTS/DPF 3.8*** *None are applicable*
PO 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.* *d.*
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 6.4 *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*

Regulated Tree

There is a Regulated Tree located on the adjoining site to the north, approximately 0.5 metres from the site boundary. The tree is identified on the supporting application drawings.

The tree is identified as a Corymbia Citridora, with a trunk circumference of 2.2 metres.

A supporting arborist assessment has been prepared by Project Green. The Arborist report identifies a range of tree protection measures including; tree root damage prevention techniques; use of protective fencing; and site design layout. The arborist concludes the proposal:

> *…. is considered acceptable in relation to the tree, provided that appropriate 'tree sensitive' construction methods are adopted, and all works are carried out in accordance with AS4970…*

Accordingly, in the event planning consent were to be granted, it is recommended a condition be applied that the development be carried out strictly in accordance with the arborist report to ensure the development does not result in tree damaging activity, and aligns with relevant provisions of the *Regulated and Significant Tree Overlay*.

12. 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:

- A pre-school is a contemplated land use within the Hills Neighbourhood Zone.
- When considered in isolation, the building design, acoustic mitigation, and parking and traffic design are considered to be appropriate for the intended use and align with relevant provisions of the Code.
- However, the proposal would introduce a form of development at odds with the established residential character of this locality. This is emphasised by the expansive car park proposed to the front of the site and large building footprint, which are not complementary to the established residential pattern of development. The proposal would introduce a scale and intensity of development which does not presently exist within the locality, and is considered to be detrimental to its amenity and character.

For the above reasons, and while a balanced consideration, it is recommended the Council Assessment Panel refuse Planning Consent for the proposed development.

13. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

That Development Application No 23002678 for Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing at 61 Stanford Rd Salisbury Heights SA 5109 is not considered to be seriously at variance with the Planning and Design Code (Version 2023.2) however, is **REFUSED** Planning Consent for the following reasons:

Reasons for Refusal

The proposed development is contrary to the following provisions of the Planning and Design Code:

a) Hills Neighbourhood Zone Performance Outcome 1.1, 1.2 and 1.4

Reason: *In that, the proposal would introduce a form of development at odds with the established residential character of the locality. In particular, the expansive car park proposed to the front of the land and large building footprint (relative to established residential dwellings in the locality), will not complement the established residential character of the locality. The proposal would introduce a scale and intensity of development which does not presently exist within the locality and is considered to be detrimental to its amenity and character.*

b) Design in Urban Areas- Desired Outcome 1(a) and PO 7.4

Reason: *Despite landscape outcomes proposed, in maximizing the front of the land for car parking, the proposed development fails to achieve desired landscape and tree planting requirements and does not respond to the context of the locality.*

Advice Notes

The applicant has a right of appeal against the decision. 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).

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

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

Appendix 1

Proposal Plans and Supporting Documentation

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REF 01371-004

Memo

To:	Brian Ferguson, Development Officer Planning
From:	Rick Hutchins - Associate
Date:	5 May 2023
Applicant:	Development Holdings Pty Ltd
Application ID:	23002678
Subject Land:	61 Stanford Road, Salisbury Heights
Subject:	Use of land as a childcare centre

Dear Brian,

We refer to Development Application 23002678 for a childcare centre proposed at 61 Stanford Road, Salisbury Heights.

This memorandum responds to those comments made in your letter dated 1 March 2023 concerning the suitability of the proposed development when considered in context with the established and desired residential character of the Hills Neighbourhood Zone. For clarity, this memo responds specifically to the following commentary:

> *As previously highlighted, Council retains a number of concerns with the proposed development, having regard to the policy framework that applies within the Hills Neighbourhood Zone. While PO 1.3 of the Hills Neighbourhood Zone indicates that community services (such as pre-schools) may be appropriate, this is qualified by POs 1.1, 1.2 and 1.3 which place a strong emphasis on the retention of the existing low density residential character and amenity. To this end, we note that the proposed development does not reflect the existing residential character which includes generous setbacks and landscaped front*

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yards. Rather, the proposal will introduce a substantial non-residential building with limited side setbacks and a large expanse of car park along the Stanford Road streetscape.

We consider the following performance outcomes of the Hills Neighbourhood Zone particularly relevant to the assessment of the proposed land use and character:

PO 1.1 *Predominantly low density residential development with complementary non-residential uses compatible with natural landforms and a low density residential character.*

PO 1.3 *Non-residential development located and designed to improve community accessibility to services, primarily in the form of:*

(a) small scale commercial uses such as offices, shops and consulting rooms
(b) community services such as educational establishments, community centres, places of worship, pre-schools, and other health and welfare services
(c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities
(d) *open space and recreational facilities. (our emphasis underlined)*

PO1.4 *Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.*

Whilst the Hills Neighbourhood Zone primarily seeks to accommodate residential development, the above-mentioned policies also contemplate the establishment of non-residential land uses to support the local community. In this regard, PO 1.3 is particularly relevant to the assessment of non-residential land uses in that it provides specific guidance on the nature/type of non-residential development envisaged for the zone.

Whereas PO 1.3(a) refers specifically to 'small scale' commercial uses (such as offices, shops and consulting rooms), PO 1.3(b) relating to the establishment of community services (including pre-schools) does not seek to the limit the scale of such uses. Similarly, we note that DTS/DPF 1.2 places floor size limits on shops, offices and consulting rooms. However, such restrictions are not prescribed for any other community service use (including childcare centres).

PO 1.3(b) also refers to various other 'community services' contemplated for the Zone, including 'educational establishments' which (when compared with childcare centres) are a more intense use (in terms of child occupancy numbers, traffic impacts, bulk and scale etc.). That is, an educational establishment is an example of a contemplated, non-residential land use which by its very nature is not residential in scale and cannot be designed to 'preserve' residential character.

Further to the above discussion, it is our opinion that the provisions of the zone do not seek to limit the scale of non-residential community service uses (such as childcare centres). Furthermore, whilst design and character

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are key planning considerations for the development, it is our view that an assessment of such matters must be considered in the context of the non-residential nature of the development. That is, in the case of non-residential development, it is both reasonable and expected that some departure from the established residential character is expected. In this regard, we note that Zone PO 1.4 seeks only to ensure that non-residential development is 'complements' with the residential character of the locality.

In accordance with the intent of PO 1.4, The proposed development has been designed to address the relevant zone provisions which seek to guide the design, siting and scale of development. In particular:

- The childcare centre has been sited to achieve all prescribed DPF provisions relating to front, side and rear setbacks (DPF 5.1, 8.1 and 9.1);
- Outdoor play spaces are positioned to the rear of site to complement the spacious private open space of residential properties which is characteristic of the locality;
- The site coverage rate of 29.8% is well below the maximum recommended site coverage rate of 50% prescribed by DPF 3.1;
- In light of the above, the development has been designed to maintain the spacious open character of the locality;
- The childcare centre has been designed as a modest single storey building which is consistent with the prevailing low-rise suburban character of the locality and the maximum recommended building heights prescribed by DPF 4.1;
- The building design is compatible with the established residential character the locality and the material palette comprises materials and colours commonly found within a residential area;
- Retaining walls visible from adjoining residential properties and the public realm more generally are limited in height and less than 1.5m in accordance DPF 11.3; and
- The development incorporates generous quantities of landscaping, including along the site's frontage to Stanford Road to screen the carpark, minimise visual impacts and preserve residential character (discussed further below).

In addition to the above, the development incorporates boundary acoustic fencing to manage noise impacts in accordance with the recommendations set out within the Sonus acoustic report (a key consideration with respect to the assessment of the development's impact on residential character and amenity). The development has also

been designed with sufficient onsite parking in accordance with the childcare centre parking rates to assist with the management of traffic impacts. Direct access via a collector road (as opposed to a quieter local road) will also assist with the management of amenity-related impacts associated with an increase in traffic movements.

Carpark Location

We refer to concern expressed by Council in relation to the visual impact of the '*large expanse car park along the Stanford Road streetscape*'. In response to this matter, we note that onsite parking is a fundamental component of the childcare centre and should be provided in accordance with the rates prescribed by the Code (as proposed). Having established that a childcare centre is envisaged land use (as discussed above), it follows that on-site car parking is also an appropriate and expected ancillary component of that use.

The applicant has carefully considered the siting and arrangement of carpark. The location of the car park towards the front of the site allows for a more efficient layout from an operational point of view and provides a logical and convenient access arrangement for users of the centre.

The alternative option is to locate the car park to the rear of the site. Such an arrangement would result in car parking being located adjacent to the rear yards of a greater number of residential dwellings. We would argue that this arrangement has the potential to have a greater impact on the amenity of more residential properties and is inconsistent with the established residential character. In addition, locating the car park to the rear of the site is a less efficient use of the land, increasing impervious land surface required for vehicle movements and reducing the amount of land available for landscaping.

Thus, we would argue that the car park is located in the most appropriate location for the site. In acknowledgement of creating a design outcome that responds to the residential character, the applicant has incorporated the extensive landscaping at the front of the property and front fencing that will create the appearance of a 'residential use' from many perspectives in the locality with the car park not being a dominant element on the streetscape.

Updated images illustrating this outcome are included below:

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We request that this correspondence be presented to the Council Assessment Panel as part of the application documentation.

Regards,

Rick Hutchins
Associate

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Salisbury Heights Child Care Centre Planning Statement

61 Stanford Road,
Salisbury Heights

Prepared for:
Development Holdings Pty Ltd.

Date:
February 2023

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Proprietary Information Statement

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Document Control

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DRAFT	Draft Planning Statement	RH	18/01/2023
V1	Planning Statement	BS	24/01/2023
V2	Final Planning Statement	RH	02/02/2023

Approved by: Ben Schnell – Planning Consultant Date: 24/01/2023

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Appendix 2. Architectural Plans and Elevations – Brown Falconer
Appendix 3. Landscape Plan – DAS Studio
Appendix 4. Traffic and Parking Report - CIRQUA
Appendix 5. Environmental Noise Assessment - Sonus
Appendix 6. Stormwater Management Plan – CPR Engineers
Appendix 7. Arboricultural Report – Project Green

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1. Executive Summary

Category	Details
PROJECT	Salisbury Heights Child Care Centre
ADDRESS OF SITE	61 Stanford Road, Salisbury Heights
CERTIFICATES OF TITLE	Certificate of Title Volume 6148 Folio 902 (Allotment 32 Plan 93983)
ALLOTMENT AREA	2,760m^2
ALLOTMENT FRONTAGE	Approximately 30m to Stanford Road
LOCAL GOVERNMENT	City of Salisbury
RELEVANT AUTHORITY	Assessment Panel or Assessment Manager at the City of Salisbury
PLANNING AND DESIGN CODE	Version 2023.1 – dated 19 January 2023
ZONE	Hills Neighbourhood Zone
SUBZONE	N/A
OVERLAYS	• Airports Building Heights (Regulated) *(All structures over 15 metres)* • Affordable Housing • Building Near Airfields • Defence Aviation Area (All structures over 45 metres) • Future Local Road Widening • Hazards (Bushfire – Urban Interface) • Prescribed Wells Area • Regulated and Significant Trees • Stormwater Management • Urban Tree Canopy • Water Resources
TECHNICAL & NUMERIC VARIATIONS (TNVs)	• Maximum Building Height (Metres) *(Maximum building height is 9m)* • Maximum Building Height (Levels) *(Maximum building height is 2 levels)* • Minimum Future Local Road Widening Setback *(Minimum future local road widening setback is 10.5m)* • Note: The subject site sits beyond the Controlled Light Installation Area identified in Concept Plan 81. Accordingly, Concept Plan 81 does not impact the subject site.
EXISTING USE	Residential
PROPOSAL DESCRIPTION	Child care centre ('pre-school') with associated car parking, landscaping, signage, retaining walls andfencing
CLASSIFICATION OF DEVELOPMENT	*Pre-school (child care centre)* – Performance Assessed *Advertisement* – Performance Assessed *Fence* – Performance Assessed *Retaining walls* – Performance Assessed
PUBLIC NOTIFICATION	Subject to public notification
REFERRALS	Nil
APPLICANT	Development Holdings Pty. Ltd.
CONTACT PERSON	Rick Hutchins – Ekistics Planning and Design – (08) 7231 0286
OUR REFERENCE	01371-001

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2. Introduction

This planning statement has been prepared in support of a development application by Development Holdings Pty. Ltd. ('the applicant') to establish a child care centre on land located at 61 Stanford Road, Salisbury Heights (the 'subject site').

This planning statement provides information about the subject site and proposed development. The planning statement will address the merits of the development application against the relevant provisions of the Planning and Design Code (Version 2023.1 – dated 19 January 2023).

For the purposes of this statement, the *Planning, Development and Infrastructure Act 2016* will be referred to as the 'PDI Act', the *Planning, Development and Infrastructure (General) Regulations 2017* will be referred to as the 'PDI Regulations' and the Planning and Design Code will be referred to as the 'Code'.

Our assessment of this development application has been informed by the following plans and supporting information:

Appendix 1	Certificates of Title	
Appendix 2	Architectural plans and elevations	[by Brown Falconer]
Appendix 3	Landscape Plan	[by Das Studio]
Appendix 4	Traffic and Parking Report	[by CIRQA]
Appendix 5	Environmental Noise Assessment	[by Sonus]
Appendix 6	Stormwater Management Plan	[by CPR Engineers]
Appendix 7	Arboricultural Report	[by Project Green]

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3. The Site and Locality

3.1 The Site

The subject site is located at 61 Stanford Road, Salisbury Heights and is formally recognised by Certificate of Title Volume 6148 Folio 902 (Allotment 32 Deposited Plan 93983) (refer to ***Appendix 1***).

The subject site is not subject to any easements, rights of way or dealings which may affect the development potential of the site.

The subject site measures approximately 2,760m^2 in area with a frontage of approximately 30 metres to Stanford Road and a depth of approximately 90 metres. The subject site is depicted in ***Figure 3.1*** below.

Figure 3.1 *Satellite image of the subject site*



Currently, the subject site contains a single storey detached dwelling setback around 13 metres from the street frontage at its northern end. The setback from the street slightly increases towards the southern boundary due to a slightly angled front boundary alignment. The main dwelling is setback around 3.5 metres from the northern boundary with a driveway located along the northern boundary, and is built onto the southern boundary. The rear yard of the property contains a swimming pool and vegetation. None of the existing vegetation on the subject land qualifies as a Regulated or Significant Tree.

There is a Lemon Scented Gum (Eucalyptus Citriodora) located on the adjoining property (63 Stanford Road) located close to the northern boundary. A large proportion of the tree canopy overhangs the subject site. This tree is a Regulated Tree.

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There is a large shed/outbuilding at the rear of the site, with an approx. roof area of 280m^2 and is accessed via a driveway along the northern boundary.

The site has a fall from rear towards Stamford Road of around 2-3 metres.

The site has two (2) driveway access points to Stanford Road with a high proportion of the front yard consisting of hard surfacing for vehicle access and manoeuvring.

Images of the subject site are provided in ***Figure 3.2*** over-page.

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Figure 3.2 *Images of the subject site (taken on 14/12/2022)*



View of subject site from opposite side of Stanford Road



View of the Regulated Tree (Lemon Scented Gum) on adjacent property near northern boundary

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View towards street frontage along boundary on northern boundary



View of current rear yard

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3.2 The Locality

The locality is characterised by low density residential development which primarily takes the form of one (1) and two (2) storey dwellings.

The site adjoins two (2) detached dwellings to the south, including a dwelling situated on a hammerhead allotment. All adjoining dwellings are single storey (relevant to the assessment of acoustic impacts)

There is a child care centre located at 5 Stanford Road, approximately 450m to the south of the subject land.

Stanford Road forms the boundary between the Hills Neighbourhood Zone (zone of the subject site) and the General Neighbourhood Zone.

Stanford Road is a local connector road between The Grove Way and Target Hill Road, and is under the care and control of the City of Salisbury. Stanford Road comprises a 7.6m wide carriageway (approximate) with a single traffic lane in each direction. Indented parking lanes are located directly adjacent the site on Stanford Road. Traffic data recorded by Council indicates that Stanford Road has an ADDT (Average Annual Daily Traffic Trips) of 3415 vpd (adjacent the site). The default urban speed limit of 50 km/hr applies on Stanford Road.

Sealed footpaths are provided on the western side of Stanford Road, servicing both pedestrians and cyclists. Cyclists are also able to ride on-street sharing the road with motorists. Stanford Road forms part of the BikeDirect Network and is classified as a 'Secondary Road'.

Public bus services operate regularly within close proximity to the site. A bus stop is located within 140 m of the subject site on both sides of Stanford Road. This stop is serviced by the 475 bus route.

Additional bus services are also available on Target Hill Road (to the North) and the Grove Way (to the South).

Mature landscaping is a feature of the locality, on both public and private land.

Images of the locality are provided in ***Figure 3.3*** over-page.

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Figure 3.3 *Images of the locality (taken on 12/12/2022)*



View along Stanford Road, heading north



View of opposite side of Stanford Road

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View of adjacent dwelling to south of subject site



View of adjacent dwelling to north of subject site

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4. Proposed Development

4.1 Land Use

The proposed development involves the establishment of a 118 place child care centre with associated car parking, landscaping, advertising and fencing. The child care centre will operate between the hours of 6.30am and 6.30pm Monday to Friday.

The building will accommodate seven (7) activity rooms for children split into nursery, toddler and kindergarten sections with associated facilities such as bathrooms, sleep rooms, and staff facilities.

4.2 Built Form

A perspective of the child care centre is illustrated in ***Figure 4.1***, with the full set of architectural plans, including site plans, floor plans, elevations and perspectives have been prepared by Brown Falconer Architects (refer to ***Appendix 2***).

Figure 4.1 *Child care centre perspective (Source: Brown Falconer & Das Studio)*



The proposed child care centre comprises a total building floor area of 824m^2, positions the new building centrally on the site and surrounded by outdoor play spaces. The carpark is positioned in the north-west corner of the site, adjacent the street frontage. The positioning of the building, outdoor play areas and the car park has been informed by advice provided by Sonus, to minimise the audible impacts as well as the need for high acoustic fencing along boundaries.

Proposed building setbacks from boundaries are as follows:

- 33.3 metres from Stanford Road (west boundary);
- 0.95 metres from northern boundary for reception and offices areas, and then setback between 5.4 and 7.8 metres at the rear;
- 0.9 metres from southern boundary for the front section of the building for a length of approximately 25 metres and a minimum of 9.0 metres for the rear section; and
- 4.0 metres to the eastern boundary (rear boundary).

The building's main entrance will be sited towards the on-site car park on its western side. The building will accommodate 7 activity rooms for nursery, toddler and kindergarten aged children with associated facilities such as bathrooms, sleep rooms, and staff facilities.

The building will be constructed in a variety of materials that will complement the residential character of the area, with wall cladding comprising horizontal CFC cladding, rendered Hebel panels, and vertical timber battens used as a decorative element to define the building entry as well as appearance of the facade addressing Stanford Road. The roof will be constructed in Colorbond© cladding and has been designed with gable ends and verandahs to provide cover to the building entrance and over the outdoor play spaces. Building materials and colours are reflected in ***Figure 4.2*** below.

Figure 4.2 *Materials and colours palette (Source: Brown Falconer)*



4.3 Advertisements

All proposed advertisements are depicted within the proposal elevations (DA07) contained in ***Appendix 2.***

Discrete signage is proposed including one (1) façade sign of 'Eden Academy' branding (logo & text) located above the building entrance, affixed to the wall facing Stanford Road (west elevation). The sign will not be illuminated.

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4.4 Fencing

Proposed fencing and retaining walls are depicted in plan DA04 and on the fencing elevations in plan DA08 within ***Appendix 2***. The fencing and retaining walls scheme is proposed as follows:

Northern boundary

Fencing:

- Adjacent Outdoor Play areas and Car Park: 2.4m high "Colourbond" or similar, on top of retaining wall as required.
- Adjacent the building: 1.8m high "Colourbond" or similar, on top of retaining wall as required.

Retaining walls:

- Along the length of the boundary varying in height from 0.35m to 0.9m.

Eastern boundary

Fencing:

- Adjacent Outdoor Play areas: 2.1 and 1.8m high "Colourbond" or similar, on top of retaining wall as required.

Retaining walls:

- Along the length of the boundary varying in height from 0.9m to 1.5m.

Southern boundary

Fencing

- Adjacent Outdoor Play area (at rear): 2.7m high "Colourbond" or similar, on top of retaining wall as required.
- Adjacent Outdoor Play area (at front): 2.4m high "Colourbond" or similar, on top of retaining wall as required.
- Adjacent the building: 1.8m high "Colourbond" or similar, on top of retaining wall as required.

Retaining walls:

- Along the length of the boundary varying in height from 1.0m to 1.5m.

Western boundary

- No fencing or retaining walls are proposed on the street boundary.

All fencing will be sealed airtight at junctions, including at the ground, as per the advice of Sonus's Environmental Noise Assessment (see ***Appendix 5***).

4.5 Landscaping and Site Works

A landscape plan has been prepared by Das Studio and is contained within ***Appendix 3.***

Landscaping includes the planting in the form of tall trees, low-level shrubs, screening along boundary fencing and groundcovers adjacent the building and car park to complement the residential character and amenity of the area, provide shade and soften the appearance of the car park. The proposed planting schedule is illustrated in ***Figure 4.3*** below.

Figure 4.3 *Planting Schedule (Source: Das Studio)*



The outdoor play spaces will be landscaped (to the operator's requirements) to include planting screening shrubs along boundary fencing to provide amenity and also act as privacy screening to the neighbouring houses

4.6 Regulated and Significant Trees

A Lemon Scented Gum (*Eucalyptus Citriodora*) is located 0.5 metres from the northern boundary on the adjacent site and around 60 metres setback from the Stanford Street frontage. The following tree protection measures recommended by Project Green (refer ***Appendix 7***) have been incorporated:

- The location of the new building footprint comprises a minor encroachment under AS4970 (less than 10% and outside of the TPZ);
- Extent of earthworks has been minimised within the Tree Protection Zone;
- Any excavation within the TPZ will be undertaken using manual excavation, with the project arborist to advice where any roots are impacted by excavation;
- Retaining walls and fencing within the TPZ will be of 'pier and beam' construction;
- The open play space area within the TPZ will be predominately pervious surfacing (e.g. lawn or mulched garden beds); and
- Temporary protective fencing will be installed during the construction works.

4.7 Transport, Parking and Access

CIRQA have undertaken a traffic and parking review of the proposed development (refer to ***Appendix 4***).

The car park will be positioned to the west of the building, adjacent to the Stanford Road frontage with access obtained via a 6.0 metre wide, crossover accommodating two-way vehicle movements to/from Stanford Road. The proposed vehicle access will utilise one (1) of the two (2) existing vehicle accesses to the site. The other vehicle access, located close to the southern boundary, will be closed and reinstated as foot pathing.

The car park will accommodate 29 vehicle parking spaces, including one (1) disabled car parking space (with associated shared space) positioned near the entrance to the building. The six (6) double stacked spaces will be allocated at staff car parking spaces. This parking will be managed by staff and it is noted staff shifts often do not align with peak drop-off and pick-up times.

A footpath is provided from the front boundary to the main entrance allowing access to the front door for pedestrians separated from vehicles.

Waste will be collected by a private contractor using a Medium Rigid Vehicle (8.8m in length) which will enter the site outside of peak operating hours, collect waste from the designated bin store (positioned near the southern boundary) and exit the site (in a forward direction) onto Stanford Road.

4.8 Civil Works

CPR Engineers have prepared a conceptual stormwater management plan and civil works plan (***Appendix 6***). The plan has been prepared in accordance with the design advice received from the engineering department of the City of Salisbury.

The design restricts post development flows to pre-development flows for the equivalent minor and major storm events.

The proposal will be designed with the following stormwater criteria:

- Run-off from the car park is to be detained on site by use of an underground stormwater detention system, with pumped discharge to the existing street outlet;

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- Run-off from the new roof area is to be detained on site by use of above ground rainwater tanks, and gravity discharged through the existing street outlet.

A gross pollutant trap is proposed to treat surface run off prior to entering the detention system. Roof run off will bypass the GPT and be directly connected to a detention system.

4.9 Staging

The application for Building Rules Consent will be lodged in a series of stages (e.g. earthworks, substructure and superstructure)

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

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5. Procedural Requirements

5.1 Applicable Policies

The Planning and Design Code (version 2023.1), in conjunction with the SA Property and Planning Atlas (SAPPA), identifies that the **Hills Neighbourhood Zone** applies, and the following Overlays and Technical and Numerical Variations (TNVs) apply to the subject site:

Overlays

- Airports Building Heights (Regulated) *(All structures over 15 metres)*
- Affordable Housing – *not applicable to the proposed land use.*
- Building Near Airfields
- Defence Aviation Area *(All structures over 45 metres)*
- Future Local Road Widening – *this overlay identifies a setback of 10.5 metres from the Stanford Road frontage.*
- Hazards (Bushfire – Urban Interface)
- Prescribed Wells Area
- Regulated and Significant Trees
- Stormwater Management
- Urban Tree Canopy
- Water Resources – *this overlay only applies to a small portion of the south-western corner of the site, approximately 45m² in area.*

TNVs

- Maximum Building Height (Metres) *(Maximum building height is 9m)*
- Maximum Building Height (Levels) *(Maximum building height is 2 levels)*
- Minimum Future Local Road Widening Setback *(Minimum future local road widening setback is 10.5m)*
- Note: The subject site sits beyond the Controlled Light Installation Area identified in Concept Plan 81. Accordingly, this Concept Plan 81 does not impact the subject site.

5.2 Nature of Development

The nature of the development is described as follows:

> *"Establish a child care centre ('pre-school') with associated advertising, car parking, landscaping, retaining walls and fencing"*

A 'pre-school' is defined within Part 7 (Land Use Definitions) of the Code as:

> ***"Pre-school** Means a place primarily for the care or instruction of children of less than primary school age not resident on the site.*
>
> *Includes: child care centre; Early learning centre; Kindergarten; Nursery."*

The proposed development comprises the following elements:

- Pre-school (child care centre);
- Advertisement;
- Fencing; and
- Retaining walls

5.3 Development Pathway

'Retaining walls' and 'fencing' are specifically listed as **'Code Assessed – Performance Assessed'** forms of development within Table 3 (Performance Assessed Development) of the Hills Neighbourhood Zone and shall be assessed against the prescribed provisions of the Code.

A 'pre-school' and 'advertisement' are classified as **'Code Assessed – Performance Assessed'** forms of development within the 'Hills Neighbourhood Zone' as they are not explicitly listed as being 'Accepted', 'Deemed-to-Satisfy', nor 'Restricted' forms of development. These elements shall be assessed on-merit against relevant provisions of the Code.

5.4 Relevant Authority

Pursuant to Section 93(1)(a) and Section 96 of the Act, the relevant authority to determine the development application is the **City of Salisbury Assessment Panel** or the **Assessment Manager**.

5.5 Public Notification

The public notification requirements are prescribed within Table 5 (Procedural Matters – Notification) of the Hills Neighbourhood Zone.

A child care centre ("pre-school") is not specifically listed as a form of development which is exempt from public notification. Accordingly, the development will be subject to public notification.

5.6 State Agency Referrals

No State Agency referrals are required.

Part 9 of the Code prescribes that a referral to the Environment Protection Authority is required in the following instances:

> *"Change in the use of land to a more sensitive use on land at which site contamination exists or may exist as a result of one of the following:*
>
> *(a) Class 1 activity (including where a class 1 activity exists or previously existed on adjacent land): and*
>
> *(b) Class 2 activity and the proposed use is a sensitive use"*

Referring to the Land Use Sensitivity Hierarchy within *Practice Direction 14: Site Contamination Assessment 2021*, the existing land parcel has historically been used for residential purposes (a sensitive use – Residential Class 1 – Item 1). The proposed development is for a child care centre (also a sensitive use – Educational

premises Class 1 – Item 1). As referenced in *Table 1: Land Use Sensitivity Hierarchy* of Practice Direction 14, both uses are of equal land use sensitivity. A State Agency referral to the EPA is not triggered as the proposal does not involve the establishment of a more sensitive land use.

5.7 Other Consents

The applicant understands that the alteration to a public road (amended vehicle crossover) will be subject to a separate Council approval under Section 221 of the *Local Government Act 1999*. We note that the proposal will involve closing one (1) existing vehicle crossing place.

The operator of the child care centre will be responsible for obtaining any necessary approvals associated with the operation of the centre.

6. Planning and Design Code Assessment

The subject land is located within the **Hills Neighbourhood Zone** as indicated within the Planning and Design Code (Version 2023.1). ***Figure 6.1*** below illustrates the relevant zoning framework for the site and the surrounding land.

Figure 6.1 *Code Zones and Subzones*



The following section provides an assessment of the proposal against the relevant Planning and Design Code Desired Outcomes (DOs) and Performance Outcomes (POs). This assessment is grouped under a series of headings which address specific aspects of the proposed development.

This assessment is grouped under a series of headings addressing the specific aspects of the proposed development.

6.1 Land Use

Hills Neighbourhood Zone PO 1.1 seeks to accommodate *"Predominantly low density residential development with complementary non-residential uses compatible with natural landforms and a low density residential character."* Zone PO 1.3(b) identifies a pre-school as one (1) example of non-residential uses that will improve access to community services (Zone PO 1.3)

Zone PO 1.4 seeks non-residential development to complement the character and amenity of the neighbourhood. The assessment below demonstrates how the proposal has been sited and designed to complement the residential amenity in terms of the siting, scale and design of built-form, land use operation including noise and car parking.

Accordingly, the proposed child care centre is aligned with the land use provisions for the Hills Neighbourhood Zone.

6.2 Built Form

The Zone provisions are supported by the Design in Urban Areas General Development Policies that seek to guide development outcomes which are contextual, durable, inclusive and sustainable (DO 1).

Key aspects of the proposed design are addressed below:

6.2.1 Site Coverage

Zone PO 3.1 seeks building footprints consistent with the character and pattern of a low-density suburban neighbourhood and provide sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.

The proposal has a site coverage of 29.8% which satisfies Zone DTS/DPF 3.1 as the proposed site coverage does not exceed 50% (for sites with a gradient less than 1-in-8).

6.2.2 Building Height

A single storey building satisfies DTS/DPF 4.1 which outlines a maximum building height of 2 building levels/9 metres, thereby satisfying PO 4.1 which seeks buildings to contribute to a low-rise suburban character and to complement the height of nearby buildings.

The streetscape elevations (Drawing DA08 in ***Appendix 2***) demonstrates that the scale of the new building will sit comfortably with the residential character of the locality.

6.2.3 Siting and Setbacks

Zone DTS/DPF 5.1 seeks the building setback from the primary street frontage to be at least the average setback to the building line of existing buildings on adjoining sites which face the same primary street frontage. Drawing

DA04 in ***Appendix 2*** illustrates that the building setback of the proposed new child care centre will be greater than the average of existing buildings on adjoining sites, and thus satisfies PO 5.1.

The proposal does not include the construction of any part of the new child care building on a boundary with an adjoining property. This assist with minimising the impact on the amenity of adjoining properties.

Zone PO 8.1 seeks that buildings are setback from side boundaries to provide separation to complement the established character of the locality and to provide access to natural light and ventilation for neighbours.

The site has a gradient of less than 1-in-8. The proposal satisfies DTS/DPF 8.1 in that all parts of the new building are setback at least 900mm from a side boundary as the height of the building wall is less than 3 metres high when measured from the top of the footings.

A large shed is currently located approximately 2.0 metres from the rear boundary that extends approximately 18 metres of the 29.4 metre wide allotment (with an approx. roof area of 280m^2). DTS/DPF 9.1 seeks a building setback of at least 4m from the rear boundary at ground level. The proposed new single storey building will be setback a minimum of 4.0 metres from the rear boundary, increasing 6.5 metres at its northern corner due to the angled rear boundary, thus satisfying DTS/DPF 9.1.

Overall, the siting of the proposed building satisfies the Zone provisions and thus has been designed to complement the residential character and amenity of the neighbourhood (PO 1.4).

6.2.4 Built Form and Character

The proposal satisfies Zone PO 10.1 in that the proposed building has an appropriate design, the gable roof design complements the existing residential character and is in keeping with the scale of existing buildings on the site and in the locality. The proposed building will not be prominently visible from the Adelaide plains or urban areas. (PO 10.1).

6.2.5 Design

The following design and external appearance related provisions are considered most relevant to an assessment of this application:

Design in Urban Areas – General Development Policies

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.*

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.*

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*

PO 11.3 *Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.*

The proposed design includes a variety of materials that assist with including articulation to the design, particularly as part of the front façade and complementing the residential character of the area.

In accordance with the above provisions, the building has been designed such that it conveys its purpose as a child care centre as well as being designed to fit with the residential character of the locality as sought by PO 1.3 through its setback, architectural design, scale and building materials. The outdoor enclosed bin store is screened, ventilated and appropriately sited adjacent landscaping at the southern end of the car park, thereby satisfying Design in Urban Areas PO 1.5, 11.2 and 11.3.

6.2.6 Earthworks and Retaining

The following provisions are considered most relevant to an assessment of the application:

Hills Neighbourhood Zone

PO 11.1 *Buildings sited and designed to integrate with the natural topography of the land using measures such as split-level building construction and other approaches that minimise the extent of cut and fill.*

PO 11.2 *Vegetation is used to screen buildings and excavation or filling from view*

PO 11.3 *Retaining walls are stepped series of low walls constructed of dark, natural coloured materials and screened by landscaping.*

In accordance with the above provisions, the development has been designed to mitigate the visible extent of buildings, earthworks and retaining wall through:

- Setting the height of the new building to fit with the height of adjoining dwellings in the streetscape and minimising the extent of cut and fill, thereby satisfying PO 11.1.
- Incorporating significant vegetation across the site to aid with screening buildings and minimise the visibility of changes of site levels.

6.2.7 Energy Conservation

The following Design in Urban Areas (Environmental Performance) provisions of the Code seek to ensure development is designed to optimise 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.*

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.*

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.*

In accordance with the above provisions, the development has been designed to reduce the building's reliance on non-renewable resources through the following strategies:

- Glazing to all facades will maximise the availability of natural light to internal areas of the building (including activity areas);
- The verandah and roof overhangs on the west facing entrance and activity rooms will provide shade and shelter from the hot afternoon sun, thereby reducing the need for air conditioning systems.
- The large landscaped outdoor play areas will reduce the urban heat island effect.
- The roof is capable of accommodating solar panels, solar hot water systems and photovoltaic cells.

6.2.8 *Crime Prevention through Environmental Design*

The following Design in Urban Areas (Safety) provisions of the Code seek to ensure development is designed to discourage and protect against criminal activity:

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.*

PO 2.2 *Development is designed to differentiate public, communal and private areas.*

PO 2.3 *Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.*

PO 2.4 *Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.*

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.*

In accordance with PO 2.1, 2.4 and 2.5, glazing to the western elevation together with an open car park facilitates passive surveillance of the public realm. Similarly, the low level landscaping and the lack of front boundary fencing will accommodate views into/from the carpark to Stanford Road. This landscaping and car park, together with internal fencing, will be used to delineate between private and public spaces.
Further to the above discussion, we are of the opinion that the development has been designed to address the relevant safety provisions of the Code.

6.3 Advertisements

Zone PO 13.1 seeks advertisements that identify the associated business activity, and do not detract from the residential character of the locality. The proposal includes one (1) sign (non-illuminated) located on the front

face of the building facing Stanford Road. A single sign that is integrated with the design of the building avoids visual clutter and is consistent with the relevant General Development Policies for advertisements (Advertisements PO 1.5, PO 1.2, PO 2.1, PO 2.3) and maintaining residential amenity (Zone PO 1.4).

6.4 Interface Considerations

The design of the proposal has considered the impacts on the amenity of adjoining properties, in this residential context, through the positioning of buildings and open spaces where children will play, and through the design of the proposed buildings and fencing.

An Environmental Noise Assessment has been prepared by Sonus and is contained within ***Appendix 5***.

The Sonus assessment considers the noise levels generated by children playing in outdoor areas, car park activity and mechanical plant operation at the surrounding residences. The closest sensitive receivers are dwellings located to the north, east, south and west (opposite side of Stanford Road).

Outdoor Play Areas

Based on the WHO Guidelines, Sonus's assessment has ensured that the outdoor sound pressure level during daytime hours from children playing at the centre will be no greater than 50 dB(A) at surrounding noise sensitive locations.

To achieve this criterion, Sonus proposes acoustic fencing mitigation measures as referenced in ***Figure 6.2***. Brown Falconer have included these fencing heights as part of their architectural plans. The fencing should be constructed of 'Colorbond' or similar material and shall be sealed at all junctions including at the ground.

Figure 6.2 *Acoustic fencing mitigation measures (Source: Sonus)*



With the acoustic recommendations implemented the highest predicted outdoor sound pressure level at any residential will be 50 dB(A) and therefore is in accordance with the assessment criterion from the WHO guidelines and shall not unreasonably impact adjoining properties.

Car Park Activity & Mechanical Plant

Interface between Land Uses PO 4.1 seeks development that emits noise (other than music) to not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).

Sonus has undertaken an assessment of typical car park activity and mechanical plant which are possible noise sources that could impact the amenity of sensitive receivers. Sonus has also predicated instantaneous maximum noise levels from sources such as car doors slamming and vehicles accelerating.

In addition to the fencing outlined above and shown on ***Figure 6.2***, Sonus have recommended that mechanical plant (based on a typical selection for the intended use, such as the *Actronair SRA203C*) be located centrally within the site and abutting the laundry.

A 5 dB(A) penalty was applied to Sonus' assessment when predicting noise levels as the site is not located in close proximity to a major road, accounting for the modulation of noise sources associated with car parking activities.

Sonus' assessment concludes that the predicted maximum noise levels at existing residence will not exceed the prescribed criterion, therefore achieving the maximum noise level (L_{max}) criterion of the Policy.

All acoustic treatment measures recommended by Sonus will be adopted, the proposed development will comply with the relevant objective noise criteria and therefore not have an unreasonable impact on sensitive receivers in accordance with the relevant provisions replicated below.

Hills Neighbourhood Zone

PO1.4 Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.

Interface between Land Uses – General Development Policies

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.

6.4.2 Light Spill

Interface between Land Uses PO 6.1 seeks to ensure "external lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers)".

The carpark may require some illumination to safely accommodate evening use. However, as the facility will only operate between the hours of 6:30am and 6:30pm on any given day, evening use will be limited and accordingly, lighting within the carpark will only be used for short periods.

Although the specific location and nature of lighting is yet to be determined, we confirm that all lighting will be designed in accordance with Australian Standard 4282 – 1997 'Control of the obtrusive effects of outdoor lighting' to ensure lux levels and light glare do not unreasonably impact on the amenity of the locality. In our opinion, outdoor lighting design and lighting spill impacts are capable of been effectively managed via conditions of consent.

6.4.3 Other Interface impacts

As the proposed building is single storey that is typical for the locality and is setback from boundaries, the proposal will not create excessive overshadowing to adjoining residential properties and will maintain minimum amounts of sunlight to adjoining private open space in accordance with Interface between Land Uses DTS/DPF 3.1 and 3.2

Further, the proposed hours of operation align with Interface between Land Uses PO 2.1 and are not unreasonable given the relevant noise criteria will be achieved as per the Sonus environmental noise assessment (***Appendix 5***).

6.5 Fencing and Retaining Walls

The following provisions of the Code are most relevant to the assessment of the design and height of fencing:

Design in Urban Areas - General Development Policies

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.*

Interface Between Land Uses - General Development Policies

PO 3.2 *Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:*

(a) neighbourhood type zone is minimised to maintain access to direct winter sunlight

(b) other zones is managed to enable access to direct winter sunlight

The proposed fencing scheme has been designed to achieve suitable heights that will not cause unreasonable visual impact towards adjoining properties, whilst importantly providing suitable acoustic mitigation measures to minimise impacts on adjoining properties.

6.6 Landscaping

The following provisions of the Code are most relevant to the assessment of the proposed landscaping design:

Hills Neighbourhood Zone

DO 1 *Development provide a complementary transition to adjacent natural and rural landscapes. Low density housing minimises disturbance to natural landforms and existing vegetation to mitigate the visible extent of buildings, earthworks and retaining wall.*

PO 1.4 *Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.*

PO11.2 *Vegetation is used to screen building and excavation or filling from view.*

Design in Urban Areas – General Development Policies

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.

PO 7.4 *Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.*

PO 7.5 *Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.*

The proposal includes landscaping adjacent the Stanford Road boundary and along the perimeter of the carpark that will enhance the appearance of the development, when viewed from the public realm and from within the site. The use of landscape beds and screening to boundary fencing will soften the appearance of the new structures and provide visual interest.

The selection of ground covers, shrubs and trees will create a 'layered' effect at the site entrance which will positively contribute to the residential amenity and character of the locality as required by Zone PO 1.4.

Additionally, this landscaping will be supplemented by generously sized Outdoor Play Areas comprising 829m^2 which will also be landscaped (in accordance with operator requirements) to include planting along boundaries to act as privacy and amenity screens to neighbouring houses.

6.7 Regulated and Significant Trees

Project Green have undertaken an arboricultural assessment on the impacts of the development on trees situated on the site and adjoining land (***Appendix 7***). There are no Regulated or Significant Trees located on the subject site.

In respect to the Lemon Scented Gum (*Eucalyptus Citriodora*) located 0.5 metres from the northern boundary on the adjacent site and around 60 metres setback from the Stanford Street frontage, the tree protection measures outlined in ***Appendix 7*** and summarised in Section 4.6 above will ensure protection of the tree and thereby satisfy Regulated and Significant Tree Overlay DO 1, PO 1.1 and PO 2.1.

6.8 Transport, Access and Parking

CIRQA have undertaken a detailed traffic and parking assessment (refer to ***Appendix 4)***, and the following discussion includes an assessment of the proposed development against the relevant Transport, Access and Parking provisions of the Code.

6.8.1 Access and Manoeuvring

The carpark layout and associated access has been designed to satisfy the relevant Transport, Access and Parking provisions of the Code in that:

- All parking spaces have been designed to satisfy the requirements of the Australian/New Zealand Standard (AS/NZS) for "Parking Facilities – Part 1: Off-Street car parking" (AS/NZS 2890.1:2004) and Australian New Zealand Standard for "Parking Facilities – Part 6: Off-Street parking for people with disabilities"(AS/NZS 2890.6:2009) (PO 4.1, 6.7);
- The proposal will consolidate two (2) existing vehicle access points into a single vehicle access that is generally in the same location as the existing northern access point such that this will not impact on any street trees or create inconvenience (PO 3.1, 3.3, 3.4, 3.5, 3.6);

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- The car park layout and access have been designed to accommodate all vehicle movements (including the on-site collection of waste) and has turn-around spaces so that vehicles are capable of entering and exiting the site in a forward direction (PO 1.4), refer to ***Figure 6.3*** over-page. The car park layout will also enable access for fire-fighting vehicles and emergency personnel as sought by the Hazards (Bushfire – Urban Interface) Overlay PO 2.1
- A separated and direct pedestrian footpath is provided for pedestrians (PO 7.3);
- A dedicated area is provided for the collection of waste that will minimise potential for conflict with other car park users (PO 1.3); and
- The development includes a designated pedestrian pathway which links the building entry with the existing pedestrian footpath along Stanford Road (PO 6.4)

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Figure 6.3 *MRV turning movements entering and exiting the site (Source: CIRQA)*



6.8.2 Vehicle Parking

Transport, Access and Parking *Table 1 (General Off-Street Car Parking Requirements)* prescribes a car parking rate for a child care centre of "0.25 spaces per child". For a child care centre with a capacity of 118 children, this equates to a requirement of 29.5 vehicle parking spaces. Therefore, the proposed provision of 29 vehicle parking spaces is a minor shortfall of 0.5 spaces to meet the Deemed to Satisfy criteria (in respect to parking provision) of General Development Policy – Transport, Access and Parking DPF 5.1.

A review of the car parking supply has been undertaken by CIRQA (***Appendix 4***) against PO 5.1 which states:

> ***PO5.1*** *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.."(my emphasis)*

The Planning and Design Code therefore contemplates acceptance of lower parking provisions (than suggested by the specified rates) based on relevant development, land use and site-specific considerations.

The assessment by CIRQA has identified previous studies and experience of peak parking demand associated specifically with child care centre uses. The previous studies have identified peak parking demands varied between a rate of one (1) parking space per 4.2 children to one (1) parking space per 6.7 children (inclusive of both parent and staff parking demands). The proposal (including 29 spaces) equates to 1 parking space/4.07 children which is above the highest surveyed parking rate.

The previous studies have also considered the identification of spaces between staff and visitors. Assuming that the proposed development has a similar proportion of staff to visitors, it is anticipated that the six (6) dedicated staff parking spaces will be fully utilised with the remaining spaces shared by visitors and a small number of additional staff. It is also noted that peak staffing levels occur outside peak set-down and pick-up times.

Based on this advice, a supply of 29 parking spaces is considered adequate to meet the anticipated peak parking demands associated with the development without causing any undue impact to the amenity of nearby residential properties through spill over of car parking outside of the site.

In accordance with Transport, Access and Parking PO 4.1, safe and convenient access will be provided for the people with a disability with the provision of a designated disabled car park adjacent the building's main entrance.

6.8.3 Impact on Surrounding Road Network

The below provisions are considered most relevant for an assessment of the impact of the proposed development on the surrounding road network:

Traffic Generating Development Overlay

PO 1.1 *Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network*

Urban Transport Routes Overlay

PO 1.1 *Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.*

Transport, Access and Parking – General Development Policies

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.*

CIRQA estimates that the development will generate an additional 145 am and 111 pm peak hour trips on the surrounding road network. CIRQA have undertaken modelling of the additional vehicle movements generated by the development and have found that the additional movements are well below capacity of Stanford Road and will have minimal impact on through bound movements on Stanford Road.

CIRQA conclude that the anticipated distribution and volume of traffic "*will be readily accommodated at the proposed site access and on the adjacent road network*" and that the nature or function of Stanford Road will not be altered. Accordingly, the proposal satisfies the provisions listed above.

6.8.4 Future Local Road Widening

The subject land is subject to the Future Local Road Widening Overlay. DO 1 seeks *"development consistent and that will not compromise the efficient delivery of future widening requirements of local roads"*.

DPF 1.1 identifies that development does not involve building work, or building work is located wholly outside land within 10.5 metres from the primary street frontage.

Preliminary advice from Council staff has indicated that the future local road widening needs are currently being reviewed, but it is possible that a depth of 5 metres from the street frontage may be required for future local road widening purposes.

The proposal has setback all building work and car parking greater than 5 metres from the street boundary such that the operation of the proposed development would not be impacted should the 5 metre depth be required in the future.

Should the 5 metres be required, this would remove some landscaping at the front of the site. This is consistent with the impact that would occur to other properties located along the eastern side of Stanford Road.

6.8.5 Car Parking Appearance

The carpark appearance has been designed to satisfy the relevant Design in Urban Areas provisions of the Code in that:

- The carparking area has been designed to incorporate substantial landscaping along the street frontage and along boundary fencing that will provide an attractive appearance when viewed from within the site and from public spaces (PO 7.2, 7.5, 7.6); and
- The incorporation of landscaping will provide shade, reduce solar heat absorption and reflection (PO 7.4, 7.6)

6.9 Stormwater Management

The Water Resources Overlay applies to this site as the southern end of the allotment marginally extends (for an area of approximately 45m^2) into this Overlay due to the site's proximity to a watercourse which runs through 57 Stanford Road to the south.

This has been considered as part of the preparation of the conceptual stormwater management plan and civil work plans has been prepared by CPR Engineers and is attached to this report as ***Appendix 7***.

The post development site will result in increased impervious areas hence requiring on-site detention. The proposal will satisfy Stormwater Management Overlay PO 42.2 and 42.3 by restricting post-development flows to pre-development flows through inclusion of on-site detention tanks that will manage flows out of the site.

In accordance with Design in Urban Areas PO 42.1 and 42.2, surface level runoff will be diverted to a Gross Pollutant Trap underneath the car park to minimise pollutants and preserve water quality prior to stormwater detention. Roof run off will bypass the Gross Pollutant Trap and be directly connected to the detention system. These measures will improve the quality of stormwater exiting the site.

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7. Conclusion

This development application seeks Planning Consent to establish a child care centre within the Hills Neighbourhood Zone at 61 Stanford Road, Salisbury Heights.

Following an inspection of the subject site and locality, a review of the proposed plans and associated specialist reports accompanying the application and a detailed assessment of the proposed development against the relevant provisions of the Planning and Design Code, we have formed the opinion that the proposed development represents appropriate and orderly development which accords with the relevant provisions of the Code for the reasons summarised below:

- A pre-school land use is identified as one (1) example of non-residential uses that will improve access to community services (Zone PO 1.3);
- The proposal is of a scale to complement the character and amenity of the neighbourhood (Zone PO 1.4);
- The proposed building is positioned in accordance with the suggested site coverage and setback provisions, therefore enabling sufficient separation between buildings, the provision of landscaping, outdoor play areas and sufficient car parking;
- The building design and inclusion of acoustic treatments on the boundaries will manage interface impacts to nearby residential properties;
- The site has been designed to accommodate safe and convenient vehicle ingress, egress and circulation, including passenger vehicles and waste collection vehicles which will all enter and exit the site in a forward direction;
- The supply of vehicle parking spaces will satisfy the anticipated demand generated by the proposed child care centre;
- Projected traffic generation and distribution will have a negligible impact on the function and/or capacity of the surrounding road network; and
- The development will include on-site stormwater detention and a filtration system to appropriately manage the quantity and quality of stormwater discharged from the site.

On this basis, the proposed development is highly aligned with the most relevant provisions of the Planning and Design Code and warrants Planning Consent, subject to reasonable and relevant conditions.

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Appendix 1. Certificate of Title

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

LAND SERVICES SA

Product	Register Search (CT 6148/902)
Date/Time	28/09/2022 02:43PM
Customer Reference	BS_NP_61 Stan
Order ID	20220928006976

REAL PROPERTY ACT, 1886
South Australia

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 6148 Folio 902

Parent Title(s)	CT 5969/820, CT 5969/821				
Creating Dealing(s)	RTC 12224141				
Title Issued	28/11/2014	**Edition**	3	**Edition Issued**	17/12/2015

Estate Type

FEE SIMPLE

Registered Proprietor

PAUL STUART CAVE
LEAHR ANN BRENTON
OF 61 STANFORD ROAD SALISBURY HEIGHTS SA 5109
AS JOINT TENANTS

Description of Land

ALLOTMENT 32 DEPOSITED PLAN 93983
IN THE AREA NAMED SALISBURY HEIGHTS
HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12434539	MORTGAGE TO ING BANK (AUSTRALIA) LTD. (ACN: 000 893 292)

Notations

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

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Appendix 2. Architectural Plans and Elevations

Brown Falconer

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation



DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET DRAFT	15.12.22
2	DA SET	19.12.22
3	DA UPDATES	23.03.22

SALISBURY HEIGHTS

61 STANDFORD RD, SAILSBURY HEIGHTS, 5109, SA

SHEET LIST - DA

Sheet Number	Sheet Name	Revision	Revision Date
DA01	COVER SHEET	3	23.03.22
DA02	EXISTING CONDITIONS	2	19.12.22
DA03	CONTEXT & SITE ANALYSIS	2	19.12.22
DA05	FLOOR PLAN	3	23.03.22
DA06	ROOF PLAN	2	19.12.22
DA07	ELEVATIONS	2	19.12.22
DA08	STREET ELEVATIONS	3	23.03.22
DA09	SECTIONS	2	19.12.22
DA10	3D IMAGES	2	19.12.22
DA04	SITE PLAN	3	23.03.22
DA11	SHADOW DIAGRAMS	1	23.03.22
DA12	SHADOW DIAGRAMS	1	23.03.22

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ABN 65 007 846 586 brownfalconer.com.au

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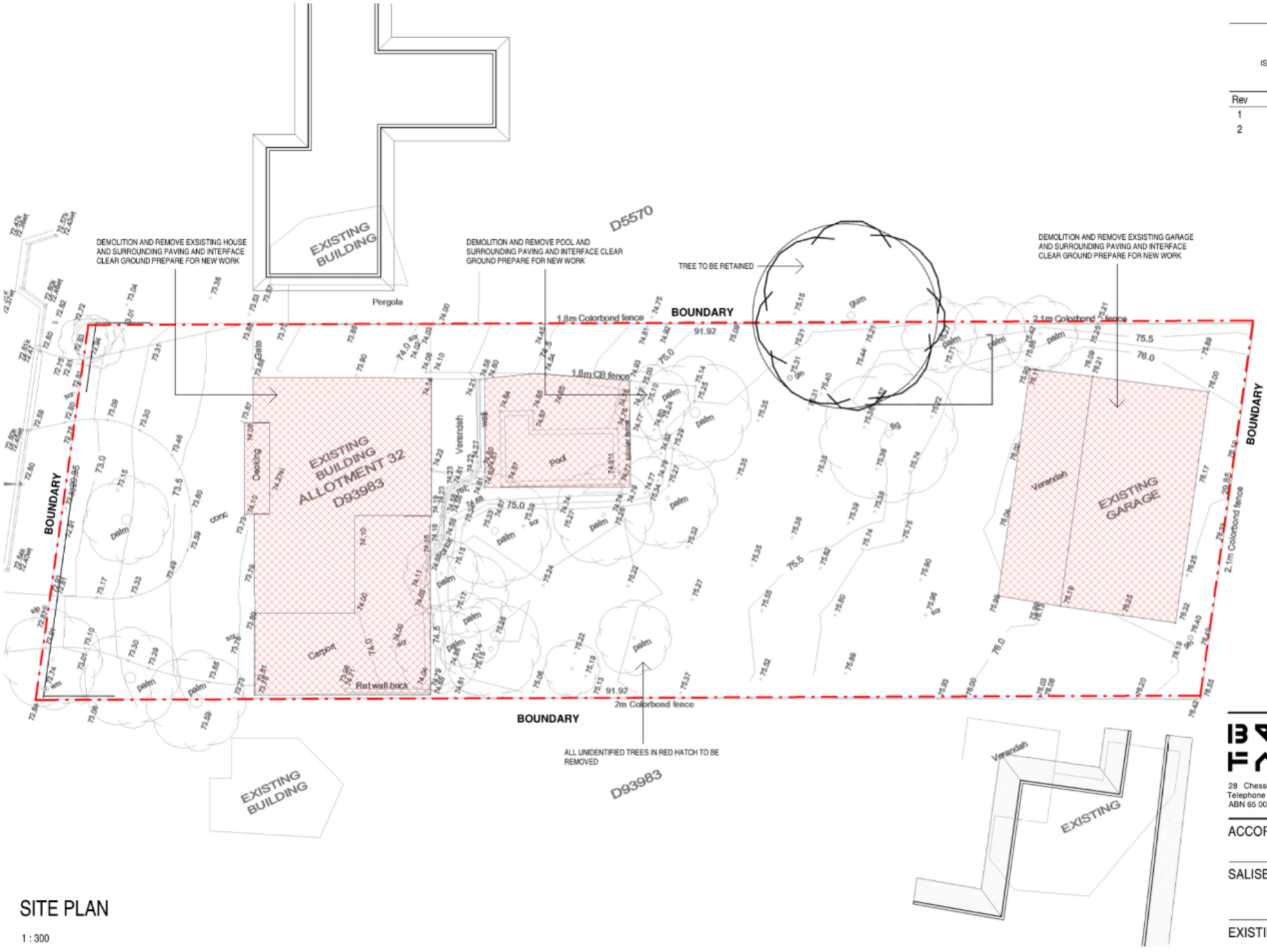
SALISBURY HEIGHTS CCC

COVER SHEET

Scale
Drawn Author
Date 01/16/18
Job No. 2022124

Dwg No. **3580 DA01** Rev: **3** A3 SHEET



SITE PLAN

1 : 300

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET DRAFT	15.12.22
2	DA SET	19.12.22

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EXISTING CONDITIONS

Scale 1 : 300
Drawn Author
Date 02/12/18
Job No. 2022124

Dwg No. **3580 DA02** Rev: **2** A3 SHEET

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

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CONTEXT & SITE ANALYSIS

Scale
Drawn Author
Date 02/12/18
Job No. 2022124

Dwg No. **3580 DA03** Rev: **2** A3 SHEET

DA ISSUE

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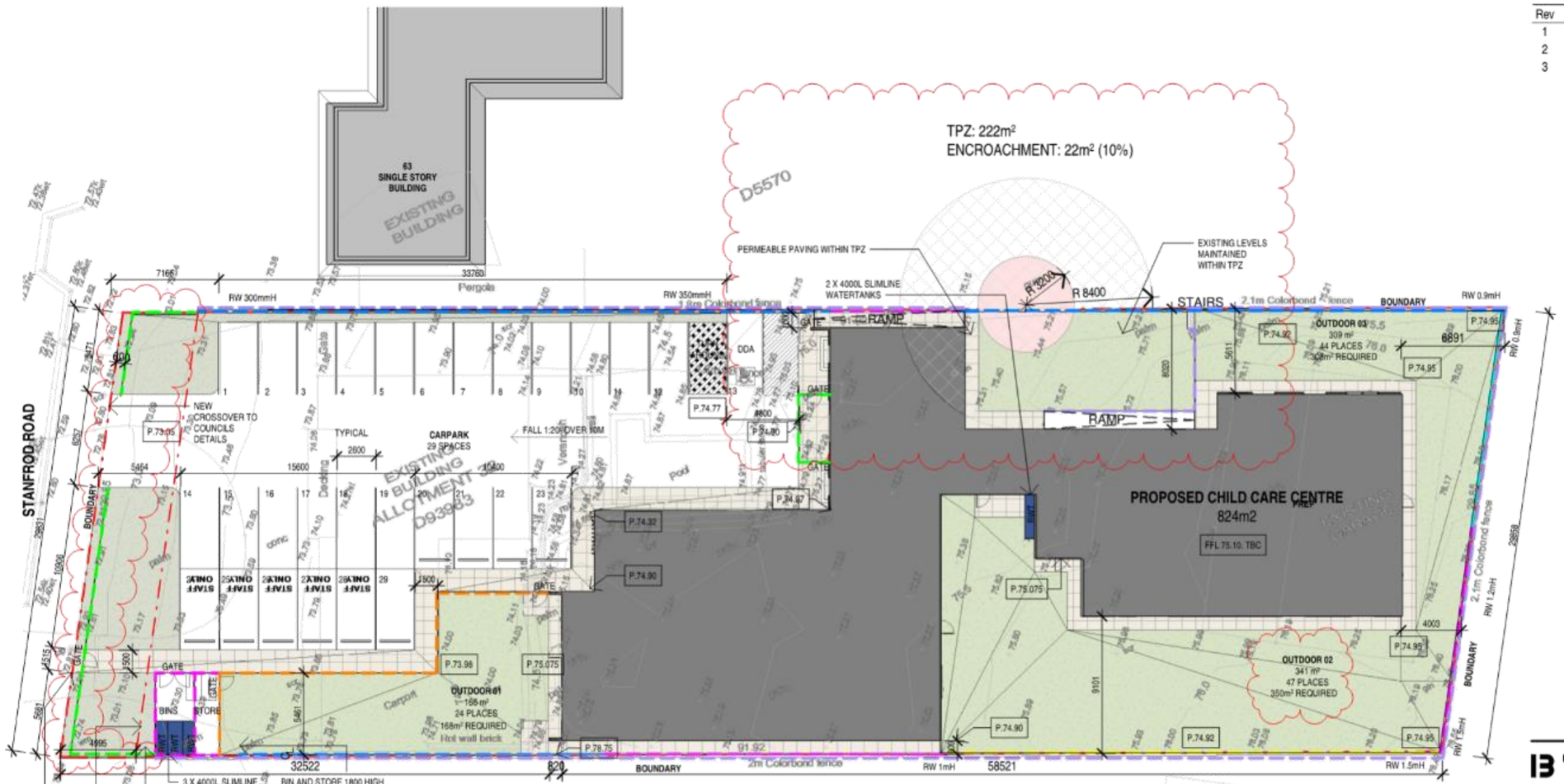
Rev	Amendment	Date
1	DA SET DRAFT	15.12.22
2	DA SET	19.12.22
3	DA UPDATES	23.03.22



SITE PLAN

1 : 300

FENCES

FENCE TYPE 01
COLORBOND METAL FENCE
2400 MINIMUM HEIGHT.
ON TOP OF RETAINING WALL AS REQURED
COLOUR: MONUMENT

FENCE TYPE 02
COLORBOND METAL FENCE
1800MINIMUM HEIGHT.
ON TOP OF RETAINING WALL AS REQURED
COLOUR: MONUMENT

FENCE TYPE 03
COLORBOND METAL FENCE
2700 MINIMUM HEIGHT.
ON TOP OF RETAINING WALL AS REQURED
COLOUR: MONUMENT

FENCE TYPE 04
COLORBOND METAL FENCE
2100 MINIMUM HEIGHT.
ON TOP OF RETAINING WALL AS REQURED
COLOUR: MONUMENT

FENCE TYPE 05
DEFENDER PICKET FENCE
1800 MINIMUM HEIGHT
ON TOP OF RETAINING WALL AS REQURED
COLOUR: WHITE

FENCE TYPE 06
DEFENDER PICKET FENCE
1500 MINIMUM HEIGHT
ON TOP OF RETAINING WALL AS REQURED
COLOUR: WHITE

RETAINING WALL REFER CIVIL

P DESIGN SURFACE LEVEL

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SITE PLAN

Scale As indicated
Drawn Author
Date 12/09/22
Job No. 2022124

Dwg No. **3580 DA04** Rev: **3** A3 SHEET

DA ISSUE

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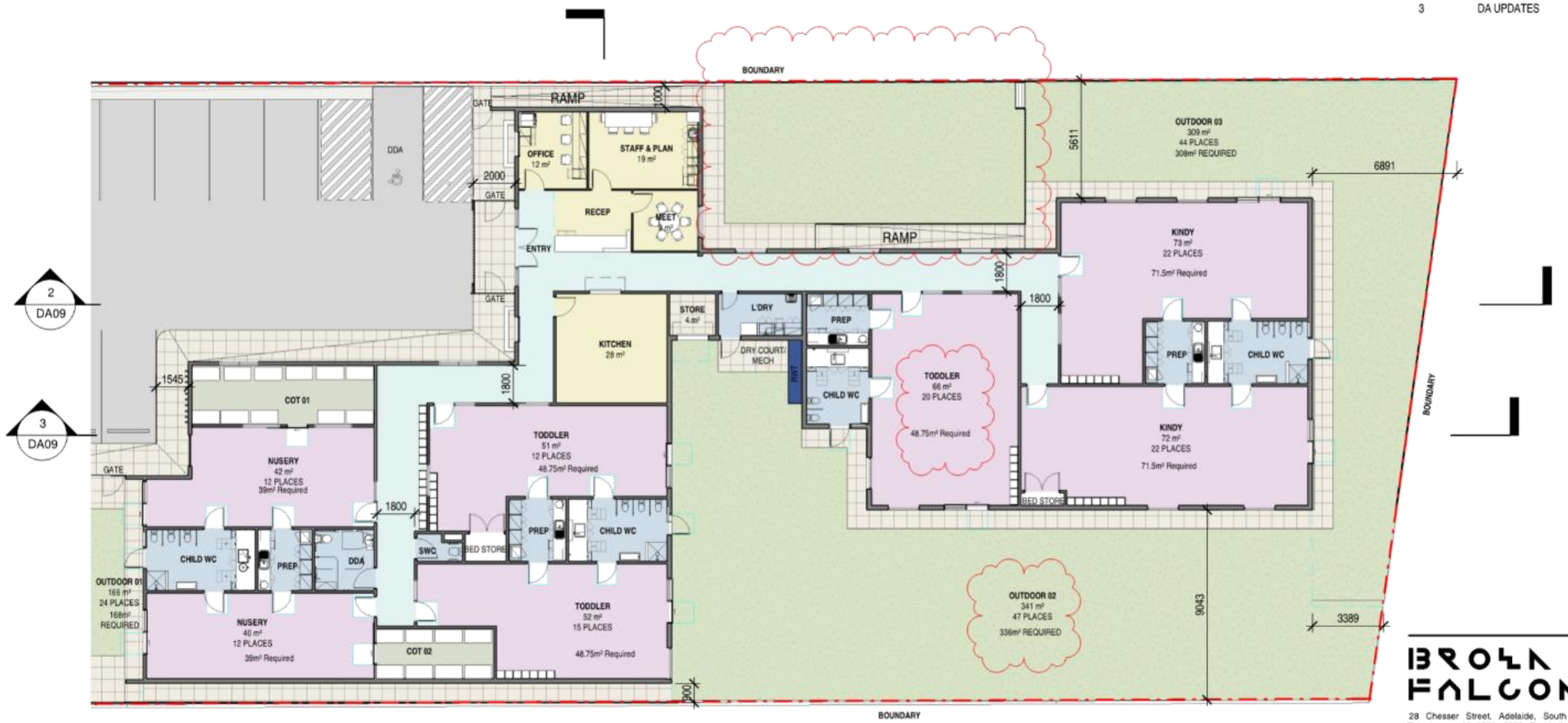
Rev	Amendment	Date
1	DA SET DRAFT	15.12.22
2	DA SET	19.12.22
3	DA UPDATES	23.03.22



GROUND PLAN

1 : 200

NUMBER OF PLACES	**115**
SITE AREA	2760m²
SITE AREA PER PLACE	24m²
BUILDING AREA	824m²
BUILDING AREA PER PLACE	7.2m²
OUTDOOR PLAY AREA	816m²
NUMBER OF CAPARKS	29

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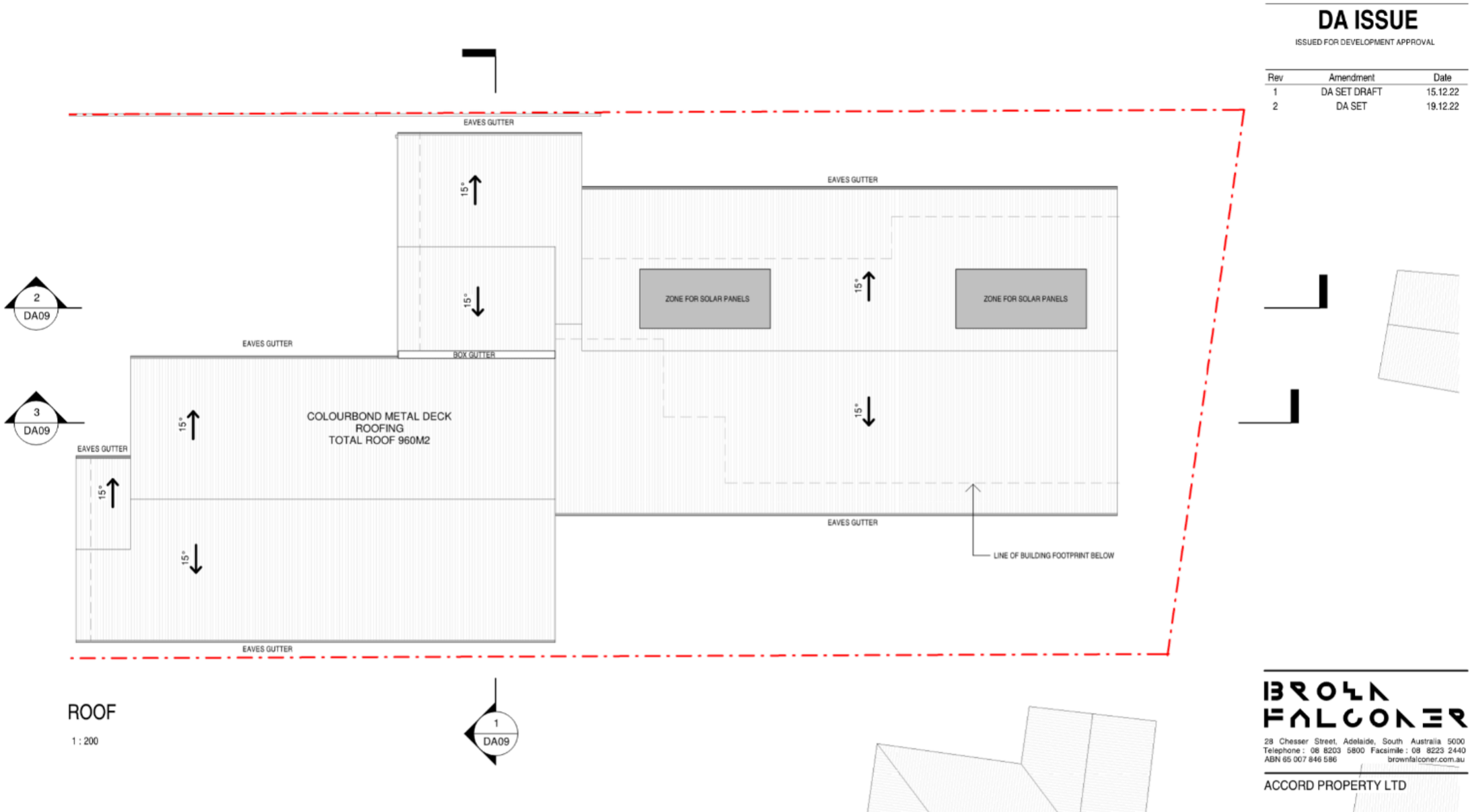
SALISBURY HEIGHTS CCC

FLOOR PLAN

Scale 1 : 200
Drawn Author
Date 02/12/18
Job No. 2022124

Dwg No. **3580 DA05** Rev: **3** A3 SHEET

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation



ROOF

1 : 200

DA ISSUE

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1	DA SET DRAFT	15.12.22
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ROOF PLAN

Scale 1 : 200
Drawn Author
Date 02/12/18
Job No. 2022124

Dwg No. **3580 DA06** Rev: **2** A3 SHEET

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET DRAFT	15.12.22
2	DA SET	19.12.22



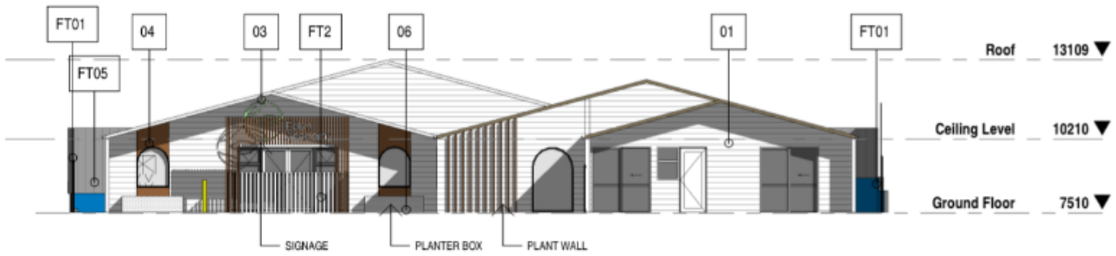
NORTH ELEVATION

1 : 200



SOUTH ELEVATION

1 : 200



WEST ELEVATION

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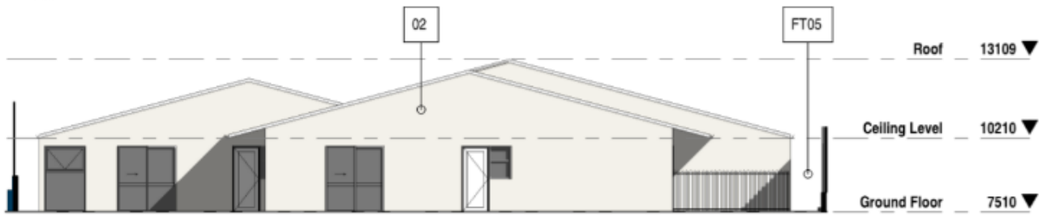

EAST ELEVATION

1 : 200



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ELEVATIONS

Scale As indicated
Drawn Author
Date 02/12/18
Job No. 2022124

Dwg No. **3580 DA07** Rev: **2** A3 SHEET

DA ISSUE

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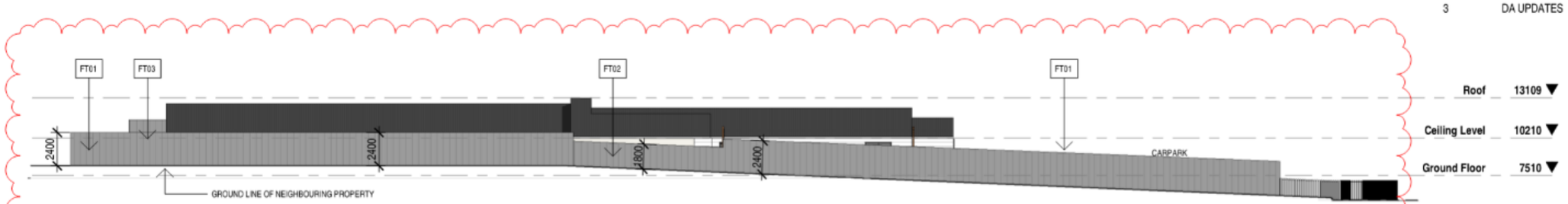


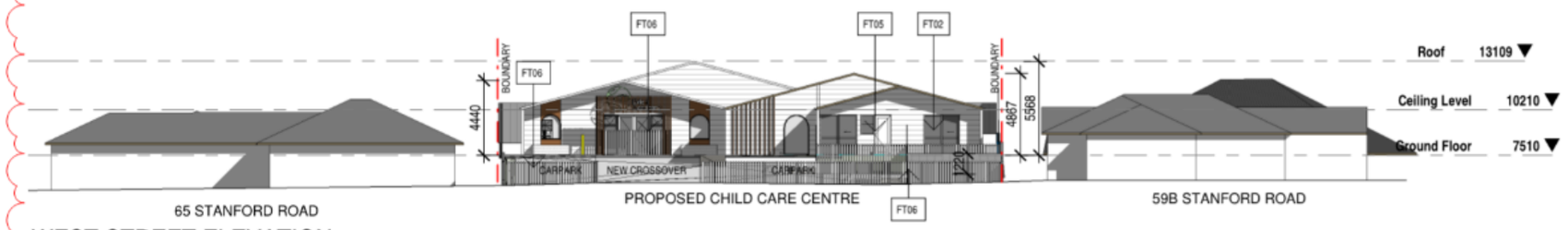
NORTH FENCE ELEVATION

1 : 300



SOUTH FENCE ELEVATION

1 : 300



WEST STREET ELEVATION

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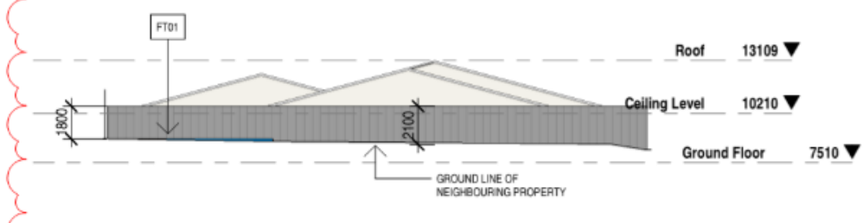

EAST FENCE ELEVATION

1 : 300

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STREET ELEVATIONS

Scale 1 : 300
Drawn Author
Date 02/12/18
Job No. 2022124
Dwg No. **3580 DA08** Rev: **3** A3 SHEET

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ISSUED FOR DEVELOPMENT APPROVAL

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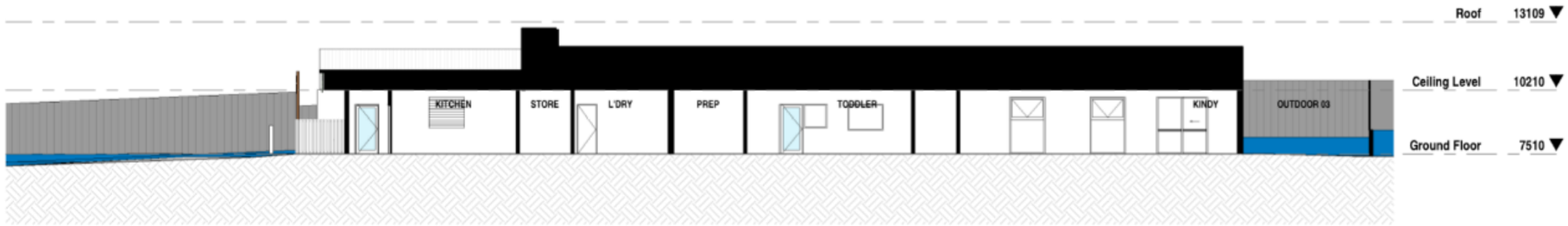

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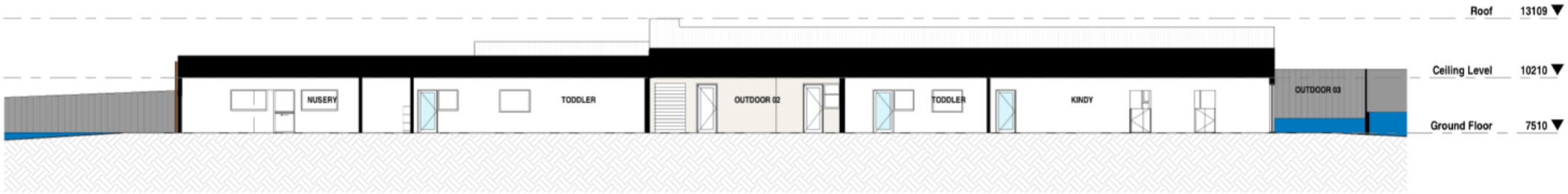

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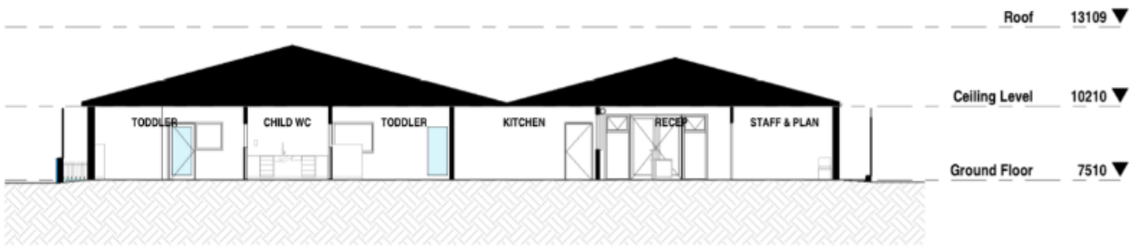

SECTION C

1 : 200

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SECTIONS

Scale 1 : 200
Drawn Author
Date 02/12/18
Job No. 2022124
Dwg No. **3580 DA09** Rev: **2** A3 SHEET









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3D IMAGES

Scale
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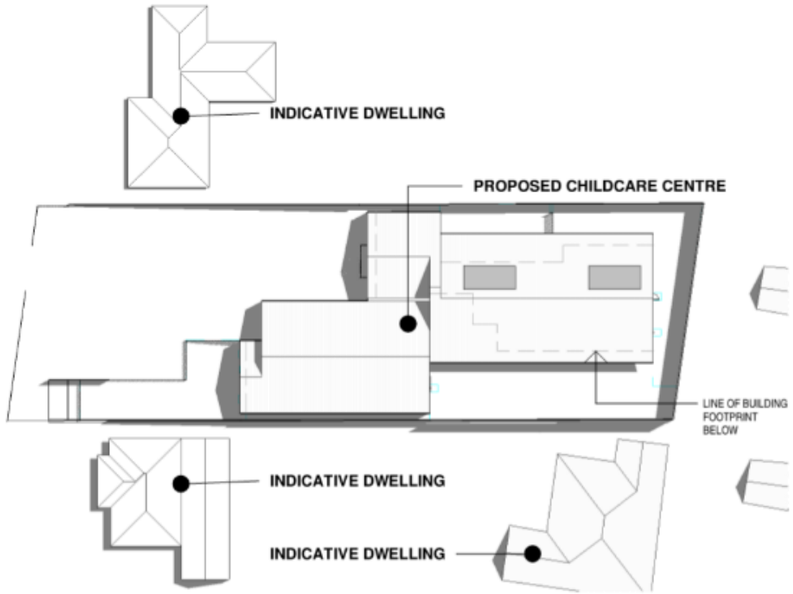
Dwg No. **3580 DA10** Rev: **2** A3 SHEET



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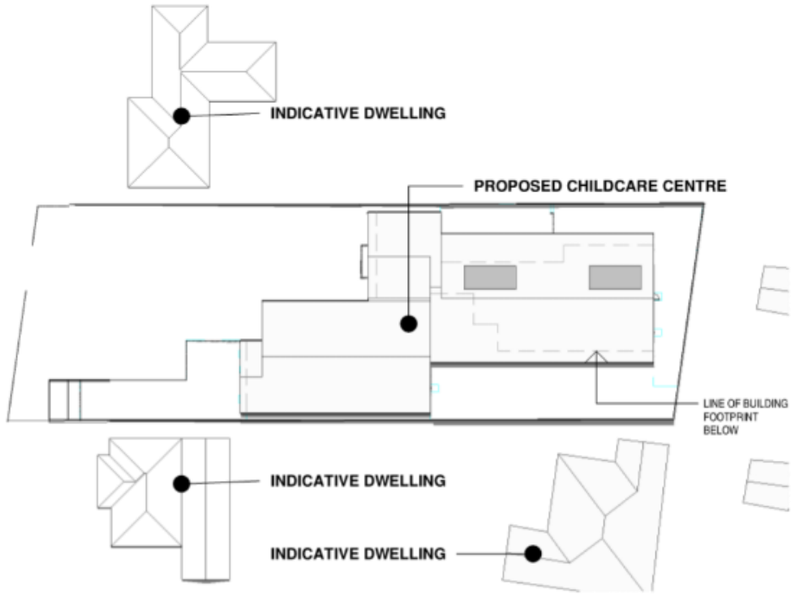

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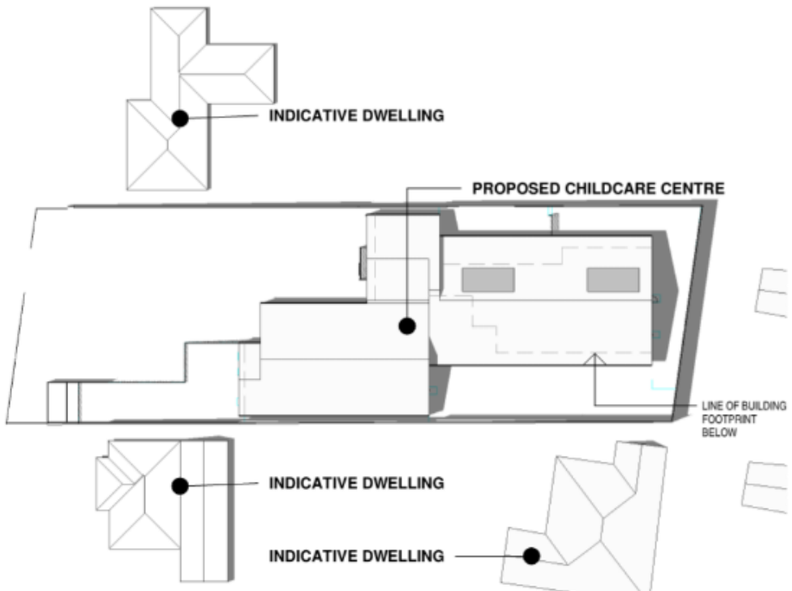

SUMMER - 3PM

1 : 750 21st DEC

DA ISSUE

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1	DA UPDATES	23.03.22

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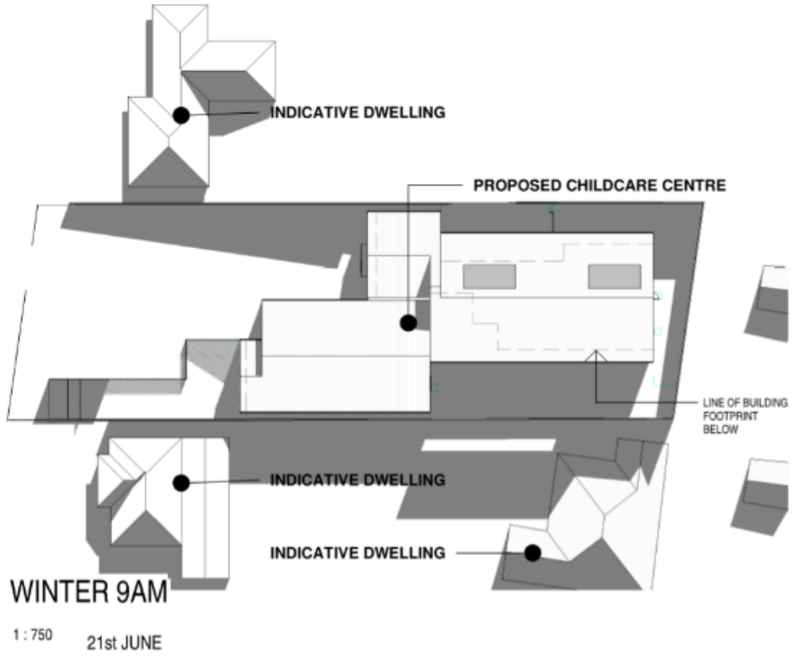
SALISBURY HEIGHTS CCC

SHADOW DIAGRAMS

Scale 1 : 750
Drawn Author
Date 03/15/23
Job No. 2022124

Dwg No. **3580 DA11** Rev: **1** A3 SHEET



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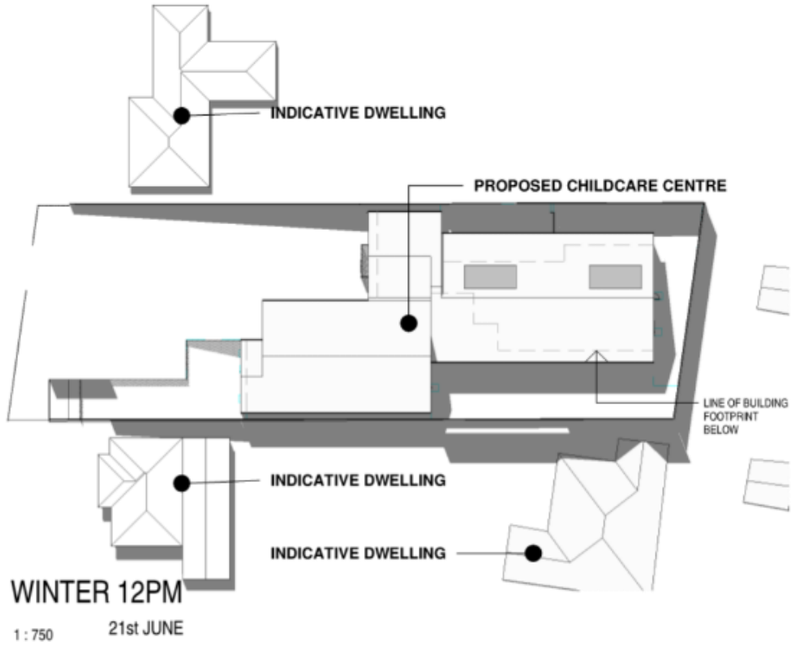
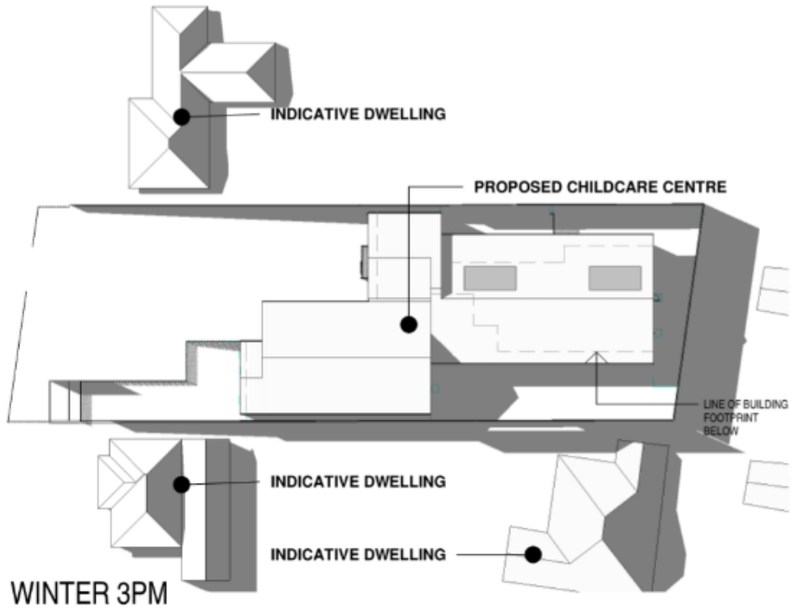


WINTER 12PM

1 : 750 21st JUNE



WINTER 3PM

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DA ISSUE

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SALISBURY HEIGHTS CCC

SHADOW DIAGRAMS

Scale 1 : 750
Drawn Author
Date 03/17/23
Job No. 2022124

Dwg No. **3580 DA12** Rev: **1** A3 SHEET

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Appendix 3. Landscape Plan

Das Studio

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

Stanford Rd Salisbury Heights Childcare Centre

Landscape Design

Submission:

20 December 2269_Stanford Rd Salisbury Heights CCC_Landscape Design_Issue 01

13 January 2269_Stanford Rd Salisbury Heights CCC_Landscape Design_Issue 02

23 March 2269_Stanford Rd Salisbury Heights CCC_Landscape Design_Issue 03

28 April 2269_Stanford Rd Salisbury Heights CCC_Landscape Design_Issue 04

Client:

Accord Property

Location:

61 Stanford Road, Salisbury Heights, SA 5109

dasstudio

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

Contents

01 Landscape Design
02 Front Perspective
03 Looking North Perspective
04 Looking South Perspective
05 Indicative Planting Palette

dastudio

01 Landscape Design

Legend

- Property boundary
- RW Proposed assorted height retaining wall Refer Architectural package
- F1 Proposed 2400h colorbond fencing on top of retaining wall where shown Refer Architectural package
- F2 Proposed 1800h colorbond fencing on top of retaining wall Refer Architectural package
- F3 Proposed 2700h colorbond fencing on top of retaining wall Refer Architectural package
- F4 Proposed 2100h colorbond fencing on top of retaining wall Refer Architectural package
- F5 Proposed 1800h defender picket fencing Refer Architectural package
- F6 Proposed 900-1200h internal fencing
- F7 Proposed picket fencing

01 Proposed small tree species to provide minor shade, visual amenity and landscape softening to the childcare centre

02 Proposed densely planted screening shrubs along fencing to provide visual amenity and also act as privacy screening to the neighbouring houses

03 Proposed assorted species of shrubs, grasses and groundcovers mass planted to assist in the building presentation to the streetscape, provide visual amenity to the entry and car park, or introduced into nature playspaces for children to investigate

04 Proposed assorted species of low-lying shrubs and groundcovers mass planted to provide visual amenity and maintain clear sightlines into the car park. In car parking area, planting to accord with AS2890.1 Clause 2.4.1(a)(i) with low planting for first 600mm of vehicle overhang.

05 Proposed outdoor playspace (Indicative design shown)
Proposed playspace to include play equipment and shade sails or structures of assorted sizes

06 Proposed all-weather sealed concrete to all access ways, walkways and footpaths

07 Proposed all-weather sealed asphalt to proposed carpark and crossover

08 Proposed existing trees to be retained



Note:

- Refer to Architectural package for all proposed demolition/modifications and existing trees proposed to be retained/removed
- Refer to Engineering package(s) for any proposed RL's, contours, stormwater connections, pit locations, cut and fill requirements and retaining wall information
- Refer to '05 Indicative Planting Palette' sheet for sample suitable planting types and species
- Planting extents in playspaces to be finalised

Date 28 April 2023
Scale 1:400
Sheet A3

dasstudio

02 Front Perspective



da$tudio

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

03 Looking North Perspective



dastudio

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

04 Looking South Perspective



Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

da§tudio

05 Indicative Planting Palette



INDICATIVE PLANTING PALETTE

CODE	BOTANICAL NAME	COMMON NAME	SPACING	HEIGHT & WIDTH AT MATURITY (m)
1	**SMALL TREES**			
Cer	*Cercis canadensis 'Forest Pansy'*	'Forest Pansy' Cercis	As shown	5 x 5 (H x W)
Euc	*Eucalyptus leucoxylon 'Euky Dwarf'*	'Euky Dwarf' Eucalyptus	As shown	4-6 x 3-4 (H x W)
Lag	*Lagerstroemia indica x fauriei 'Natchez'*	'Natchez' Crepe Myrtle (White)	As shown	6 x 4 (H x W)
Pis	*Pistacia chinensis*	Chinese Pistachio	As shown	8 x 6 (H x W)
Pru	*Prunus cerasifera 'Oakville Crimson Spire'*	'Oakville Crimson Spire' Prunus	As shown	6 x 2 (H x W)
Pyr	*Pyrus calleryana 'Capital'*	Ornamental Pear	As shown	12 x 1-3 (H x W)
Que	*Quercus palustris 'Pringreen'*	'Pringreen' Green Pillar	As shown	14 x 3 (H x W)
2	**SCREEN PLANTING**			
Ade	*Adenanthos sericeus*	Woolly Bush	1500 mm	1-4 x 1-1.5 (H x W)
Cvi	*Callistemon viminalis 'Slim'*	'Slim' Callistemon	1000 mm	3 x 1.3 (H x W)
Mur	*Murraya paniculata 'Mock Orange'*	'Mock Orange' Murraya	1000 mm	4 x 3 (H x W)
Syr	*Syzygium australe 'Resilience'*	'Resilience' Lily Pily	1000 mm	5 x 2 (H x W)
Sys	*Syzygium australe 'Sraight and Narrow'*	'Sraight and Narrow' Lily Pily	1000 mm	5-8 x 1-1.5 (H x W)
Vib	*Viburnum odoratissimum*	Sweet Viburnum	1500 mm	2-4 x 3 (H x W)
3	**SHRUBS**			
Acm	*Acmena smithii*	Allyn Magic	500mm	0.5 x 0.5 (H x W)
Aly	*Alyxia buxifolia*	Sea Box	2000mm	0.5-2 x 0.5-2 (H x W)
Dod	*Dodonaea viscosa purpurea*	Purple Hop Bush	1500mm	3 x 1.5 (H x W)
Ere	*Eremophila glabra 'Lime Gold'*	Lime Gold Eremophila	1500mm	1.2 x 1.5 (H x W)
Fes	*Festuca glauca*	Elijah Blue	300mm	0.3 x 0.3 (H x W)
Hav	*Hardenbergia violacea*	Native Sarsaparilla	1500mm	3 x 2 (H x W)
Lav	*Lavandula dentata*	French Lavender	1000mm	1.5 x 1 (H x W)
Lir	*Liriope Muscari 'Just Right'*	'Just Right' Liriope	500mm	0.5 x 0.5 (H x W)
Mai	*Maireana opositifolia*	Salt Bluebush	1000mm	1 x 1 (H x W)
Rap	*Raphiolepis indica 'Oriental Pearl'*	'Oriental Pearl' Indian	700mm	0.8-1 x 1 (H x W)
Wej	*Westringia fruiticosa 'Jervis Gem'*	Coastal Rosemary	1500mm	1 x 1.5 (H x W)
4	**GROUNDCOVERS**			
Bra	*Brachyscome multifida*	Cut-Leafed Daisy	500mm	0.2 x 0.3 (H x W)
Dia	*Dianella revoluta*	Blue Flax-Lily	700mm	0.3-1 x 0.5-2 (H x W)
Dic	*Dichondra repens*	Kidney Weed	500mm	0.15 x 2 (H x W)
Myo	*Myoporum parvifolium 'Broad Leaf'*	Creeping Boobialla	1000mm	0.15-0.3 x 3 (H x W)
Sca	*Scaevola 'Mauve Clusters'*	Fan Flower	500mm	0.35-0.5 x 0.7-0.8 (H x W)
5	**CLIMBERS**			
Hac	*Hardenbergia comptoniana*	Native Westringia	As shown	2 x 3 (H x W)

Note:
- Indicative palette to showcase potential, suitable planting opportunities only
- Planting types, species, number of selections and spacings to be finalised
- Planting selections and pot sizes subject to availability
- Climber selection for playspace use only

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Appendix 4. Traffic and Parking Report

CIRQA

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

PROPOSED CHILD CARE CENTRE
61 STANFORD ROAD, SALISBURY HEIGHTS

TRAFFIC AND PARKING REPORT

CIRQA™

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

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DOCUMENT CONTROL

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Project number:	22482
Client:	Accord Property
Client contact:	Brad Steinert

Version	Date	Details/status	Prepared by	Approved by
Draft	05 Dec 22	For review	JJB	BNW
V1	20 Dec 22	For submission	JJB	BNW

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1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for a proposed Child Care Centre at 61 Stanford Road, Salisbury Heights. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by Brown Falconer (drawing no. 3580 DA04 Rev 2, dated 19/12/22, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the eastern side of Stanford Road. The site is bound by Stanford Road to the west and residential development to the remaining sides.

The Planning and Design Code identifies that the site is located within a Hills Neighbourhood Zone, with the following overlays applicable:

- Airport Building Heights (Regulated) (All structures over 15 metres);
- Affordable Housing;
- Building Near Airfields;
- Defence Aviation Area (All structures over 45 metres);
- Future Local Road Widening;
- Hazards (Bushfire - Urban Interface);
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Stormwater Management;
- Urban Tree Canopy; and
- Water Resources.

It is noted that the Future Local Road Widening Overlay identifies a minimum setback of 10.5 m from the Stanford Road frontage. However, it is understood that Council have identified a reduced requirement of 5 m for future road widening purposes.

The subject site is currently occupied by a residential dwelling. Vehicle access is provided via two crossovers (5 and 6 m wide) on Stanford Road, at which all turning movements are permitted.

Figure 1 illustrates the location of the subject site with respect to the adjacent road network.

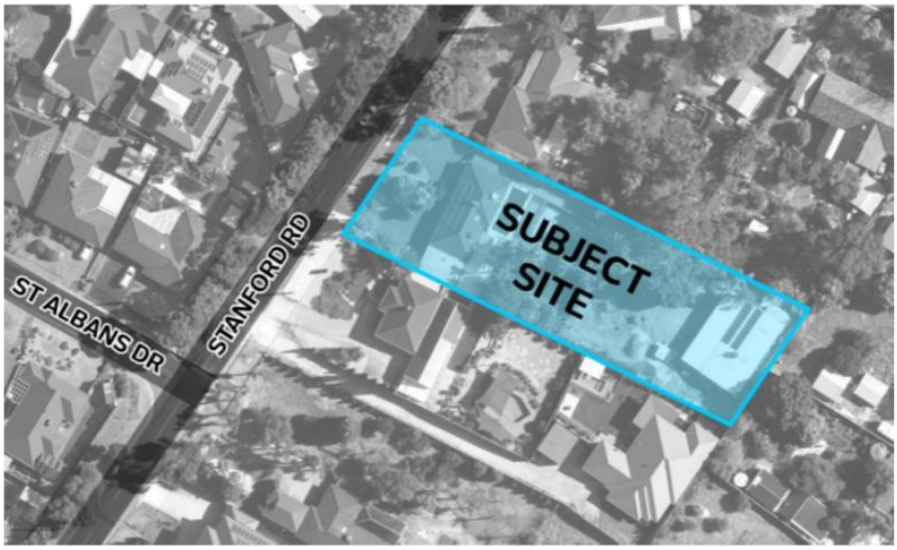


Figure 1 – Location of the subject site with respect to the adjacent road network

2.2 ADJACENT ROAD NETWORK

Stanford Road is a collector road under the care and control of the City of Salisbury. Stanford Road comprises a 7.6 m wide carriageway (approximate) with a single traffic lane in each direction. Indented parking lanes are located directly adjacent the site on Stanford Road. Traffic data recorded by Council indicates that Stanford Road has an AADT (Average Annual Daily Trips) of 3,415 vpd (adjacent the site). The default urban speed limit of 50 km/h applies on Stanford Road.

2.3 WALKING AND CYCLING

Sealed footpaths are provided on the western side of Stanford Road, servicing both pedestrians and cyclists. Cyclists are also able to ride on-street sharing the road with motorists. Stanford Road forms part of the BikeDirect Network and is classified as a 'Secondary Road'.

2.4 PUBLIC TRANSPORT

Public bus services operate regularly within close proximity to the site. A bus stop is located within 140 m of the subject site on sides of Stanford Road. This stop is serviced by the 475 bus route.

Additional bus services are also available on Target Hill Road (to the North) and the Grove Way (to the South).

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the demolition of the existing infrastructure on the subject site and the construction of a 118 place child care centre and associated parking provisions.

3.2 ACCESS AND PARKING DESIGN

The proposal will be serviced by a 29-space parking area, of which one space will be reserved exclusively for use by people with disabilities. The parking area will comply with the requirements of Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004) and Australian/New Zealand Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009) in that:

- regular parking spaces will be 2.6 m wide and 5.4 m long (or 4.8 m long with 0.6 m overhang);
- the parking space for persons with disabilities will be 2.4 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- the parking aisle will be at least 6.2 m wide;
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle;
- a turn-around bay will be provided at the end of the parking aisle;
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height; and
- pedestrian sightlines will be provided at the site's access point.

Vehicle access to the site will be provided via a 6.2 m wide two-way crossover on Stanford Road, while all redundant crossovers will be reinstated as upright kerb. The access point will accommodate two-way movements with entering vehicles able to be driven past another vehicle stored waiting to exit the site. All vehicles will be able to enter and exit the site in a forward direction.

3.3 REFUSE COLLECTION

Refuse collection will be undertaken via private contractor with the associated manoeuvres accommodated on-site (forward-in/forward-out). The site will be able to accommodate movements by an 8.8 m long Medium Rigid Vehicle (MRV). It is anticipated that such movements would be undertaken outside of opening hours. Figure 2 illustrates the turn path for an MRV to enter and exit the site in a forward direction.



Figure 2 – MRV turning movements into and out of the site

4. PARKING ASSESSMENT

4.1 CAR PARKING

The Planning and Design Code identifies a parking requirement of 0.25 spaces per child for land uses classified as 'child care centres' (equivalent to a rate of one space per four children). Based upon a capacity of 118 children, the proposed child care centre would have a theoretical requirement for 29.5 spaces. Given that 29 spaces will be provided, there is a minor shortfall of 0.5 spaces associated with the proposal.

While the proposal would not meet the Deemed to Satisfy criteria of the Code (in respect to parking provision), I note 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..." (my emphases)*

The Planning and Design Code therefore contemplates acceptance of lower parking provisions (than suggested by the specified rates) based on relevant development, land use and site-specific considerations.

In comparison to the Planning and Design Code's parking provision rate, I note that a detailed study of parking demands at a number of child care centres was prepared by MFY (traffic consultants) in 2016 for the Australian Childcare Alliance (SA). The study identified that peak parking demands varied between a rate of one space per 4.2 to one space per 6.7 children (inclusive of both parent and staff parking demands). Similarly, a recent (2018) survey undertaken by Austraffic (on behalf of CIRQA) at the Seacliff Casa Bambini child care centre identified a peak parking demand of one space per 6.5 children in the am and one space per 6.0 children in the pm (inclusive of both staff and parent parking demands). The proposed parking provision (29 parking spaces) would therefore equate to 1 parking space per 4.07 children, which is above the highest surveyed parking rate. Such peak demands would therefore be able to be accommodated wholly within the site and Performance Outcome 5.1 would be met.

In respect to the designation of spaces within the site, 20.7% of spaces are proposed to be designated for staff use only with the remaining spaces shared between additional staff and parents. In CIRQA's experience, such a proportion of staff only spaces is reasonable. For instance, Austraffic undertook an independent survey of parking demands at the (fully enrolled) Casa Bambini child care centre at Seacliff on Friday, 24 August 2018. As part of the survey, Austraffic included separate identification of staff and parent parking demands. The survey identified that:

- during the am peak hour 61.5% of vehicles parked during the peak period (8 spaces out of peak demand for 13 spaces) were associated with staff; and
- during the pm peak hour 64.3% of vehicles parked during the peak period (9 spaces out of peak demand for 14 spaces) were associated with staff.

It is assumed that the proposed development would have a similar proportion of staff to visitor parking during peak periods. As the percentage of staff parking is less than that surveyed by Austraffic during both the peak am and pm periods, it is anticipated that all of the staff parking spaces will be filled (by staff) during peak periods with the remaining spaces shared between parents associated with the centre and the small number of additional staff. In addition, it should be noted that peak staffing levels at child care centres occur outside of the peak set-down

and pick-up period. The overall parking arrangements are considered appropriate for the proposed use and, as identified above, meet the requirements of the Planning and Design Code.

4.2 BICYCLE PARKING

The Planning and Design Code does not identify bicycle parking rates applicable to sites located within a Hills Neighbourhood Zone. However, it is recommended that two bicycle parking rails (four bicycle parking spaces) be provided on-site to accommodate staff and visitor bicycle parking.

5. TRAFFIC ASSESSMENT

5.1 TRAFFIC GENERATION AND DISTRIBUTION

The RTA's "Guide to Traffic Generating Developments" (the RTA Guide), and its subsequent updates, are documents commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses.

An update to the RTA (now RMS) child care centre traffic generation rate was prepared by TEF Consulting and the RMS in September 2015. The updated study identified that the previously recommended rates were based on surveys from 1992, and were considered out of date. Based on detailed statistical analysis, the updated TEF Consulting report identified the following rate for assessment of traffic generation at child care centres during road network peak hours (where X_1 is the number of licensed places for children):

- am peak hour trips – $0.0118\ X_1^2 - 0.3585\ X_1 + 22.968$; and
- pm peak hour trips – $0.004\ X_1^2 + 0.4117\ X_1 + 6.0276$.

On the basis of the above equations, it is forecast that the proposal will generate 145 am peak hour trips and 111 pm peak hour trips.

Vehicle movements will be distributed via the site's access points on Stanford Road. For the purposes of this assessment, the following distribution assumptions have been adopted:

- am peak hour – 60% of trips are inbound and 40% of trips are outbound (based on the comparable survey data);
- pm peak hour - 50% of trips are inbound and 50% of trips are outbound (based on the comparable survey data); and
- 60% of movements will occur to/from the south and 40% to/from the north.

Based upon the above assumptions and traffic counts on Stanford Road, forecast am and pm peak hour movements have been forecast at the access point (Figure 3). It is noted that Council's survey data only identified daily movements adjacent the site (3,415 vpd). It has been assumed that the 20% of these movements would occur during the am and pm peak hours (combined). Peak hour through bound movements have then been prorated based upon DIT's turning movement data at The Grove Way/Stanley Road/Gateway Drive intersection.

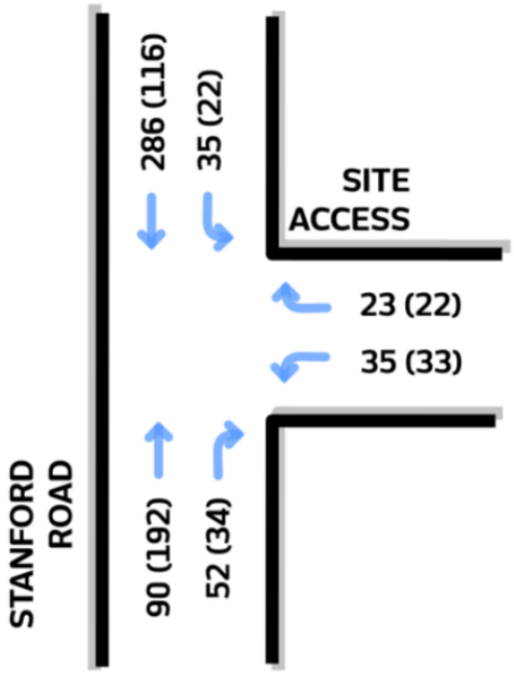


Figure 3 – Forecast am (pm) peak hour movements at the proposed access point

Conditions at the proposed access point has been analysed using SIDRA modelling software to identify the impact of the proposal on Stanford Road. The detailed SIDRA results are provided in Appendix B.

The modelling has indicated that all movements during the am and pm peak hours will operate with a maximum Degree of Saturation (DoS) of 0.174. All movements will also operate with a Level of Service (LoS) of 'A'. The low DoS and high LoS indicates that each movement will operate well below capacity with minimal delays. In particular, the analysis indicates minimal delays to through-bound movements on Stanford Road (0.7 seconds average delay or less).

Based upon the above, the forecast traffic generated by the child care centre will be readily accommodated at the proposed access point and will have minimal impact on through bound movements on Stanford Road.

6. SUMMARY

The proposal comprises the construction of a 118 place child care centre with associated access and parking provisions. Vehicle access to the site will be provided via a two-way access point on Stanford Road. The site has been designed such that all movements can enter and exit in a forward direction.

A total of 29 parking spaces will be provided on-site. Such a provision will satisfy the anticipated peak parking demands for the site. The parking area will be provided in accordance with the relevant Australian Standard.

The proposal is forecast to generate in the order of 145 am and 111 pm peak hour trips. Such movements will be readily accommodated at the proposed site access and on the adjacent road network.

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

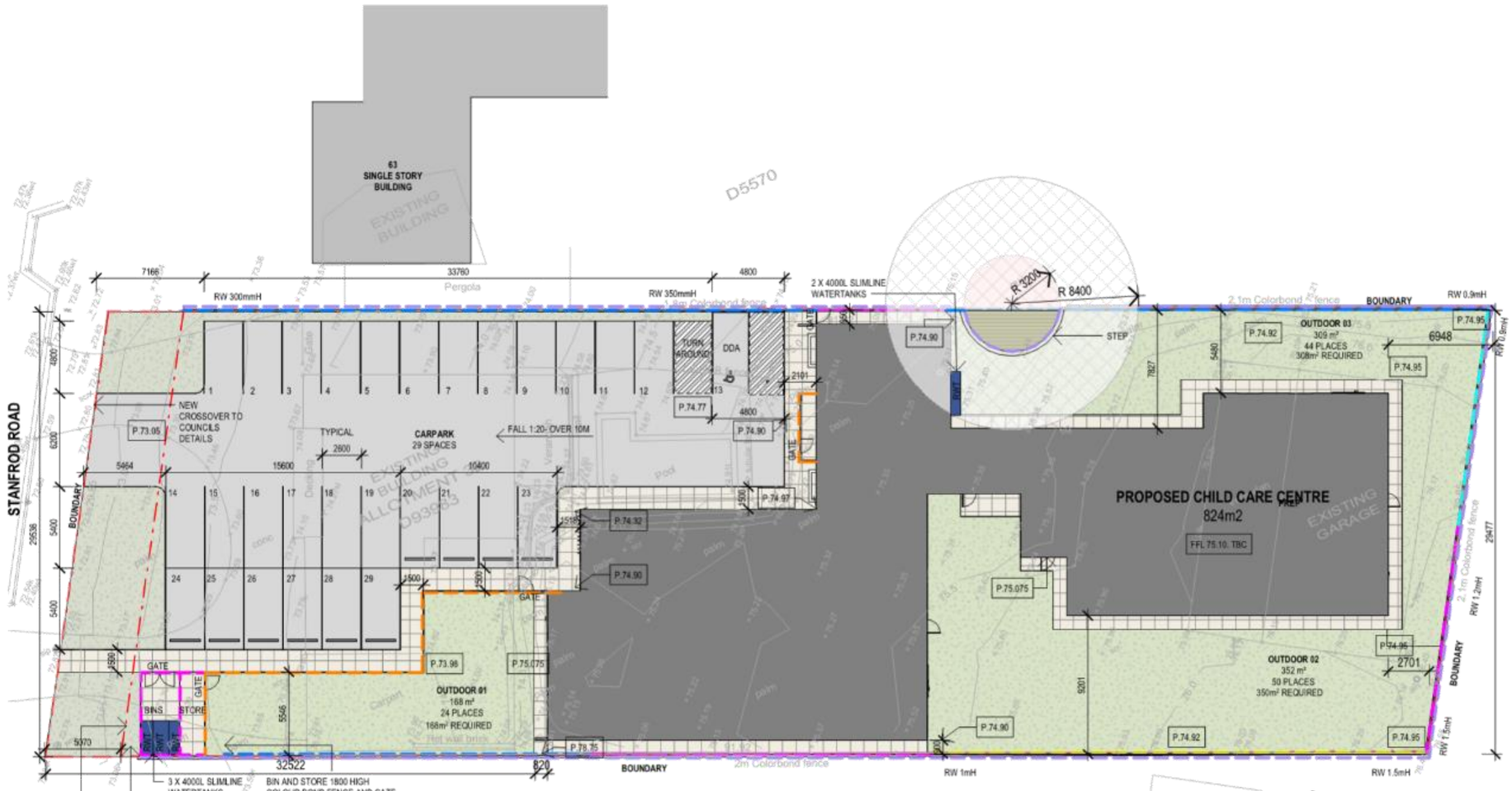
APPENDIX A

BROWN FALCONER PLANS

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET DRAFT	15.12.22
2	DA SET	19.12.22



SITE PLAN

1 : 300

BROWN FALCONER
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

ACCORD PROPERTY LTD

SALISBURY HEIGHTS CCC

SITE PLAN

Scale As indicated
Drawn Author
Date 12/09/22
Job No. S3848

Dwg No. **3580 DA04** Rev. **2** A3 SHEET

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APPENDIX B

SIDRA MOVEMENT SUMMARIES

MOVEMENT SUMMARY

Site: 101 [am future (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanford Rd (S)														
2	T1	90	2.8	95	2.8	0.092	0.7	LOS A	0.4	2.7	0.31	0.23	0.31	56.9
3	R2	52	0.0	55	0.0	0.092	6.7	LOS A	0.4	2.7	0.31	0.23	0.31	54.9
Approach		142	1.8	149	1.8	0.092	2.9	NA	0.4	2.7	0.31	0.23	0.31	56.1
East: Site Access (E)														
4	L2	35	0.0	37	0.0	0.059	6.5	LOS A	0.2	1.5	0.38	0.63	0.38	52.5
6	R2	23	0.0	24	0.0	0.059	7.5	LOS A	0.2	1.5	0.38	0.63	0.38	52.0
Approach		58	0.0	61	0.0	0.059	6.9	LOS A	0.2	1.5	0.38	0.63	0.38	52.3
North: Stanford Rd (N)														
7	L2	35	0.0	37	0.0	0.174	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	57.7
8	T1	286	0.9	301	0.9	0.174	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.3
Approach		321	0.8	338	0.8	0.174	0.6	NA	0.0	0.0	0.00	0.07	0.00	59.1
All Vehicles		521	1.0	548	1.0	0.174	2.0	NA	0.4	2.7	0.13	0.17	0.13	57.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\JeremyBayly\Cirqa Pty Ltd\Cirqa Pty Ltd Team Site - Public\2022\22482 Child Care Centre 61 Stanford Road Salisbury Heights\SIDRA\22482_02Dec22.sip9

MOVEMENT SUMMARY

Site: 101 [pm future (Site Folder: General)]

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Stanford Rd (S)														
2	T1	192	0.3	202	0.3	0.127	0.1	LOS A	0.2	1.7	0.09	0.09	0.09	58.8
3	R2	34	0.0	36	0.0	0.127	5.9	LOS A	0.2	1.7	0.09	0.09	0.09	56.7
Approach		226	0.3	238	0.3	0.127	1.0	NA	0.2	1.7	0.09	0.09	0.09	58.5
East: Site Access (E)														
4	L2	33	0.0	35	0.0	0.049	5.9	LOS A	0.2	1.2	0.23	0.58	0.23	52.9
6	R2	22	0.0	23	0.0	0.049	6.9	LOS A	0.2	1.2	0.23	0.58	0.23	52.4
Approach		55	0.0	58	0.0	0.049	6.3	LOS A	0.2	1.2	0.23	0.58	0.23	52.7
North: Stanford Rd (N)														
7	L2	22	0.0	23	0.0	0.075	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	57.5
8	T1	116	0.5	122	0.5	0.075	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
Approach		138	0.5	145	0.5	0.075	0.9	NA	0.0	0.0	0.00	0.10	0.00	58.8
All Vehicles		419	0.3	441	0.3	0.127	1.7	NA	0.2	1.7	0.08	0.16	0.08	57.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\JeremyBayly\Cirqa Pty Ltd\Cirqa Pty Ltd Team Site - Public\2022\22482 Child Care Centre 61 Stanford Road Salisbury Heights\SIDRA\22482_02Dec22.sip9

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Appendix 5. Environmental Noise Assessment

Sonus

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

61 Stanford Road, Salisbury Heights Child Care Centre

Environmental Noise Assessment

S7572C1

December 2022

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sonus.

Document Title	: 61 Stanford Road, Salisbury Heights Child Care Centre Environmental Noise Assessment
Client	: Accord Property
Document Reference	: S7572C1
Date	: December 2022
Author	: Rhys Carpenter
Reviewer	: Chris Turnbull, MAAS

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1 INTRODUCTION

An environmental noise assessment has been conducted for the proposed child care centre to be located at 61 Stanford Road, Salisbury Heights.

The closest existing noise sensitive receivers to the development are the adjacent single storey dwellings located to the north, east and south of the site. In addition, there are additional noise sensitive receivers located to the west on the other side of Stanford Road. The subject site and the surrounding locality can be seen on the figure in Appendix A.

Preschools, schools, child care centres, and playgrounds are often located in close proximity to residences and the sound of children playing during the day is rarely of concern. However, in some situations, where adjacent residents are sensitive to the sound of children's voices, the noise can be annoying and can exceed objective noise criteria. For the purposes of this assessment, it has been assumed that the residents in the vicinity of the proposed development are sensitive to the sound of children's voices.

The assessment considers noise levels at the surrounding residences from children playing in outdoor areas, car park activity, and mechanical plant operation.

The assessment has been based on the following:

- *Brown Falconer* drawing of the proposal with job number "S3848", drawing "SK02", dated November 2022; and,
- The understanding that:
  - The number and age of children within the outdoor areas will be as indicated on the *Brown Falconer* drawing, totalling 118 children;
  - The site may open prior to 7:00am, however outdoor play areas will not be used prior to this time; and,
  - Every child could be outside for up to 8 hours per day.

2 CRITERIA

The proposed development and adjacent residences are located within a Hills Neighbourhood Zone of the *South Australian Planning and Design Code* (the **Code**). The residences on the opposite side of Stanford Road are located within a General Neighbourhood Zone of the Code. The Code has been reviewed and particular regard given to the following relevant provisions.

Part 4 - General Development Policies

Interface between Land Uses

DESIRED OUTCOME

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts	DTS/DPF 1.2 None are applicable.
Activities Generating Noise or Vibration	
PO 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 4.1 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: ... (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.1 None are applicable.

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

Interface Between Land Uses DTS/DPF 4.1 of the Code references the *Environment Protection (Noise) Policy 2007* (the **Policy**). The Policy is based on the *World Health Organisation Guidelines for Community Noise (1999)* (the **WHO Guidelines**) to prevent annoyance, sleep disturbance, and unreasonable interference on the amenity of an area. It is however noted that the noise from children playing is specifically excluded from assessment under the Policy. As such, the noise from children has been assessed against the recommendations provided in the WHO Guidelines. Compliance with the Policy (where relevant) and the WHO Guidelines is considered to be sufficient to satisfy all provisions of the Code relating to environmental noise.

Children in Outdoor Areas

With respect to annoyance during the day, the WHO Guidelines include:

> *"To protect the majority of people from being seriously annoyed during the daytime, the sound pressure level on balconies, terraces and outdoor living areas should not exceed 55 dB $L_{Aeq,16hrs}$ for a steady continuous noise. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound pressure level should not exceed 50 dB $L_{Aeq,16hrs}$."*

Based on the above, it is proposed that the outdoor sound pressure level during daytime hours from children playing at the centre be no greater than 50 dB(A) at surrounding noise sensitive locations.

Car Park Activity & Mechanical Plant

The Policy provides goal noise levels to be achieved at residences based on the principally promoted land use of the Code zoning in which the development and the residences are located. Based on the land uses and the "development" nature of the project, the following goal noise levels are provided by the Policy:

- An average (L_{eq}) noise level of 47 dB(A) during the day time (7:00am to 10:00pm);
- An average (L_{eq}) noise level of 40 dB(A) during the night time (10:00pm to 7:00am); and,
- a maximum instantaneous (L_{max}) noise level of 60 dB(A) at night.

When measuring or predicting noise levels for comparison with the Policy, penalties may be applied to the average goal noise levels for each characteristic of tone, impulse, low frequency, and modulation of the noise source. To apply a penalty, the characteristic must be considered dominant within the acoustic environment. The application of penalties is discussed further in the Assessment section of this report.

3 ASSESSMENT

Children in Outdoor Areas

The noise from children of different age groups in outdoor areas has previously been measured at similar child care facilities. Noise from the proposed facility has been predicted based on these measurements and the centre operating at full capacity in all age groups, totalling 118 children.

In order to mitigate the effects of noise from children playing, a series of fences should be constructed around the site for the extents shown in the figure below. The fences should be constructed from a solid material such as sheet steel ("Colorbond" or similar), glass, or Perspex, and be sealed airtight at all junctions, including at the ground.



Where a retaining wall is proposed, such that the outdoor play area is lower than the height of the adjacent residence, the criteria can be achieved with a lower fence height. The fence height may therefore be reduced by 0.3 multiplied by the retaining wall height.

Based on the inclusion of the above treatments, the highest predicted outdoor sound pressure level at any residence is 50 dB(A), therefore achieving the assessment criterion for the noise from children's voices, derived from the WHO Guidelines.

Car Park Activity & Mechanical Plant

The noise at residences from car park activity and mechanical plant has been predicted based on a range of previous measurements and observations at similar facilities and manufacturer's noise data. These include:

- general car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their parked position;
- vehicle movements on site; and,
- mechanical plant serving the building.

The sound power levels used for this assessment can be seen in Appendix B.

The mechanical plant serving the building has been assumed to be located solely in the specified area in the centre of the site, adjacent the laundry. At the development application stage of a project, the mechanical plant is not generally designed or selected, and therefore detailed predictions of the noise cannot be made. The assessment of mechanical plant has been therefore based on typical condensing units, such as the *Actronair SRA203C* with a sound power level of 76 dB(A).

The predictions have also been based on the following assumed activity levels within any 15 minute period[1];

- Day Time (7:00am to 10:00pm)
  - 10 vehicle movements into or out of the car park; and,
  - Continuous operation of 2 condensing units.
- Night Time (before 7:00am)
  - 5 vehicle movements into the car park; and,
  - Continuous operation of 2 condensing units.

The noise from vehicles can, at times, attract a penalty for modulation. As the subject site is not located in close proximity to a major road, it is considered that the noise from vehicles may warrant the application of a penalty. Therefore, a 5 dB(A) penalty has been added to the predicted noise levels.

[1] Default assessment period of the Policy

The predicted average noise levels at the nearby residences from car park activity and mechanical plant operation, with the inclusion of a penalty, are predicted to be no more than 46 dB(A) during the day and 40 dB(A) before 7:00am, thereby achieving the criteria set out in the Policy of 47 dB(A) and 40 dB(A) for the day and night periods, respectively.

In addition, the instantaneous maximum noise level from activities such as doors closing, or vehicles entering or exiting the site has been predicted. The highest instantaneous maximum noise level is predicted to be no more than 51 dB(A) at the nearest residence. This will meet the criterion of 60 dB(A), as required by the Policy.

Based on the above, the Policy will be achieved by all car park activity and mechanical plant operation.

4 CONCLUSION

An environmental noise assessment has been conducted for the proposed child care centre to be located at 61 Stanford Road, Salisbury Heights.

The assessment has considered noise at the nearby residences to the site from children playing in outdoor areas, car park activity, and mechanical plant operation.

Relevant assessment criteria have been established based on the South Australian Planning and Design Code, Environment Protection (Noise) Policy 2007, and the World Health Organisation Guidelines for Community Noise (1999) to protect against annoyance.

In order to achieve the project noise criteria, it is recommended that fences be constructed surrounding the site for the extents specified.

Based on the above, it is considered that the development has been designed to mitigate adverse impact on neighbouring land uses and not unreasonable impact the amenity of sensitive receivers, thereby achieving the relevant provisions of the Planning and Design Code.

APPENDIX A



Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

APPENDIX B

Equipment / Activity		Sound Power Level
Children	1x 0-2 year old child	74 dB(A)
	1x 2-3 year old child	78 dB(A)
	1x 3-5 year old child	80 dB(A)
General Activity	General car park activity	83 dB(A)
	Moving car	82 dB(A)
	Air-conditioning unit	76 dB(A)
L_{max} Assessment	Car accelerating	93 dB(A) (L_{max})
	Car door closing	86 dB(A) (L_{max})

ekistics

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

Appendix 6. Stormwater Management Plan

CPR Engineers



Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

cpr engineers

SALISBURY HEIGHTS CHILD CARE CENTRE STORMWATER MANAGEMENT PLAN

Site Address: 61 Stanford Road, Salisbury Heights 5109

Project Number: 220317

ISSUE REGISTER PROJECT:

ISSUE DATE	REASON	PREPARED	REVIEWED
16-12-22	Final Report	Ty Wundenberg David Reynolds	--

Visit
174 Fullarton Road
Dulwich SA 5065

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Post
PO Box 2832
Kent Town SA 5071

E admin@cprengineers.com.au

INTRODUCTION

The following report outlines the key requirements to manage the disposal of stormwater from the post development site. The site is situated at 61 Stanford Rd, Salisbury Heights.

The stormwater concept has been based upon the architectural plans prepared by Brown Falconer dated November 2022, and the survey provided.

The existing site comprises of a single title and is a combination of one detached dwelling, with partly roof coverage, partly paved and landscaping coverage, with an additional outbuilding and a swimming pool also occupying the site. The buildings will be demolished, existing sealed pavement areas removed, with a new building, pavement and landscaped areas to be constructed.

This Stormwater Management Plan establishes the principles to manage the stormwater on the site and is submitted for review by the Town of Salisbury as part of the Development Approval process. This has been prepared in accordance with design advice received from the engineering department of the Salisbury Council.

This document is to be read in conjunction with:

- Brown Falconer's site plan, 3580 – SK02 – FLOOR PLAN
- State Survey's Detail Survey, 22447 detail
- CPR Engineers Stormwater Layout 220317-C01 RevA
- CPR Engineers Site Areas; and
- CPR Engineers Stormwater Detention Calculations

Should further details be required during this period, CPR Engineers will be able to provide these as necessary.

GENERAL STORMWATER MANAGEMENT

The new works will be designed for the following stormwater criteria as outlined by the Salisbury Council engineering department.

The site is required to restrict post development flows to pre-development flows for the equivalent minor (0.2-EY for residential and 10% AEP for industrial) and major (1% AEP) storm events. A safe overland flow path for the major storms gap flow should be provided to protect residences. Kerb outlets are permissible to discharge 10L/s.

It is proposed that the new works will be designed for the following stormwater criteria:

- Run-off from the car park is to be detained on site by use of an underground stormwater detention system, with pumped discharge to the existing street outlet;

- Run-off from the new Roof area is to be detained on site by use of above ground rainwater tanks, and gravity discharged through the existing street outlet.

Refer to the attached indicative Stormwater Concept Sketch 220317-C01.

SITE FEATURES

The proposed development includes the following:

- New single storey Child Care Centre building
- New car park area
- Outdoor play areas

The primary site features for the area being developed, prior to development include the following approximate areas:

- Paving / Rubble Path – 467 m²
- Roof – 646 m²
- Landscaping –1647 m²
- Total Exist Site area being developed – 2760 m²

The post development features are:

- Roof Areas – 841 m²
- Car park / paving – 1023 m²
- Landscaping – 896 m²
- Total area – 2760 m²

FINISHED FLOOR LEVEL REQUIREMENTS

The proposed Child Care Centre has finished floor level in excess of 300mm above existing levels of the bounding road network.

The perimeter pavements around the buildings shall grade away from the building and as such divert any chance for overland flows to elsewhere on the site.

The above measures have been addressed in order to maintain an appropriate freeboard level higher than surrounding formed ground surfaces to enable overload flows from 1:100 ARI storm events to exit the site in an appropriate manner and so as not to affect the neighbouring properties.

STORMWATER DETENTION

The post development site will result in increased impervious areas hence requiring on-site detention.

In accordance with council requirements pre-development flows have been calculated for the 1% AEP (100 year ARI) to limit the post-development flows.

Based upon calculative assessment Pre development site discharge is 57 L/s, see sheet SW1. Council requirement states that the maximum discharge to street outlets is 10L/s, per outlet. The post development 1% AEP (100 year ARI) detention is summarised below.

- Total detention of 53.6m³ (see sheet SW2) is required to be provided in combination of in ground and above ground systems to be developed within the final design.
- Stormwater from the in-ground tank system will be pumped to the existing Northernmost street outlet via a submersible pump with max capacity of 10 L/s. The pump is to be designed by contactors and specification is to be submitted to council prior to construction.
- Stormwater from the roof will be gravity fed through above ground, wet-system tanks, to the Southernmost street outlet, with an orifice plate restricting the maximum flow to 10L/s.

QUALITY OF WATER

As outlined by Salisbury Council storm water run-off is to be treated prior to discharge into council system.

For the purpose of this report a proprietary Gross Pollutant Trap is proposed to treat surface run off prior to entering the detention system. Roof run off will bypass the GPT and be directly connected to a detention system.

These measures will improve the quality of stormwater run-off exiting the site in comparison to current predevelopment conditions which provides no treatment.

OVERLAND FLOWS

Connor Coates from Salisbury Council has provided the following information via email dated, 8th November 2022:

> *"While your site is situated in a flood prone area it does not appear to be impacted by the flooding anticipated in the 1% AEP storm event. I note scatter points of flooding have been shown but I believe this is a nuance of the flood modelling. Please see a screenshot of Council's 2021 flood mapping below for reference."*

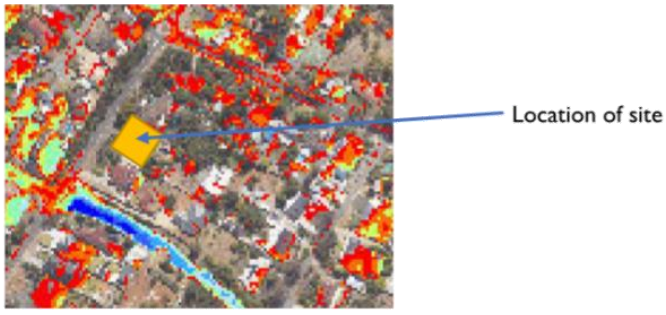


Figure 1: Flood Modelling 2021

The perimeter pavements around the buildings shall grade away from the building to direct overland flows to elsewhere on the site. This combined with the proposed FFL 300mm above existing kerbs provide an appropriate freeboard level higher than surrounding formed ground surfaces to enable overload flows from 1:100 ARI storm events to exit the site in an appropriate manner.

ISSUES DURING CONSTRUCTION

The management of stormwater during construction will be under constant monitoring by the appointed builder.

The builder will be employed to maintain control measures on site and to minimise run-off from the site which may contain fine earth particles and any deleterious material that washes off site will be cleaned up by the contractor.

Open swales rock and earth beds as well as hay bales will be used to manage stormwater during Construction and in particular during the earthworks phase of the project. The contractor will be required to submit a sediment and stormwater control plan during the different phases of the development.

Prepared by

David Reynolds
CPR ENGINEERS
davidr@cprengineers.com.au

Attachments:

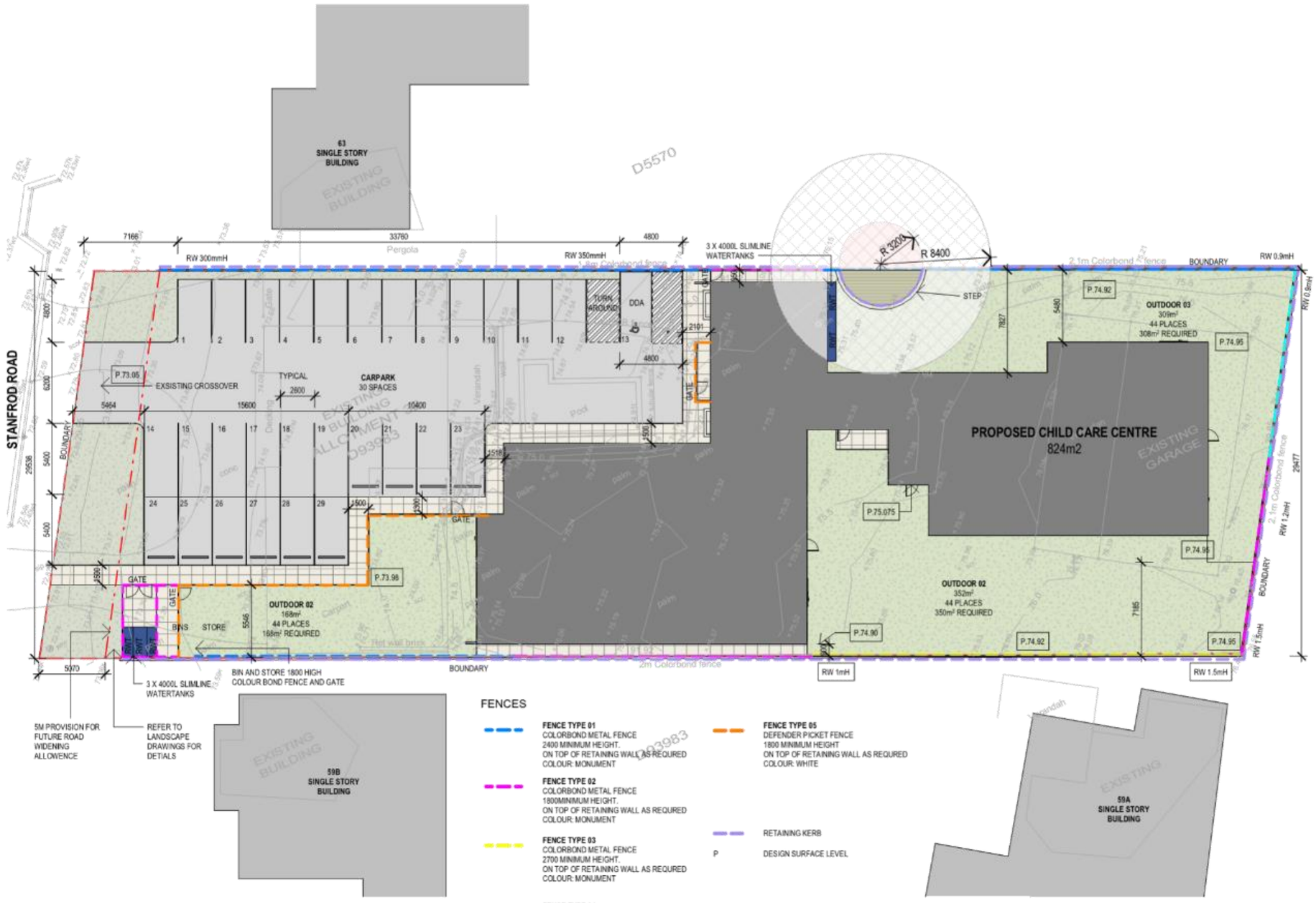
- Brown Falconer's site plan, 3580 – DA04 – SITE PLAN
- State Survey's Detail Survey, 22447 detail
- CPR Engineers Stormwater Layout 220317-C01 RevA
- CPR Engineers Site Areas, 220317-SK01 and SK02; and
- CPR Engineers Stormwater Detention Calculations, SW1, SW2, SW3, SW4

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

DA ISSUE

ISSUED FOR DEVELOPMENT APPROVAL

Rev	Amendment	Date
1	DA SET DRAFT	15.12.22



SITE PLAN

1 : 300

BROWN FALCONER
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

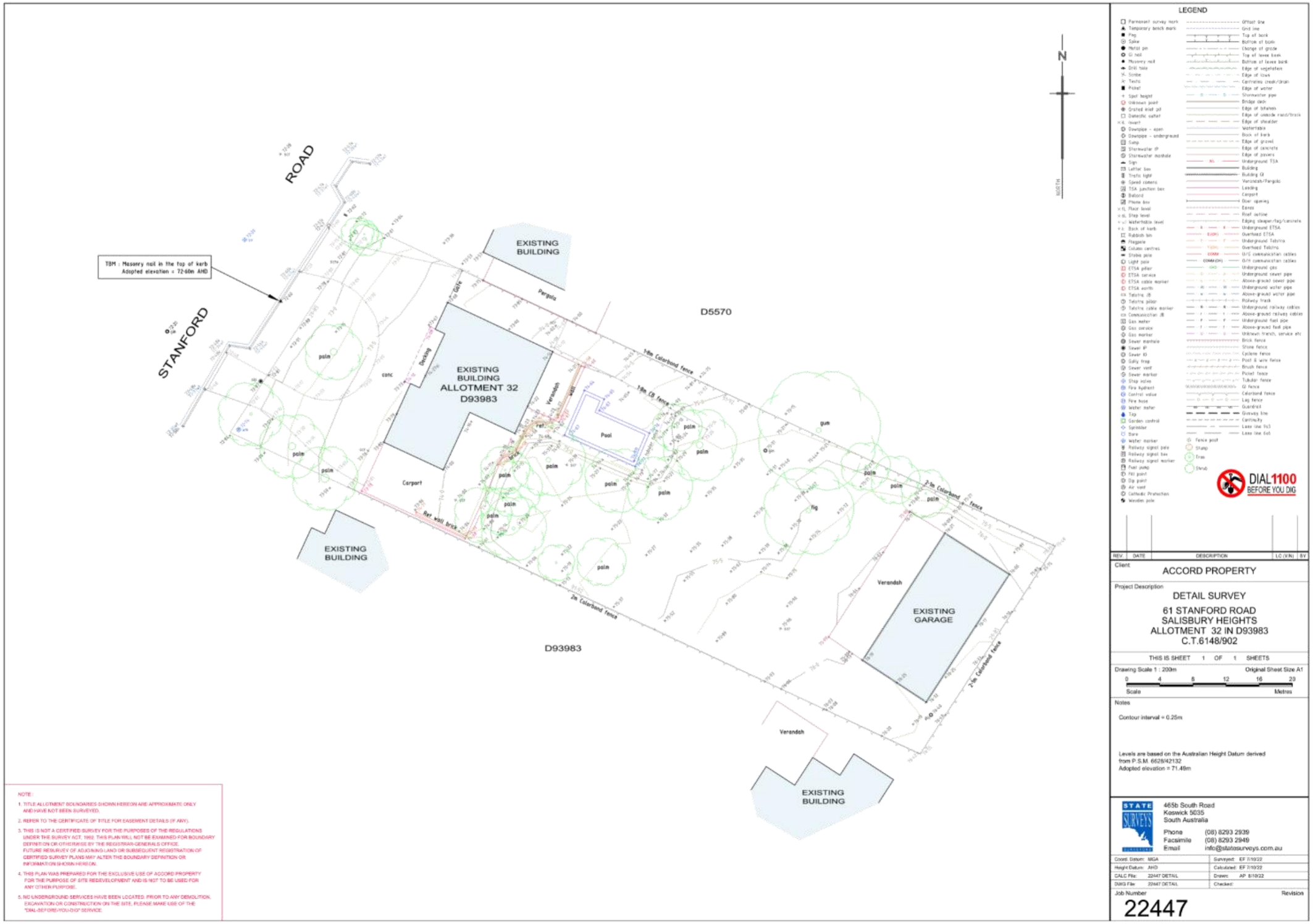
ACCORD PROPERTY LTD

SALISBURY HEIGHTS CCC

SITE PLAN

Scale As indicated
Drawn Author
Date 12/09/22
Job No. S3848

Dwg No. **3580 DA04** Rev: **1** A3 SHEET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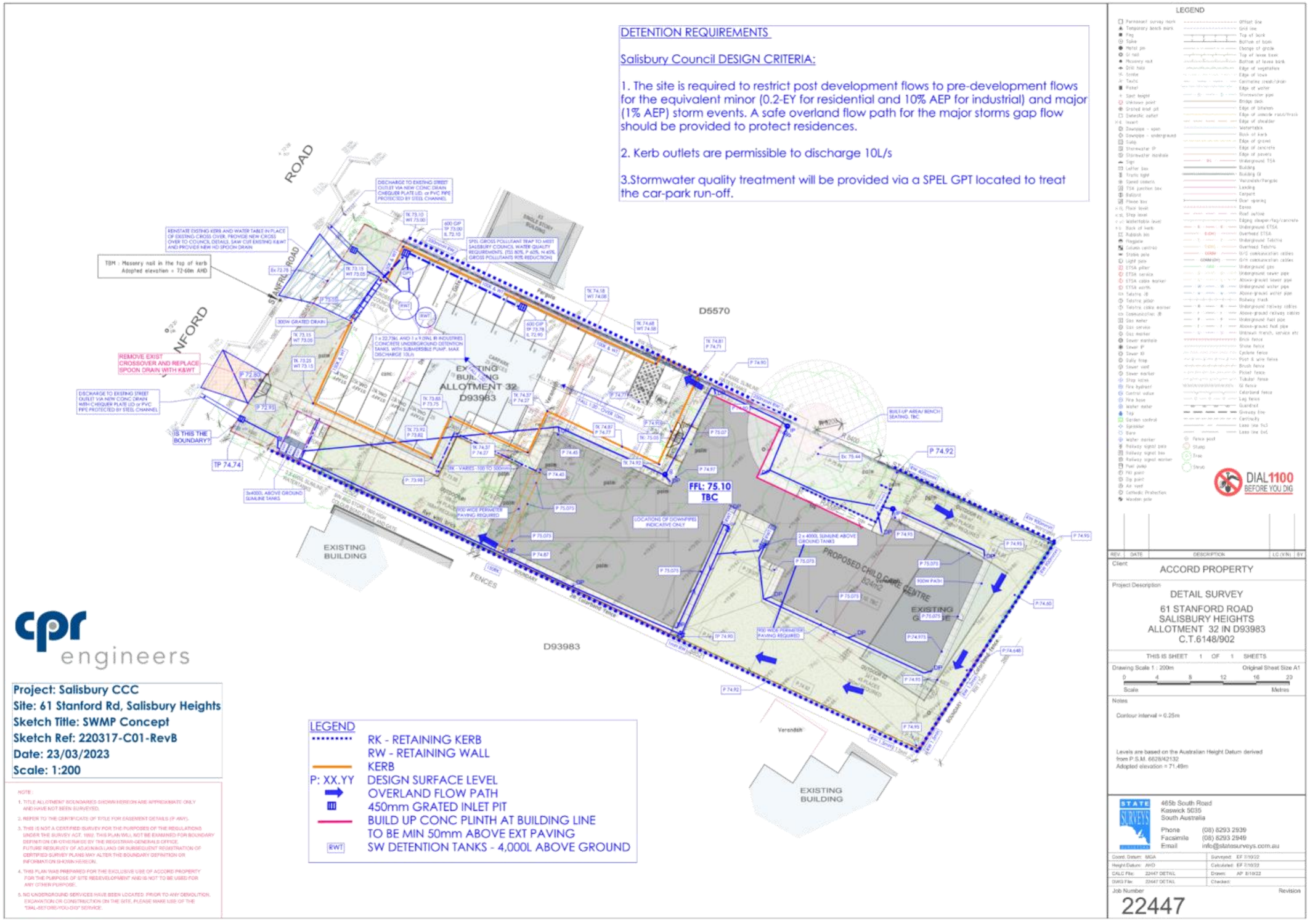
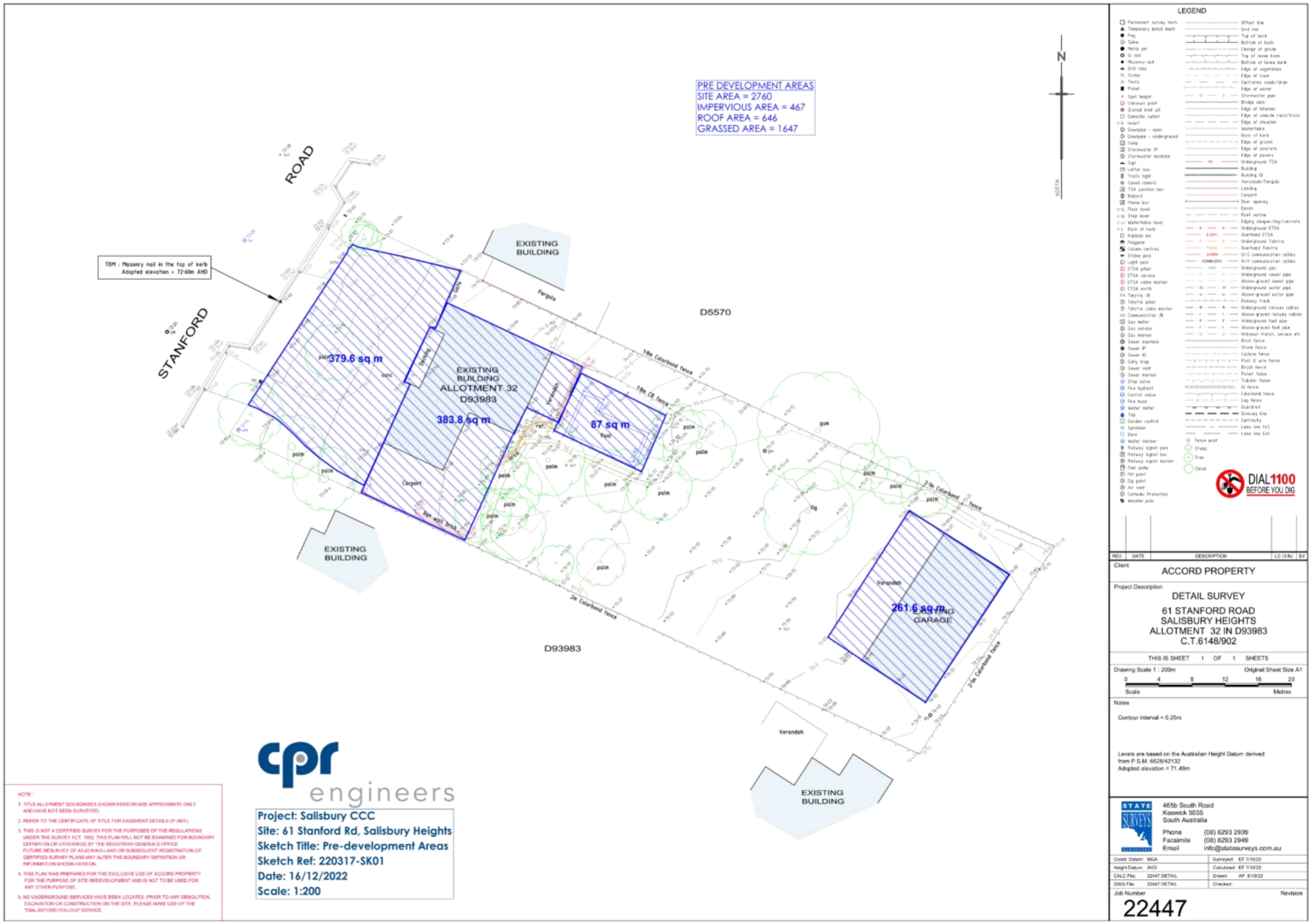
STANFORD
TBM : Masonry nail in the top of kerb
Adopted elevation = 72.60m AHD
EXISTING BUILDING
EXISTING BUILDING ALLOTMENT 32 D93983
D5570
D93983
Pergola
Decking
Verandah
Pool
Carport
Ret wall brick
10m Colorbond fence
10m CB fence
2m Colorbond fence
EXISTING BUILDING
EXISTING GARAGE
Verandah
EXISTING BUILDING
NOTE :
1. TITLE ALLOTMENT BOUNDARIES SHOWN HEREON ARE APPROXIMATE ONLY AND HAVE NOT BEEN SURVEYED.
2. REFER TO THE CERTIFICATE OF TITLE FOR EASEMENT DETAILS (IF ANY).
3. THIS IS NOT A CERTIFIED SURVEY FOR THE PURPOSES OF THE REGULATIONS UNDER THE SURVEY ACT, 1992. THIS PLAN WILL NOT BE EXAMINED FOR BOUNDARY DEFINITION OR OTHERWISE BY THE REGISTRAR-GENERALS OFFICE. FUTURE RESURVEY OF ADJOINING LAND OR SUBSEQUENT REGISTRATION OF CERTIFIED SURVEY PLANS MAY ALTER THE BOUNDARY DEFINITION OR INFORMATION SHOWN HEREON.
4. THIS PLAN WAS PREPARED FOR THE EXCLUSIVE USE OF ACCORD PROPERTY FOR THE PURPOSE OF SITE REDEVELOPMENT AND IS NOT TO BE USED FOR ANY OTHER PURPOSE.
5. NO UNDERGROUND SERVICES HAVE BEEN LOCATED. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, PLEASE MAKE USE OF THE "DIAL-BEFORE-YOU-DIG" SERVICE.
LEGEND
DIAL1100 BEFORE YOU DIG
REV | DATE | DESCRIPTION | LC (Y:N) | BY
Client
ACCORD PROPERTY
Project Description
DETAIL SURVEY
61 STANFORD ROAD
SALISBURY HEIGHTS
ALLOTMENT 32 IN D93983
C.T.6148/902
THIS IS SHEET 1 OF 1 SHEETS
Drawing Scale 1 : 200m
Original Sheet Size A1
0 4 8 12 16 20
Scale Metres
Notes
Contour interval = 0.25m
Levels are based on the Australian Height Datum derived from P.S.M. 6628/42132
Adopted elevation = 71.49m
STATE SURVEYS
465b South Road
Keswick 5035
South Australia
Phone (08) 8293 2939
Facsimile (08) 8293 2949
Email info@statesurveys.com.au
Coord. Datum: MGA
Height Datum: AHD
CALC File: 22447 DETAIL
DWG File: 22447 DETAIL
Surveyed: EF 7/10/22
Calculated: EF 7/10/22
Drawn: AP 8/10/22
Checked:
Job Number
22447
Revision


DETENTION REQUIREMENTS
Salisbury Council DESIGN CRITERIA:
1. The site is required to restrict post development flows to pre-development flows for the equivalent minor (0.2-EY for residential and 10% AEP for industrial) and major (1% AEP) storm events. A safe overland flow path for the major storms gap flow should be provided to protect residences.
2. Kerb outlets are permissible to discharge 10L/s
3.Stormwater quality treatment will be provided via a SPEL GPT located to treat the car-park run-off.
LEGEND
STANFORD ROAD
TBM : Masonry nail in the top of kerb
Adopted elevation = 72.66m AHD
REMOVE EXIST CROSSOVER AND REPLACE SPOON DRAIN WITH K&WT
IS THIS THE BOUNDARY?
EXISTING BUILDING ALLOTMENT 32 D93983
D5570
FFL: 75.10 TBC
PROPOSED CHILD CARE CENTRE 824m2
EXISTING BUILDING
FENCES
D93983
LEGEND
RK - RETAINING KERB
RW - RETAINING WALL
KERB
P: XX.YY DESIGN SURFACE LEVEL
OVERLAND FLOW PATH
450mm GRATED INLET PIT
BUILD UP CONC PLINTH AT BUILDING LINE TO BE MIN 50mm ABOVE EXT PAVING
RWT SW DETENTION TANKS - 4,000L ABOVE GROUND
cpr engineers
Project: Salisbury CCC
Site: 61 Stanford Rd, Salisbury Heights
Sketch Title: SWMP Concept
Sketch Ref: 220317-C01-RevB
Date: 23/03/2023
Scale: 1:200
DIAL1100 BEFORE YOU DIG
ACCORD PROPERTY
DETAIL SURVEY
61 STANFORD ROAD
SALISBURY HEIGHTS
ALLOTMENT 32 IN D93983
C.T.6148/902
22447


PRE DEVELOPMENT AREAS
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IMPERVIOUS AREA = 467
ROOF AREA = 646
GRASSED AREA = 1647
N
TBM : Masonry nail in the top of kerb
Adopted elevation = 72.60m AHD
STANFORD ROAD
EXISTING BUILDING
EXISTING BUILDING ALLOTMENT 32 D93983
379.6 sq m
383.8 sq m
87 sq m
261.6 sq m
EXISTING GARAGE
EXISTING BUILDING
EXISTING BUILDING
D5570
D93983
Pergola
Verandah
Carport
Ret. wall brick
14m Colorbond fence
10m CB fence
2.1m Colorbond Fence
2m Colorbond fence
Verandah
LEGEND
DIAL1100 BEFORE YOU DIG
NOTE :
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4. THIS PLAN WAS PREPARED FOR THE EXCLUSIVE USE OF ACCORD PROPERTY FOR THE PURPOSE OF SITE REDEVELOPMENT AND IS NOT TO BE USED FOR ANY OTHER PURPOSE.
5. NO UNDERGROUND SERVICES HAVE BEEN LOCATED. PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, PLEASE MAKE USE OF THE "DIAL-BEFORE-YOU-DIG" SERVICE.
cpr engineers
Project: Salisbury CCC
Site: 61 Stanford Rd, Salisbury Heights
Sketch Title: Pre-development Areas
Sketch Ref: 220317-SK01
Date: 16/12/2022
Scale: 1:200
REV DATE DESCRIPTION LC (Y:N) BY
Client
ACCORD PROPERTY
Project Description
DETAIL SURVEY
61 STANFORD ROAD
SALISBURY HEIGHTS
ALLOTMENT 32 IN D93983
C.T.6148/902
THIS IS SHEET 1 OF 1 SHEETS
Drawing Scale 1 : 200m
Original Sheet Size A1
0 4 8 12 16 20
Scale Metres
Notes
Contour interval = 0.25m
Levels are based on the Australian Height Datum derived from P.S.M. 662/842132
Adopted elevation = 71.49m
STATE SURVEYS
465b South Road
Keswick 5035
South Australia
Phone (08) 8293 2939
Facsimile (08) 8293 2949
Email info@statesurveys.com.au
Coord. Datum: MGA
Surveyed: EF 7/10/22
Height Datum: AHD
Calculated: EF 7/10/22
CALC File: 22447 DETAIL
Drawn: AP 8/10/22
DWG File: 22447 DETAIL
Checked:
Job Number
22447
Revision



PRELIMINARY

WORK IN PROGRESS ISSUE

POST DEVELOPMENT AREAS
SITE AREA = 2760
IMPERVIOUS AREA = 1023
ROOF AREA = 841
GRASSED AREA = 896

NUMBER OF PLACES	**118**
SITE AREA	2760m²
SITE AREA PER PLACE	23.3m²
BUILDING AREA	841m²
BUILDING AREA PER PLACE	7.12m²
OUTDOOR PLAY AREA	896m²
NUMBER OF CAPARKS	30

ACCORD PROPERTY LTD

SALISBURY HEIGHTS CCC

cpr engineers

Project: Salisbury CCC
Site: 61 Stanford Rd, Salisbury Heights
Sketch Title: Post-development Areas
Sketch Ref: 220317-SK02
Date: 16/12/2022
Scale: 1:200

BLOCK PLAN 04
FLOOR PLAN

NOVEMBER 2022

S3848 **SK02**

BROWN FALCONER
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

Combe Pearson Reynolds Pty Ltd
174 Fullarton Road, DULWICH SA 5065
Ph: (08) 8332 1344

Job No: 220317 **Date :** 15/12/22
Page: SW1 **Design:** TW

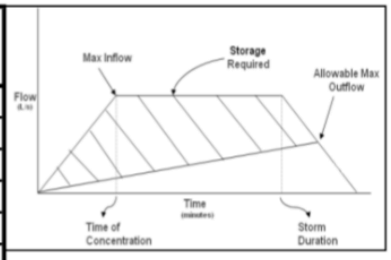
SALISBURY HEIGHTS CCC

PRE-DEVELOPMENT - 1 IN 100 YEAR ARI FLOWS

Roof Area	646 m^2	**Pervious Area**	1647
Roof Pitch	5 degrees	**Run-Off Coefficient**	0.25
Run-Off Coefficient	1		
		Pavement Area	467
		Run-Off Coefficient	0.9

Storm Design Recurrence Interval	100 years	
Time of Concentration	10.0 minutes	
Max Allowable Outflow	57.08 L/s	Based on (AR&R 2019)

Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m^3)	Max Storage (m^3)
5	186	78.07	23.42	
10	136	**57.08**	34.25	
15	110	46.17	41.55	
20	94	39.45	47.34	
25	82	34.42	51.63	
30	73	30.64	55.15	
35	66.5	27.91	58.61	
40	61	25.60	61.45	
50	53	22.25	66.74	
55	49	20.57	67.87	
60	45	18.89	67.99	
65	41	17.21	67.11	
70	37	15.53	65.22	
75	33	13.85	62.33	
80	29	12.17	58.43	
85	25	10.49	53.51	
90	21	8.81	47.60	



Minimum Tank Size	**0.00** m^3

Outlet Orifice Design	
Approximate head above outlet	1 m water
Max allowable outflow	0.057082222 m^3/s
Discharge Velocity	4.43 m/s
Approx Pipe area	12886.986 mm^2
Approx Pipe Diameter	128.09 mm

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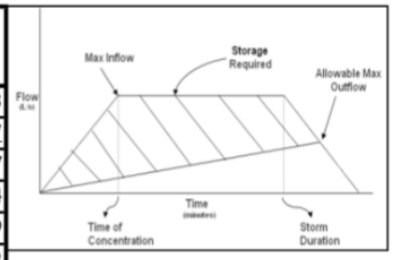
SALISBURY HEIGHTS CCC

POST-DEVELOPMENT - 1 IN 100 YEAR ARI EVENT

Roof Area	841 m^2	**Pervious Area**	896
Roof Pitch	5 degrees	**Run-Off Coefficient**	0.25
Run-Off Coefficient	1		
		Pavement Area	1023
		Run-Off Coefficient	0.9

Storm Design Recurrence Interval	100 years	
Time of Concentration	10.0 minutes	
Max Allowable Outflow	20.000 L/s	Based on (AR&R 2019)

Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m^3)	Max Storage (m^3)
5	186	104.78	31.43	22.43
10	**136**	**76.61**	**45.97**	**33.97**
15	110	61.97	55.77	40.77
20	94	52.95	63.54	45.54
25	82	46.19	69.29	48.29
30	73	41.12	74.02	50.02
35	66.5	37.46	78.67	51.67
40	61	34.36	82.47	52.47
50	53	29.86	89.57	53.57
55	49	27.60	91.09	52.09
60	45	25.35	91.26	49.26
65	41	23.10	90.08	45.08
70	37	20.84	87.54	39.54
75	33	18.59	83.65	32.65
80	29	16.34	78.42	24.42
85	25	14.08	71.82	14.82
90	21	11.83	63.88	3.88



Minimum Tank Size	**53.57 m^3**

Outlet Orifice Design	
Approximate head above outlet	1 m water
Max allowable outflow	0.02 m^3/s
Discharge Velocity	4.43 m/s
Approx Pipe area	4515.236 mm^2
Approx Pipe Diameter	75.82 mm

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SALISBURY HEIGHTS CCC

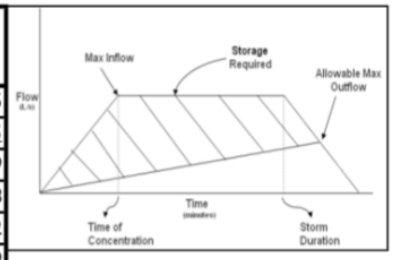
CARPARK AND PAVING

POST-DEVELOPMENT - 1 IN 100 YEAR ARI EVENT

Roof Area	0 m^2	**Pervious Area**	896
Roof Pitch	5 degrees	**Run-Off Coefficient**	0.25
Run-Off Coefficient	1		
		Pavement Area	1023
		Run-Off Coefficient	0.9

Storm Design Recurrence Interval	100 years	
Time of Concentration	10.0 minutes	
Max Allowable Outflow	10.000 L/s	Based on (AR&R 2019)

Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m^3)	Max Storage (m^3)
5	186	59.16	17.75	13.25
10	**136**	**43.26**	**25.95**	**19.95**
15	110	34.99	31.49	23.99
20	94	29.90	35.88	26.88
25	82	26.08	39.12	28.62
30	73	23.22	41.79	29.79
35	66.5	21.15	44.42	30.92
40	61	19.40	46.56	31.56
50	53	16.86	50.57	32.57
55	49	15.58	51.43	31.93
60	45	14.31	51.52	30.52
65	41	13.04	50.86	28.36
70	37	11.77	49.43	25.43
75	33	10.50	47.23	21.73
80	29	9.22	44.27	17.27
85	25	7.95	40.55	12.05
90	21	6.68	36.07	6.07



Minimum Tank Size	**32.57 m^3**

IN-GROUND DETENTION

Outlet Orifice Design	
Approximate head above outlet	1 m water
Max allowable outflow	0.01 m^3/s
Discharge Velocity	4.43 m/s
Approx Pipe area	2257.618 mm^2
Approx Pipe Diameter	53.61 mm

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SALISBURY HEIGHTS CCC

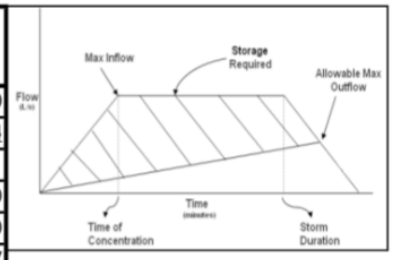
ROOF

POST-DEVELOPMENT - 1 IN 100 YEAR ARI EVENT

Roof Area	841 m^2	**Pervious Area**	
Roof Pitch	5 degrees	**Run-Off Coefficient**	0.25
Run-Off Coefficient	1		
		Pavement Area	
		Run-Off Coefficient	0.9

Storm Design Recurrence Interval	100 years	
Time of Concentration	10.0 minutes	
Max Allowable Outflow	10.000 L/s	Based on (AR&R 2019)

Duration (Minutes)	Intensity (mm/h)	Inflow (L/s)	Inflow Volume (m^3)	Max Storage (m^3)
5	186	45.67	13.70	9.20
10	**136**	**33.40**	**20.04**	**14.04**
15	110	27.01	24.31	16.81
20	94	23.08	27.70	18.70
25	82	20.14	30.20	19.70
30	73	17.93	32.27	20.27
35	66.5	16.33	34.29	20.79
40	61	14.98	35.95	20.95
50	53	13.01	39.04	21.04
55	49	12.03	39.71	20.21
60	45	11.05	39.78	18.78
65	41	10.07	39.26	16.76
70	37	9.09	38.16	14.16
75	33	8.10	36.46	10.96
80	29	7.12	34.18	7.18
85	25	6.14	31.31	2.81
90	21	5.16	27.85	-2.15



Minimum Tank Size	**21.04 m^3**	**ABOVE GROUND DETENTION**

Outlet Orifice Design	
Approximate head above outlet	1 m water
Max allowable outflow	0.01 m^3/s
Discharge Velocity	4.43 m/s
Approx Pipe area	2257.618 mm^2
Approx Pipe Diameter	53.61 mm

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ekistics

Appendix 7. Arboricultural Report

Project Green

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

project GREEN

Tree Development Report V2

21 March 2023 **S35879 V2**

Prepared for:

Accord Property

Site Details:

Development site

61 Stanford Road
Salisbury Heights

Prepared by:

Project Green Pty Ltd

25-27 Ceafield Road
Para Hills West SA 5096

ABN: 78 088 402 706
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Report Written By:

Dr. Martin Ely PhD

Registered Landscape Architect

Dip.Hort (Arb)

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1 INTRODUCTION

Project Green was engaged by Accord Property to prepare a tree development report in relation to an application to demolish an existing dwelling and construct a new childcare centre at 61 Stanford Road Salisbury Heights. A large tree is located on a neighbouring allotment at 61 Stanford Road and Council requires a report on the potential impacts of the proposed development on the tree.

A Pre-development Arboricultural Impact Assessment was issued on 19 December 2022 which recommended design modifications to reduce impacts on the tree to a more acceptable level. Revised plans were subsequently prepared which is the subject of this updated report.

2 SITE DESCRIPTION

The site comprises an irregularly shaped allotment currently occupied by a detached dwelling and carport **(Refer Figure 1).** There are two existing crossovers to Stanford Road. There is an in-ground swimming pool and a large structure identified as a garage in the rear yard.

The subject tree is located in the rear garden of the adjoining property (63 Stanford Road) approx. 0.5m from the common property boundary. The property on which the tree is located is occupied by a detached dwelling and carport. There is an in-ground swimming pool at the rear of the dwelling. The rear yard surrounding the tree appears to comprise an open, treed garden area.



Figure 1: Aerial view showing development site and subject tree.

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3 BACKGROUND INFORMATION

3.1 Documents and Information Provided

The following documents and information were referred to in preparation of this report:

- *DA drawings 1-10* by Brown Falconer Rev 1 dated 15/12/22.
- *Salisbury Heights markup* (sketch drawing only) dated 15/03/23.
- *Site plan* by Brown Falconer Rev 2 dated 19/12/22.
- *Floor plan* by Brown Falconer Rev 2 dated 19/12/22.
- *Project Green Report Dates 19/12/2022*

3.2 Legislation and Standards

Regard was given to the following legislation and standard for the purpose of conducting the assessment and advising on measures to limit developmental impacts.

- Planning, Development and Infrastructure Act 2016.
- Planning, Development and Infrastructure (General) Regulations 2017.
- Planning and Design Code
- Australian Standard 4970-2009 Protection of trees on development sites

4 METHOD

The following actions were undertaken to produce this report:

- No site visit was undertaken.
- Tree condition was assessed from photos provided.
- Identification of the status of the tree under the regulated tree provisions of the South Australian Development Act 1993.
- Identification of a Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) for the tree in accordance with *AS4970-2009 (Protection of trees on development sites*).
- Calculation of TPZ encroachments and potential development impacts.
- Recommendations regarding tree protection measures to be adopted to mitigate any development impacts.

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4.1 Limitations

- The author of this report did not undertake a site visit or tree inspection as part of this assessment. Tree trunk measurements were provided by others. Therefore, the accuracy of information provided within this document is limited to the integrity of information provided.
- The trunk measurements contained in this report are based on information provided by the client only.
- Tree assessment is based on the photographs provided only.
- This report has been prepared on behalf of and for the exclusive use of the Project Green client.

5 TREE DETAILS

The subject tree is a relatively young specimen of *Corymbia citriodora* (Lemon scented gum). It is located on the adjacent property as follows:

- Approx. 0.5m from the common property boundary.
- Approx. 15m from the existing garage on the development site.
- Approx. 22m from the existing inground swimming pool on the development site.
- Approx. 37m from the existing dwelling on the development site.

5.1 Legislative Status

Project Green was advised that the tree has a trunk circumference of 2.2m at1.5m height, and would qualify as a regulated tree under the *Planning, Development and Infrastructure Act 2016.*

5.2 Growing Environment

The tree appears to be located in a generally favourable growing environment.

5.3 Tree Condition

The tree appears to exhibit good health and vigour with a healthy trunk and crown.

The tree appears to exhibit good structure with a slender single trunk with ascending branches supporting an elevated crown. Stem unions in the crown appear sound.

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Photo 1 showing tree form and location (photo provided by others).



Photo 2 showing lower trunk and branch unions (photo provided by others).



Photo 3 showing lower trunk and branch unions (photo provided by others).

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6 PROPOSED DEVELOPMENT

Based on the drawings provided, the proposed development includes the following.

- Demolition of existing dwelling, garage and inground swimming pool.
- New childcare building located approx. 4.8m from the tree.
- New paving located approx. 2.6m from the tree.
- New retaining walls to maintain existing site levels around the tree (located approx. 7.6m from the tree.)
- Grassed play space around the tree.
- Proposed levels around the tree shown as P74.5. Existing levels within TPZ shown as approx. 75.2-75.7 indicating approx. 250mm cut and 250mm fill around the tree. To be confirmed.
- New paved ramp located approx. 4.0m from the tree.
- New fencing on site boundary located approx. 0.7m from the tree. Shown as 1.8-2.4m colorbond.

Information was not available on the extent and type of paving proposed, and on any trenching for the installation of underground services.

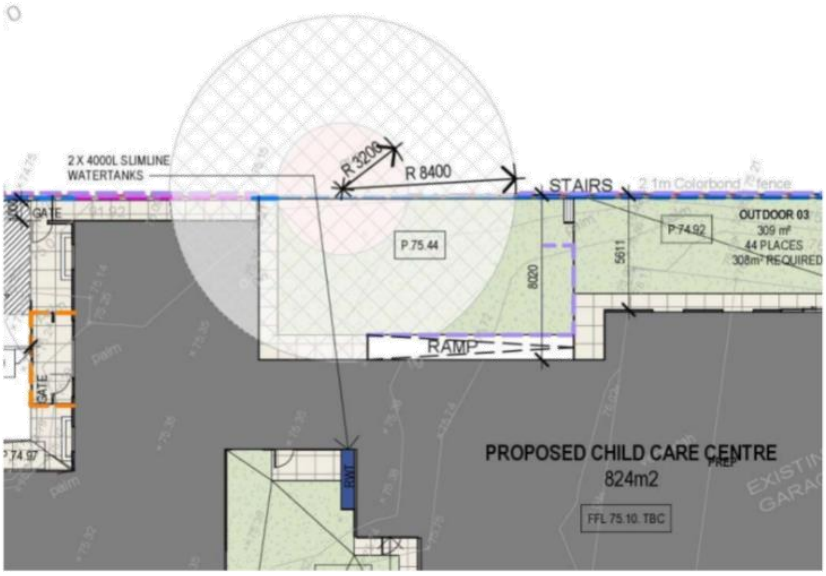

Figure 2 Revised site plan

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7 DEVELOPMENT IMPACTS

7.1 Tree protection zones

All parts of the tree, including its root system, trunk and crown, may be damaged by development and construction activities if tree protection measures are not implemented. Damage to any one part of the tree may affect its functioning as a whole.

Under AS4970-2009 the Tree Protection Zone (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 radius of a tree's TPZ is calculated by multiplying its DBH (Diameter at Breast Height) by 12. The TPZ is to be observed in a symmetrical manner with the tree being in a central position. TPZ 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).

The TPZ also incorporates the structural root zone (SRZ) which comprises area around the base of a tree required for the tree's stability in the ground. The SRZ only needs to be calculated when major encroachment into a TPZ is proposed. An indicative SRZ radius can be determined from the trunk diameter measured immediately above the root buttress using the formula provided in AS4970-2009. Root investigation may provide more information on the extent of these roots. The SRZ for trees with trunk diameters less than 0.15 m will be 1.5 m.

Project Green was provided with the following TPZ and SRZ estimates for the tree.

Table 1: Tree Protection Zones

Tree species	*Corymbia citriodora*
TPZ (radius m)	8.4
TPZ (area m^2)	222
SRZ (radius m)	3.2

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7.2 Potential impacts

AS4970-2009 allows for a level of encroachment into the TPZ. Encroachments can be by earthworks, paving and trenching for services, as well as building works.

- Development encroachment less than 10% of the TPZ area and not within the SRZ, is considered to be a 'minor encroachment' which is likely to be acceptable to council.
- Development encroachment greater than 10% of TPZ area or within the SRZ, is considered to be a 'major encroachment'. With a major encroachment the project arborist must show that the tree will remain viable. This includes consideration of a number of factors outlined in section 3.3.4 of AS 4970-2009 *Protection of trees on development sites.* This includes the tree species and tolerance to root disturbance, the presence of existing or past structures or obstacles affecting root growth, and the use of 'tree sensitive' construction methods such as permeable paving and pier and beam footings.

The following assessment was made of the encroachments by the existing and proposed development on the tree **(refer to the following TPZ Plans).**

Existing TPZ occupancy

Consideration has also been given to the presence of any pre-existing structures within the TPZ. The existing area within the TPZ appears to be of an open character on the two properties without any significant structures or sealed surfaces

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New encroachments

The encroachments under the revised design are now as follows.

Table 2: TPZ encroachments

TPZ Encroachment	Area (m^2)	%	SRZ Encroachment
Building	13	5.8	No
Ramps	6	2.7	No
Other paving	10	4.5	No
Total	**29**	**13.0**	**NO**

The encroachment for the building and paved ramps is approx. **19m^2 (8.5%)** which would be a minor encroachment under AS4970.

Including all paving the total encroachment is approx. **29m^2 (13.0%)** . This would comprise a major encroachment under AS4970 but is considered to be acceptable for a healthy tree of this species.

Tree sensitive construction methods however will need to be adopted due to the proposed civil works within the SRZ of the tree.

- Any fencing in the boundary would also need to be installed using 'tree sensitive' construction methods with bored piers outside of the SRZ and the fence bridging over the SRZ.
- General site levels are to be generally retained in the open/lawned play area around the tree. The drawings however show some cut and fill within the SRZ and TPZ. Detailed civil design will need to ensure that existing levels are retained around the tree.

Any other site works not shown on the drawing provided could also comprise potential TPZ encroachments.

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Figure 3 TPZ Plan-existing site

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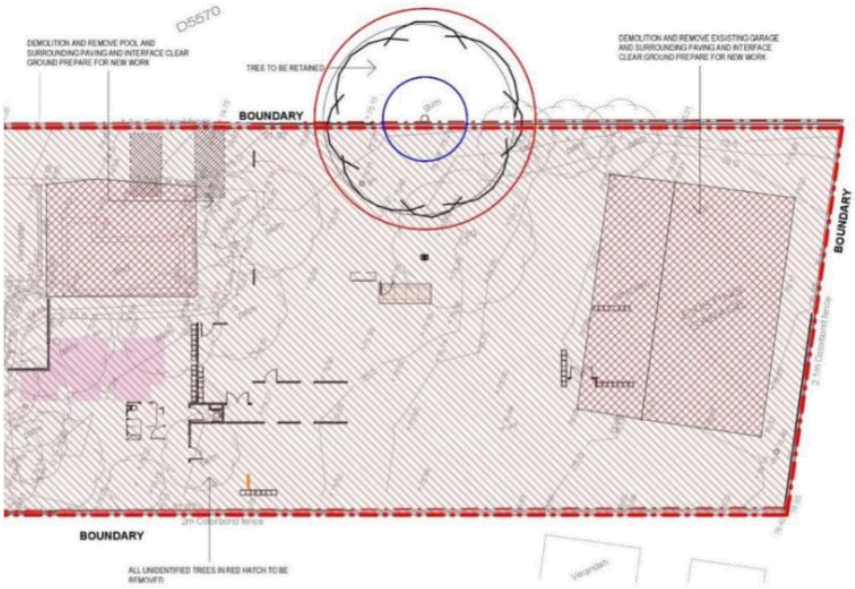

Figure 4 TPZ Plan-demolition works

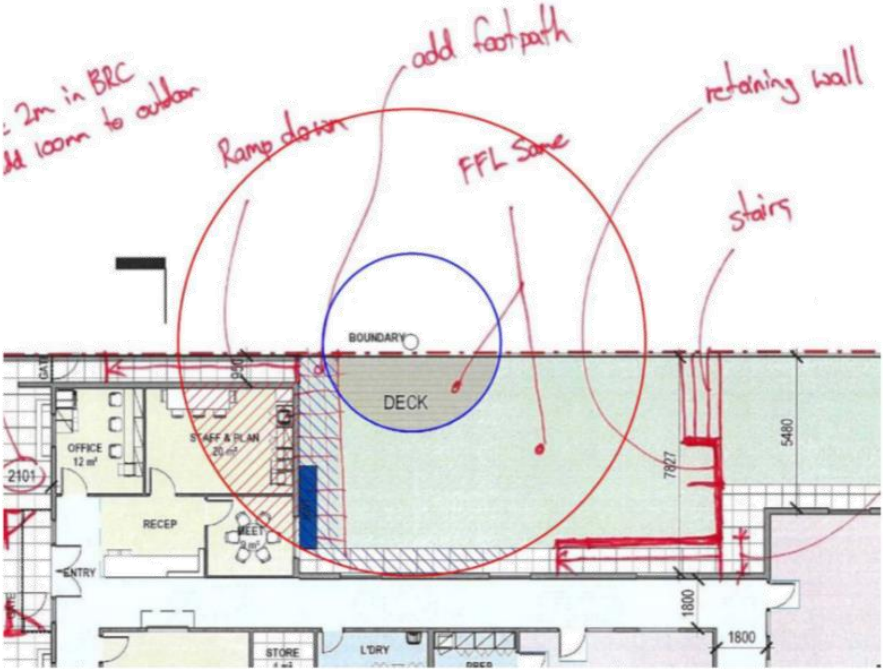

Figure 5 Plan-proposed site (sketch only)

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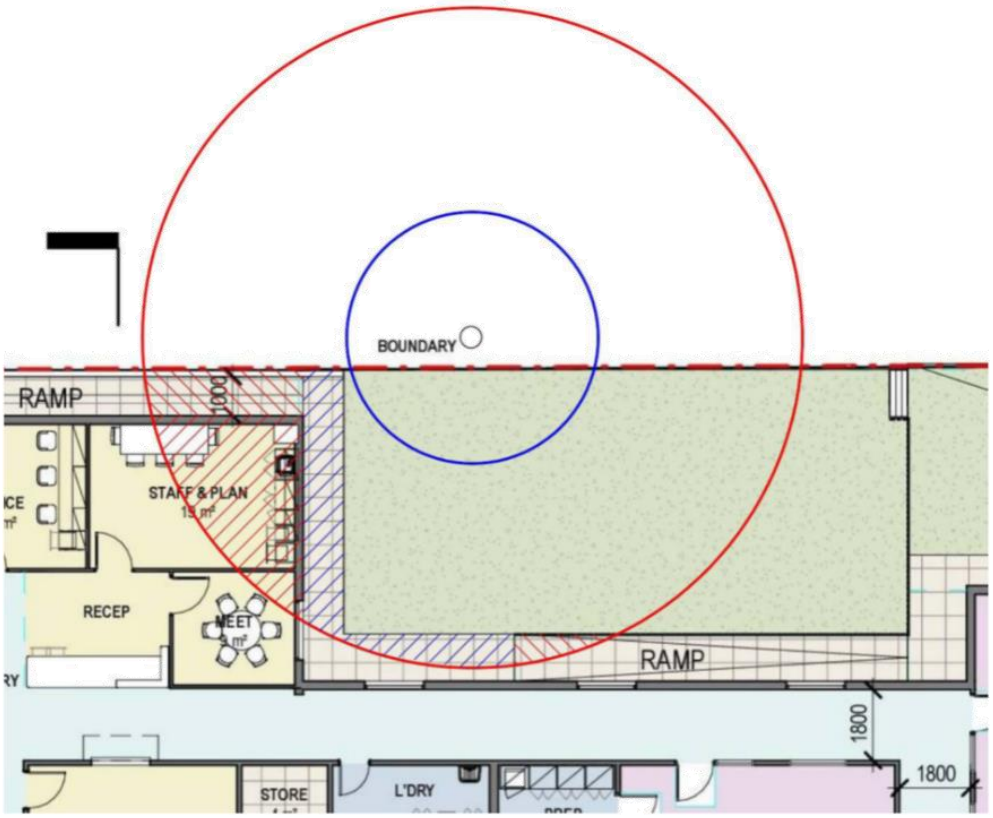

Figure 6 TPZ Plan-revised site plan

8 DISCUSSION

The subject tree is a specimen of *Corymbia citriodora*, or Lemon Scented Gum, which is a large growing tall tree (to 25+ meters in Adelaide) from temperate and tropical eastern Australia. It is seen growing as an ornamental tree in all states of Australia, exhibiting tolerances of a wide range of soils, rainfalls, and climates. The form of this tree is often wide-spreading and can develop long, end weighted branches that can be prone to limb failure, with very little internal growth which can make crown reduction problematic. The species is often seen planted in positions with limited space for development, which it then outgrows. The species is deep rooted and considered to have a moderate to high tolerance of development activities.

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Development can impact on tree health and stability, including damage to the root system, trunk and crown. Australian Standard 4970-2009 (Protection of trees on development sites) provides guidance on principles and best practices for protecting trees on land subject to development.

The encroachment for the building and paved ramp is approx. **19m² (8.5%)** which would be a minor encroachment under AS4970.

Including all paving the total encroachment is approx. **29m² (13.0%)** . This would comprise a major encroachment under AS4970 but is considered to be acceptable for a healthy tree of this species.

In the case of a major encroachment the project arborist must demonstrate that the tree would remain viable. This may require root investigations by non-destructive methods and consideration of relevant factors listed in Clause 3.3.4. This includes:

Tree species and tolerance to root disturbance.

The species is deep rooted and considered to have a moderate to high tolerance of development activities.

Age, vigour and health of the tree.

This is a relatively young tree which exhibits good health and vigour. Healthy and vigorous trees can better manage various levels of site impacts and are better able to adapt to the new site conditions once the development phase has been completed.

The presence of existing or past structures or obstacles affecting root growth.

Tree roots are typically found in the top 300-600mm or so of soil where conditions of moisture, nutrients and oxygenation are most favourable to root growth. Larger Eucalypts and Corymbia species are also known to have deeper lateral roots and sinker roots. It is however not possible to predict the actual distribution of the roots without more detailed root investigations. The current TPZ appears to be of an open character without significant structures or paved surfaces.

Tree sensitive construction measures.

Paving

Installation of paving within a TPZ can impact on tree health by the installation of impervious surfaces, and by excavation works. Any paving within the TPZ to comprise open jointed pavers to maintain water

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infiltration into the soil. Any paving within the TPZ should be installed using 'no dig' construction to reduce the need for excavation within the TPZ.

Services

Continuous trenching for underground services within a TPZ can sever tree roots. Underground services are to be routed outside of the TPZ if possible. If underground services cannot be routed outside of the TPZ, install using 'soft dig' methods such as hydro-excavation or direction boring under guidance of the Project Arborist.

Landscaping

Landscaping activities can be detrimental to tree health by changing natural site levels, sealing of surfaces and disturbing the trees root system. Landscaping activities within the TPZ should aim to improve the growing environment for the tree, and minimize impacts on the trees root systems.

Changes in soil levels (cut and fill) is to be minimized within a TPZ and existing soil levels retained.

Paving works should be kept to a minimum within the TPZ. Any paving should comprise open jointed pavers installed above grade.

Mulched garden beds are the preferred method of landscaping within a TPZ. 75-100mm of organic mulch to be installed around each tree.

Earthworks

Modification of natural site levels within a TPZ can impact on tree health and longevity. Filling or cutting soil within a TPZ can severely injure or kill a tree.

Tree roots are typically found in the top 600mm or so of soil where conditions of moisture, nutrients and oxygenation are most favourable to root growth. Raising the grade within a TPZ by the installation of fill can 'suffocate' tree roots by reducing soil oxygen levels, and by reducing water infiltration into the soil.

Lowering the grade within a TPZ by excavation or 'cut' can impact on tree health by severing roots and damaging the roots that remain, reducing the trees ability to assimilate moisture and nutrients from the soil. Excavation close to the base of the tree (within the SRZ) can also compromise tree stability if large diameter structural roots are cut.

Existing site levels to be retained within the TPZ and SRZ. No lowering of grade. Any fill to be of a minor nature and is to comprise good quality coarse loam, protected from compaction, including during construction activities on the site.

Retaining walls

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Continuous trenching for underground services within a TPZ can sever tree roots. Any retaining walls should be of 'pier and beam' construction rather than strip footings without continuous trenching.

Fencing

New fencing is proposed on the site boundary within the SRZ. Continuous trenching for underground services within a TPZ can sever tree roots. Any retaining walls should be of 'pier and beam' construction rather than strip footings without continuous trenching. The following strategies however need to be adopted to minimize impacts of the proposed works.

- The spacing of posts should be maximized to minimize excavation works within a TPZ.
- Where possible, posts should be installed at the edge of the SRZ to 'bridge' the fence panels over the SRZ. Posts should not be installed immediately adjacent to a tree base.
- The extent of excavation required for the individual post footings should be minimized. Piers should therefore be of the smallest diameter possible (not specified in the drawings provided).
- Excavation for post footings within and adjacent to an SRZ is to be by hand and supervised by the project arborist.
- No large diameter roots are to be cut within or adjacent to the SRZ of any tree.
- The location of fence posts and footings should be capable of adjustment during the site works if large structural roots are encountered during excavation.
- No continuous trenching for fence plinths is allowed within the TPZ and SRZ.

The area lost to this encroachment should be compensated for elsewhere and contiguous with the TPZ.

The new encroachment can be offset to some extent by the area contiguous with the TPZ on the neighbouring property, if retained in an open garden state.

Tree crown

The TPZ also includes protection of the tree crown. The crown spread and elevated crown indicate that crown lifting will not be required to accommodate the proposed building or fence.

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9 CONCLUSION

The proposal in its revised form is considered acceptable in relation to the tree, provided that appropriate 'tree sensitive' construction method area adopted, and all works are carried out in accordance with AS4970.

Additional tree protection measures are outlined in Appendix **A (Tree Protection Zone).**

10 RECOMMENDATIONS

Based on this assessment the following recommendations are made with respect to the proposed development:

1. **Tree root damage prevention**

1.1. Paving within the TPZ to comprise open jointed pavers to maintain water infiltration into the soil.

1.2. Paving within the TPZ to be installed using 'no dig' construction to reduce the need for excavation within the TPZ.

1.3. Underground services are to be routed outside of the TPZ if possible.

1.4. If underground services cannot be routed outside of the TPZ, installed using 'soft dig' methods such as hydro-excavation or direction boring under guidance of the Project Arborist.

1.5. Any new fencing is to be installed using fence panels on bored pier footings without continuous trenching.

1.6. Any new retaining walls should be of 'pier and beam' construction rather than strip footings without continuous trenching.

1.7. Existing site levels to be retained within TPZ and SRZ. Any site fill or lowering of grade to be approved by the project arborist.

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2. **Protective fencing**

2.1. Temporary protective fencing is to be installed around the tree prior to any work commencing and is to be maintained in place until all work is finalized.

2.2. The TPZ fence should follow the dripline of the tree within the site. The aim of the fencing is to protect the tree crown from construction vehicle damage, and to protect soils within the TPZ from compaction and contamination.

2.3. The fenced areas shall not be used for storage of machinery or construction materials or for parking or vehicle access. Areas for parking, storage, waste disposal, mixing and wash out areas must be clearly defined, well away from the tree protection zone.

2.4. Apply mulch to a depth of 50-75mm within the protective fencing on the site.

2.5. Supplementary watering of the TPZ areas is to be undertaken during dry periods or as deemed necessary by the project Arborist.

2.6. The TPZ fence may be reduced in extent in the final stages of construction to enable site works to be completed.

2.7. All works within the designated TPZ should be carried out under the supervision of the project Arborist.

3. **Tree cultural practices**

3.1. The area of open play space within the TPZ of the tree should be retained as an open lawn area or mulched garden beds without the installation of impervious surfaces, if possible.

4. **General protection measures**

4.1. General tree protection measures are to be adopted as outlined in **Appendix A(Tree Protection Zone).**

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11 GLOSSARY

Centre of the Stem (CoS)	The Centre of the Stem at ground level (or point of origin) is the point from which all protection radii are to be measured.
Crown Density	The estimated % of density of foliage present in the crown compared to that idealised for the genus and species when in good condition of normal vigour and expressed as a %, considering vigour, predation, environmental condition, epicormic shoots and dormancy (Draper & Richards, 2009).
Crown Lifting	The removal or reduction of lower branches.
Crown Thinning	The selective removal of branches that does not alter the overall size of the tree.
Health	Includes the tree's vigour exhibited by density of crown, leaf colour and the effectiveness of wound occlusion etc.
ISA	International Society of Arboriculture (USA)
Live Crown Ratio (LCR)	The proportion of live crown relative to tree height used to assist in the assessment of potentially hazardous trees.
Maintenance Pruning	The removal of any dead, dying or diseased material.
Major Encroachment	Where the total encroachment for development activities is greater than 10% of the TPZ or within the SRZ; as per AS4970-2009 Protection of trees on development sites.
Minor Encroachment	Where the total encroachment for development activities is less than 10% of the TPZ and outside of the SRZ; as per AS4970-2009 Protection of trees on development sites.
Project Arborist	The suitably qualified person responsible for carrying out the tree assessment, report preparation, consultation with designers, specifying tree protection measures, monitoring and certification.
Reaction Wood	Also termed Response Growth and comprised of either Tension or Compression Wood, it occurs as a result of gravity or injury.
Reduction Pruning	The removal of the ends of branches to lower internal lateral branches or stems in order to reduce the height and/or spread of the tree.
Size	Tree height and crown spread measured in metres.
Species profile	Attributes and characteristics of the species which includes size, longevity, structural integrity, shedding behaviour etc.
Structural Root Zone (SRZ)	The SRZ is an area required for tree stability. Any encroachment is considered to be 'major encroachment' and should only occur in consultation with a Project Arborist.
Structure	An assessment of tree stability as per species, environment, identifiable defects and remedial options.
Taper	In roots and branches; the decrease in diameter along a given length, usually reducing gradually in the distal direction (away from the point of attachment).
Tree Protection Zone (TPZ)	The TPZ is a combination of the root area and crown area requiring protection to ensure the tree remains viable. Potential encroachment is to be assessed by the Project Arborist.
Tree Risk Rating (TRR)	Expressed as being either *low*, *moderate* or *high*, any rating above *low* requires a remedial action to be undertaken.

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Useful Life Expectancy (ULE)	This rating gives an estimate of the expected useful life span of the tree and takes into account age, life span of the species, local environmental conditions, location, and any suitable remedial options for identified issues.
Vigour	The capacity for an organism to respond to adverse conditions such as pests, disease or climatic challenges. Stored energy that can be depleted overtime with age and/or the experience of the subject.
Visual Tree Assessment	A visual inspection of a tree from the ground undertaken by a trained arborist competent in determining tree type, structural integrity, health, growing environment and environmental benefits or impacts the tree may present. The assessment is used to determine suitable methods for managing the tree and the impact it may have on its immediate surrounds. The inspection is limited to those attributes observed on the day of inspection. No other investigative techniques are used unless stated otherwise.

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Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

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Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

APPENDIX A- TREE PROTECTION ZONE (TPZ)

Definition of TPZ

Tree Protection Zone (TPZ) has been identified for the subject tree. The TPZ is a restricted area usually delineated by protective fencing, which is installed prior to site establishment and retained intact until completion of the works. The intent of the TPZ is to protect the tree and to ensure that its health and stability are maintained.

Implementation

To protect trees during development *Australian Standard 4970-2009 Protection of Trees on Development Sites* (AS4970-2009) prescribes activities within the TPZ and Structural Root Zone (SRZ) as described in more detail below. Contractors and staff must be informed by the site supervisor to take precautions when working within the designated TPZs, to prevent tree damaging activity occurring. Any authorized works and activities within the TPZ must be supervised by the project Arborist.

The project specifications must acknowledge the need to protect the subject tree and the role of the project Arborist. Additional arboricultural assessment may be required if the design changes from that originally approved.

Activities restricted within the TPZ

Activities generally excluded from the TPZ include but are not limited to-

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;

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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.

Tree protection zone fencing

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.

AS 4687 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.

Fence posts and supports should have a diameter greater than 20 mm and be located clear of roots.

Existing perimeter fencing and other structures may be suitable as part of the protective fencing.

Signs identifying the TPZ should be placed around the edge of the TPZ and be visible from within the development site. The lettering on the sign should comply with AS 1319.

Figure 1 indicates an example of protective fencing.

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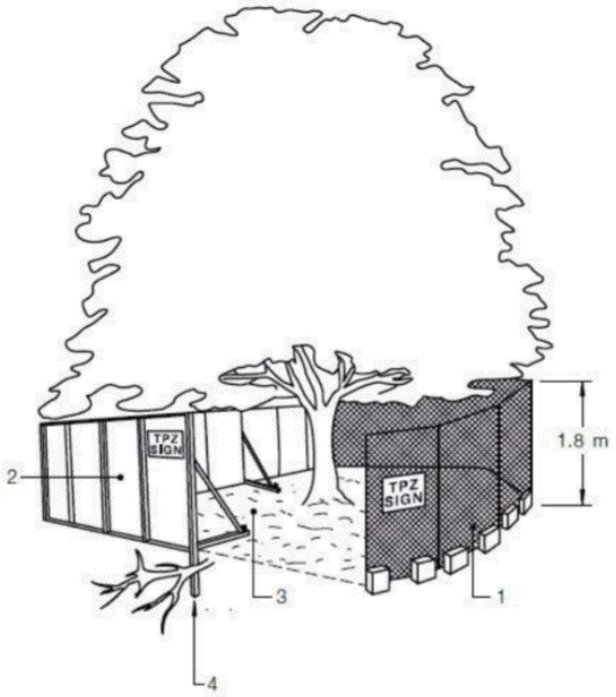

LEGEND:

1 Chain wire mesh panels with shade cloth (if required) attached, held in place with concrete feet.
2 Alternative plywood or wooden paling 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.

Figure 2: Example of protective fencing

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Figure 3: Typical TPZ fencing



Figure 4: Example of TPZ signage

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Other tree protection measures

When tree protection fencing cannot be installed or requires temporary removal, other tree protection measures should be used, including those listed below.

Trunk and branch protection

Where necessary, install protection to the trunk and branches of trees as shown on Figure 4.

The materials and positioning of protection are to be specified by the project arborist. A minimum height of 2 m is recommended.

Do not attach temporary power lines, stays, guys and the like to the tree. Do not drive nails into the trunks or branches.

Ground protection

- If temporary access for machinery is required within the TPZ ground protection measures will be required. The purpose of ground protection is to prevent root damage and soil compaction within the TPZ. Measures may include a permeable membrane such as geotextile fabric beneath a layer of mulch or crushed rock below rumble boards as illustrated in Figure 4.
- These measures may be applied to root zones beyond the TPZ.

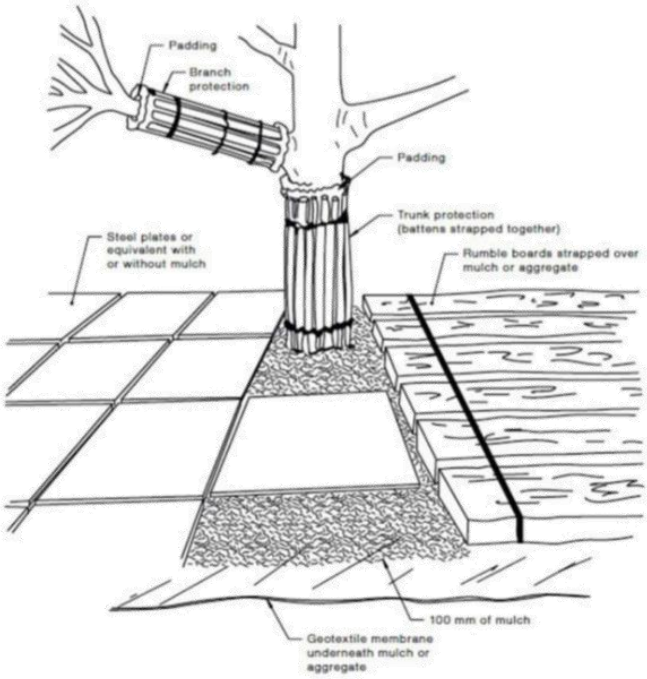

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Figure 5: Examples of trunk, branch and ground protection.

Root protection during works within the TPZ

Some approved works within the TPZ, such as regrading, installation of piers or landscaping may have the potential to damage roots.

If the grade is to be raised the material should be coarser or more porous than the underlying material. Depth and compaction should be minimized.

Manual excavation should be carried out under the supervision of the project arborist to identify roots critical to tree stability. Relocation or redesign of works may be required.

Where the project arborist identifies roots to be pruned within or at the outer edge of the TPZ, they should be pruned with a final cut to undamaged wood. Pruning cuts should be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds should not be treated with dressings or paints. It is not acceptable for roots within the TPZ to be 'pruned' with machinery such as backhoes or excavators.

Where roots within the TPZ are exposed by excavation, temporary root protection should be installed to prevent them drying out. This may include jute mesh or hessian sheeting as multiple layers over exposed roots and excavated soil profile, extending to the full depth of the root zone. Root protection sheeting should be pegged in place and kept moist during the period that the root zone is exposed.

Other excavation works in proximity to trees, including landscape works such as paving, irrigation and planting can adversely affect root systems. Seek advice from the project arborist.

Installing underground services within TPZ

All services should be routed outside the TPZ. If underground services must be routed within the TPZ, they should be installed by directional drilling or in manually excavated trenches.

The directional drilling bore should be at least 600 mm deep. The project arborist should assess the likely impacts of boring and bore pits on retained trees.

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.

Scaffolding

Where scaffolding is required it should be erected outside the TPZ. Where it is essential for scaffolding to be erected within the TPZ, branch removal should be minimized. This can be achieved by designing scaffolding to avoid branches or tying back branches. Where pruning is unavoidable it must be specified by the project arborist in accordance with AS 4373.

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NOTE: Pruning works may require approval by determining authority.

Ground below the scaffolding should be protected by boarding (e.g. scaffold board or plywood sheeting) as shown in Figure 5. Where access is required, a board walk or other surface material should be installed to minimize soil compaction. Boarding should be placed over a layer of mulch and impervious sheeting to prevent soil contamination. The boarding should be left in place until the scaffolding is removed.

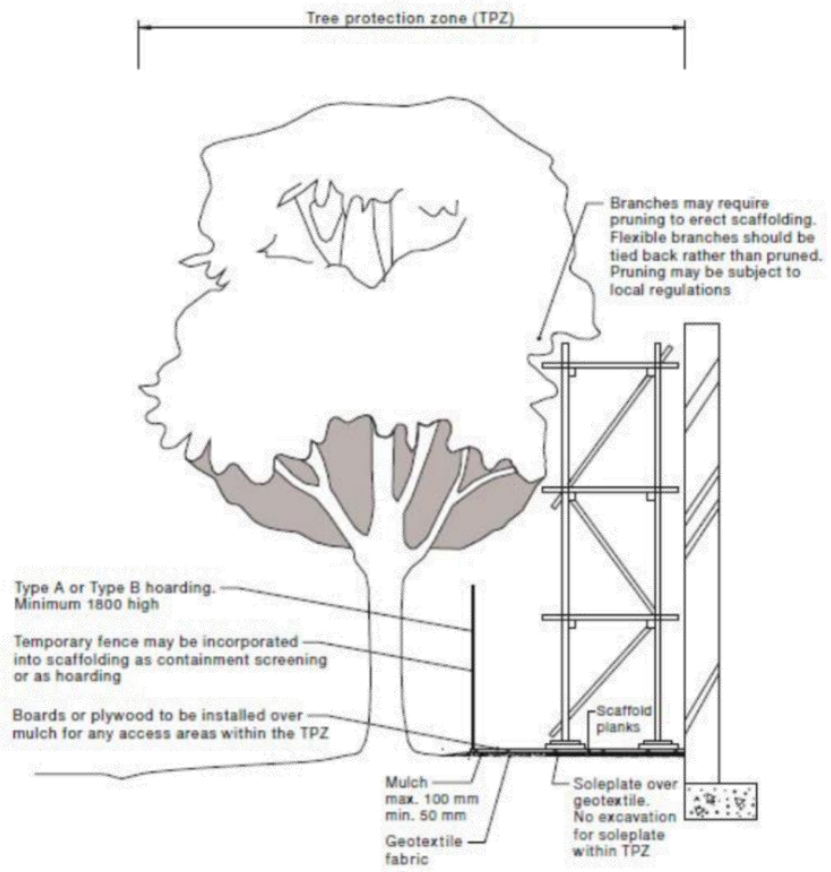

Figure 6: Indicative scaffolding within a TPZ

Maintaining the TPZ

Mulching

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The area within the TPZ should be mulched. The mulch must be maintained to a depth of 50–100 mm using material that complies with AS 4454. Where the existing landscape within the TPZ is to remain unaltered (e.g. garden beds or turf) mulch may not be required.

Watering

Soil moisture levels should be regularly monitored by the project arborist. Temporary irrigation or watering may be required within the TPZ. An above-ground irrigation system should be installed and

Weed removal

All weeds should be removed by hand without soil disturbance or should be controlled with appropriate use of herbicide.

Monitoring and certification

There are many stages in the development process from site acquisition to completion where the project arborist is required to monitor or certify tree protection. Table 1 summarizes the process and indicates the stages that normally require certification (a written statement of compliance).

Table 3: Stages In Development And The Tree Management Process

Stage in development	Tree management process	
	Matters for consideration	**Actions and certification**
Pre-construction		
Initial site preparation	State based OHS requirements for tree work	Compliance with conditions of consent
	Approved retention/removal	Tree removal/tree retention/transplanting
	Refer to AS 4373 for the requirements on the pruning of amenity trees	Tree pruning Certification of tree removal and pruning
	Specifications for tree protection measures	Establish/delineate TPZ Install protective measures Certification of tree protection measures
Construction		
Site establishment	Temporary infrastructure Demolition, bulk earthworks, hydrology	Locate temporary infrastructure to minimize impact on retained trees Maintain protective measures Certification of tree protection measures
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

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Practical completion	Tree vigour and structure	Remove all remaining tree protection measures Certification of tree protection
Post construction		
Defects liability/ maintenance period	Tree vigour and structure	Maintenance and monitoring Final remedial tree works Final certification of tree condition

Tree Protection Plan

The approved tree protection plan must be available onsite prior to the commencement of and during works. The tree protection plan will identify key stages where monitoring and certification will be required.

A pre-construction meeting should be attended by the site manager, the project arborist and contractors to introduce the tree protection plan and its requirements.

PRE-CONSTRUCTION

Tree removal and pruning

Trees for removal or transplanting should be marked onsite as per the approved tree protection plan. Before removal, the project arborist should confirm that all marked trees correspond with those shown on the schedule or plan. Other tree work may be specified in the tree protection plan.

Tree removal should be carried out prior to erection of protection fencing. Contractors should be instructed to avoid damage to trees within protection areas when removing or pruning trees. This may include restrictions of vehicle movements.

Any approved pruning required to allow for works should be done at this stage. AS 4373 specifies requirements for pruning.

Stumps to be removed from within a TPZ must be removed in a manner that avoids damaging or disturbing roots of trees to be retained.

The project arborist should supervise tree removal, transplanting and pruning and certify the works on completion.

Installing tree protection fencing and other protection measures

Fencing and other protection measures are to be installed in compliance with Section 4 and as detailed in the tree protection plan.

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Protection measures are to be certified by the project arborist.

CONSTRUCTION STAGE

General

In order to ensure that protection measures are being adhered to during the pre-construction and construction stages, there should be a predetermined number of site inspections carried out by the project arborist. Matters to be monitored and reported should include tree condition, tree protection measures and impact of site works which may arise from changes to the approved plans.

If there is non-compliance with tree protection measures or if trees have been damaged, a timeframe for compliance and remedial works should be specified by the project arborist.

The determining authority may need to be notified of non-compliance issues. Monitoring, reporting and certification should be carried out at the following critical stages of construction.

Site establishment

The project arborist will monitor the impacts of demolition, bulk earth works, installation of temporary infrastructure including bunding, sediment control works and drainage works.

The construction management plan (site establishment plan) should be checked for compliance with the tree protection plan. The construction management plan normally includes location of site sheds, stockpile areas, temporary access roads and sediment control devices.

At completion of site establishment, the project arborist should certify that tree protection measures comply with the tree protection plan.

Construction work

The project arborist will monitor the impacts of general construction works on retained trees. Monitoring should be done at regular intervals or in consultation with the site manager. Monitoring is to be recorded for inclusion in certification at practical completion.

Critical stages typically include installation of services, footings and slabs, scaffolding, works within the TPZ and at completion of building works.

Landscape works

The landscape plan should be checked for compliance with the tree protection plan. The project arborist may need to approve the staged removal of protection measures required to allow for landscape works.

The project arborist should supervise any works within TPZs, including retaining walls, irrigation and lighting installation, topdressing, planting and paving.

The project arborist should specify any remedial works above and below ground.

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Monitoring is to be recorded for inclusion in certification at practical completion.

Practical completion

Practical completion assumes that all construction and landscaping works are finished. At practical completion all remaining tree protection measures should be removed. The project arborist should assess tree condition and provide certification of tree protection.

POST-CONSTRUCTION

Defects liability period

Completion of outstanding building or landscaping works following the construction period must not injure trees.

Final certification

The project arborist should assess the condition of trees and their growing environment, and make recommendations for any necessary remedial actions.

Following the final inspection and the completion of any remedial works, the project arborist should certify (as appropriate) that the completed works have been carried out in compliance with the approved plans and specifications for tree protection. Certification should include a statement on the condition of the retained trees, details of any deviations from the approved tree protection measures and their impacts on trees. Copies of monitoring documentation may be required.

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Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Appendix 2

Copy of Sign Displayed on the Land and Representations

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

Proposed Development

61 STANFORD RD SALISBURY HEIGHTS

PlanSA



APPLICANT

Development Holdings Pty Ltd

APPLICATION NUMBER

23002678

NATURE OF DEVELOPMENT

Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing

VIEW THE PLANS AND HAVE YOUR SAY ON THE APPLICATION

www.plan.sa.gov.au/en/public_notices

MAKE A REPRESENTATION

Up until 11:59pm on the 01-05-2023

FOR MORE INFORMATION

CONTACT	PHONE	EMAIL
City of Salisbury	08 8406 8222	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	23002678
Proposal	Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing
Location	61 STANFORD RD SALISBURY HEIGHTS SA 5109

Representations

Representor 1 - Aaron Moseley

Name	Aaron Moseley
Address	59A Stanford Rd, Salisbury Heights SA 5109, Australia SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	06/04/2023 11:49 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

As a direct neighbour of 61 Stanford Road I am strongly opposed to this development. The proposed location is in a quiet residential zoned area and I am perplexed as to how a commercial business that makes money and noise can even be proposed to be constructed right in between several houses. Not only will the childcare produce an exuberant amount of noise but the commercial construction over several years would be horrific. The play areas are adjacent to houses no acoustic fencing is even specified this would create extreme noise amongst our neighborhood especially for shift workers such as myself who has to quite often sleep during the day. We purchased this property a few years ago as it was extremely quiet and secluded. We built our dream house on it and have been working on our dream backyard. We have a pet dog who barks at any little noise so this property was also perfect for him as it is very quiet. we have recently spent alot of money updating all our perimeter fencing with colourbond sheets & custom flashings, and for this to be altered would be devastating, let alone the barking and disruption to our dog it would cause and we would forever feel uneasy that some kid would throw something over potentially poisonous to our dog. We have recently put in a new lawn and for the proposed fence heights to be approx 700mm higher then they are now would have a huge impact on shading our normnally sunny back yard. Also a colourbond fence as specd in the propsed drawings would not be sufficient as it would do nothing for noise. At a time of a housing crisis you propose to knock down a perfectly good home? Or even yet what could of been potentially 2 or 3 or 4 homes? There are plenty of other commercial properties that would be better suited to a childcare or even at the end of the road at the Salisbury heights preschool oval as there is lots of vacant un used land there not surrounded by housing. Road Safety - Quite often in peak hour if someone is parked on Stanford road not in an allocated parking spot, it turns into a 1 way road as you have to overtake the parked vehicle into oncoming traffic. This causes traffic bank ups sometimes obstructing our driveway. Alot of traffic from Salisbury Heights and Greenwith use this road everyday to go too and from work, at peak times 7-9 3-5 it is extremely busy sometimes banked up at the traffic lights for the entire length of the road. With the proposed 120 child childcare and only 20 odd carparks on its site (which half of will probably be taken by staff) where are the other cars going to park? The road does

properties bedrooms waking them up every morning at 6am when someone slams there car door or drives a loud vehicle? I believe this will also severely hinder the potential buyers for our properties in the future massively reducing the values of the surrounding properties as nobody wants to live next to a childcare. Overall I believe this proposal is garbage and seems like it is trying to be rushed and no real thought has gone into the location and traffic hazards/noise pollution it will create during and after construction. It is a complete disrespect to our quiet neighborhood.

Attached Documents

Representations

Representor 2 - Katherine Peut

Name	Katherine Peut
Address	59B Stanford Road SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	07/04/2023 04:54 PM
Submission Source	Online
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 please refer to my attached representation	

Attached Documents

61-Stanford-Road-Development-opposal-1207619.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

61 Stanford Road Salisbury Heights proposed development

My position is: I **oppose** the development.

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

1) ***Traffic*** – Stanford Road is a very busy road that is used not just by local residents but also to connect between The Grove Way and Target Hill Road. The traffic during morning and afternoons is heavy, fast moving and often includes impatient drivers in a hurry to get to and from work. A childcare centre "pre-school" along this already busy road will create a dangerous environment for the children, the parents and the residents that live in the area. It is a popular route for people walking their dogs, and also for children walking to and from school.

2) ***Parking*** – There will not be enough parking in the planned development to support drop offs and pickups along with parking for the number of staff that the development will require. This will force street parking along Stanford Road creating traffic congestion and danger to all those involved.

3) ***Zoning*** – the Hill Neighbourhood zone Desired Outcome as per Plan SA Planning and Design code is for "low density housing" Browse the Planning & Design Code | Planning and Design Code

	Desired Outcome
DO 1	Development provides a complementary transition to adjacent natural and rural landscapes. Low densi housing minimises disturbance to natural landforms and existing vegetation to mitigate the visible exte buildings, earthworks and retaining walls.

We have all purchased our homes in this area based on this residential zoning. How is it possible that such a development can be considered in a residential area.

4) ***Noise*** - The development Application addresses the noise issue of children playing outside saying that it will be within the required assessment criterion – is this however a criterion that addresses the fact that this development is surrounded by residential housing? And what of the noise that will be generated by the traffic (vehicular and foot) related to the development? Most of us have dogs that are pets but also provide a measure of security for our properties. Will we all receive noise complaints from council due to our dogs reacting to the constant coming and goings and noise from this development? I work from home and the noise impact will be substantial on my ability to work in a quiet environment.

To summarise: This proposed development is within a residential area that is not zoned for a Childcare centre / pre-school, the surrounding infrastructure is not sufficient to support such a development and will in fact be dangerous to residents and users of the proposed development. We all live here and have invested a lot of money into our homes however would not have if we had known of such a proposal. In this time of housing crisis and homelessness, the removal of a property from the housing market brings to question council and governments commitment to help solve these issues.

Katherine Peut and Robert Turvey. 59B Stanford Road Salisbury Heights.

Ph: 0407163655 email: rtu41016@bigpond.net.au

Representations

Representor 3 - Michael Fenn

Name	Michael Fenn
Address	48-50 The Walk MAWSON LAKES SA, 5095 Australia
Submission Date	11/04/2023 02:16 PM
Submission Source	Online
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

I own the property at 9 Birt Ave, Salisbury Heights. I back onto the childcare centre and have serious concerns regarding noise, fencing and hours of operation. This development has been placed right in the middle of all residential allotments with no element of surrounding schools or commercial property. This development will seriously depreciate the value of surrounding homes and the peace and quiet of this area.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 4 - Narinda Bouwer

Name	Narinda Bouwer
Address	9 Birt Ave SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	20/04/2023 08:25 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

My property connect at the back left to this proposed property. This is where there will be a lot of children playing. My concern is the toys that may come over my fence and injure my dog. Currently i have a very high fence and would not be happy if it get replaced by a lower fence. I work shifts and do my gardening when i can. I will not change my routine. I would not like the extra noise from vehicles coming and going for 12hours a day and also the heavier traffic load. I think a kindergarten is a good idea for our neighbourhood but NOT in the middle of a housing area.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 5 - Eunice Girvin

Name	Eunice Girvin
Address	71 STANFORD ROAD SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	21/04/2023 11:40 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

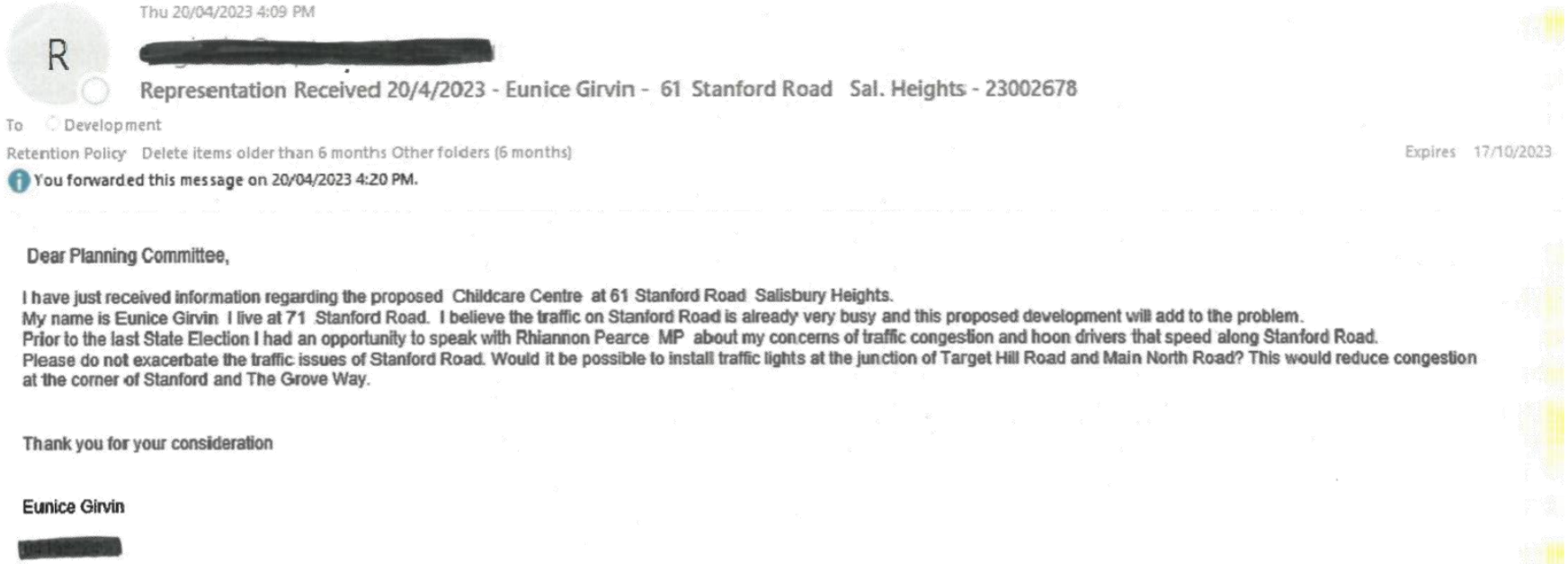
Reasons

Dear Planning Committee, I have just received information regarding the proposed Childcare Centre at 61 Stanford Road Salisbury Heights. My name is Eunice Girvin I live at 71 Stanford Road. I believe the traffic on Stanford Road is already very busy and this proposed development will add to the problem. Prior to the last State Election I had an opportunity to speak with Rhiannon Pearce MP about my concerns of traffic congestion and hoon drivers that speed along Stanford Road. Please do not exacerbate the traffic issues of Stanford Road. Would it be possible to install traffic lights at the junction of Target Hill Road and Main North Road? This would reduce congestion at the corner of Stanford and The Grove Way. Thank you for your consideration Eunice Girvin 0413802401.

Attached Documents

23002678-Representation-EuniceGirvin-Received20-04-2023-5367388.jpg

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations



Thu 20/04/2023 4:09 PM

R [redacted]

Representation Received 20/4/2023 - Eunice Girvin - 61 Stanford Road Sal. Heights - 23002678

To Development

Retention Policy Delete items older than 6 months Other folders (6 months) Expires 17/10/2023

You forwarded this message on 20/04/2023 4:20 PM.

Dear Planning Committee,

I have just received information regarding the proposed Childcare Centre at 61 Stanford Road Salisbury Heights.
My name is Eunice Girvin I live at 71 Stanford Road. I believe the traffic on Stanford Road is already very busy and this proposed development will add to the problem.
Prior to the last State Election I had an opportunity to speak with Rhiannon Pearce MP about my concerns of traffic congestion and hoon drivers that speed along Stanford Road.
Please do not exacerbate the traffic issues of Stanford Road. Would it be possible to install traffic lights at the junction of Target Hill Road and Main North Road? This would reduce congestion at the corner of Stanford and The Grove Way.

Thank you for your consideration

Eunice Girvin

[redacted]

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 6 - Paul Holdsworth

Name	Paul Holdsworth
Address	3 Featherstone Place, SALISBURY HEIGHTS SA 5109 SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	21/04/2023 11:58 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Stanford Rd is the main conduit road in the local area and gets quite a lot of traffic during peak hour times. We regularly endure long queues on school mornings when dropping our daughter off to school. Currently there is a kindergarten on the road, which contributes to major blockages of traffic accessing the Grove Way during peak hour times. The addition of a childcare centre to a road that already houses a kindergarten would significantly increase the amount of traffic and make Stanford Road even more congested. This is a single-lane road that is already overburdened with traffic so the addition of even more traffic would be frustrating to locals. There is already a childcare centre on the Grove Way, only about a kilometre away from the proposed site - is there really the need for another one in such close proximity? One of the appeals of the Salisbury Heights area when we moved in recently was that it was a nice, peaceful area. The addition of a childcare centre to Stanford Road will undoubtedly change this. Stanford Road should stay as a residential area rather than a location for businesses. Putting in a childcare centre will undoubtedly negatively impact on the aesthetic of the area, contribute to an unwanted increase in traffic and make for a less appealing area in general.

Attached Documents

Representations

Representor 7 - Geoff Stephens

Name	Geoff Stephens
Address	1 Annesley Close SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	21/04/2023 02:36 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
The location is wrong as it will worsen the already existing traffic congestion on Stanford Road.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 8 - Mark Hassfurter

Name	Mark Hassfurter
Address	42 Birt Ave SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	21/04/2023 04:06 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

We do not support this development. Stanford road already gets banked up and congested with traffic at peak times ... all the way to Birt Avenue!! We feel adding additional pressure and potentially an extra 118 cars to a small street would be unfair to to those living in this quiet residential area and make comutting extremely frustrating. There is already a kindy on Stanford Road and childcare facilities close by. This development should not be considered in a residential area. There are many other spots in Salisbury commercial areas this facility could be built.

Attached Documents

Representations

Representor 9 - Olga Brady

Name	Olga Brady
Address	12 Chapman Avenue SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	21/04/2023 09:58 PM
Submission Source	Online
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

Totally inappropriate business in a residential area. Local residents have for many years been frustrated with access to Stanford Road, The Grove Way and Target Hill Road. Stanford Road in particular with lack of footpaths, very little off street parking and no opportunity to pass other vehicles with single lane in each direction has made for a dangerous road. With the decreased block sizes and the jaw dropping developments on Coomurra Drive, never mind the vehicles coming down from Greenwith/Golden Grove/Wynn Vale how did the Council plan for vehicle movement with very limited access roads? The immediate neighbours (and not so immediate) to this development will be impacted by not only the vehicle problem but also the noise that a childcare centre will bring. They did not sign up for this. The Council should be looking at ways to alleviate the current vehicle movement problem in the area which has been an issue for years and not getting any better instead of adding to it.

Attached Documents

Representations

Representor 10 - Darren Friend

Name	Darren Friend
Address	P O Box 122 GREENWITH SA, 5125 Australia
Submission Date	22/04/2023 11:42 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

My concerns revolve around traffic, in particular the Stanford Road/Grove Way Intersection. Increased development on Cummura Drive and sub-divisions along Target Hill Road has already increased traffic and queuing at the above intersection. As a resident of Minor Court I already have trouble exiting my street due to traffic load and although not directly related traffic turning left at excessive speed from The Grove Way. The above intersection is also a high risk when turning right into Stanford Road from The Grove Way when right turn filter light is displayed. People speeding to beat the lights are also a present danger especially as they are in an existing Kindergarten zone just prior. The most obvious resolution would be to allow traffic to turn right at the Target Hill Road/Main North Road intersection as allowing traffic to perform a U-turn at the Saints Road intersection has done little to alleviate the congestion. I also have some concerns around stormwater whilst not specific to said development but as an addition to the aforementioned residential development further up the hill facezone.

Attached Documents

Representations

Representor 11 - Susan Sweet

Name	Susan Sweet
Address	52 Pacific circuit SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	23/04/2023 09:12 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I do not believe it is necessary to have a second kindy and child care facility on Stanford road . There is a heavy load of traffic on this road already that would be significantly increased and exiting onto the Grove Way is already difficult at peak times. I hope the impact of this application is considered for its impact on the community rather than a financial judgement. It's a definite NO from me.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 12 - Sonia Stephens

Name	Sonia Stephens
Address	1 Annesley Close SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	23/04/2023 01:56 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
The road is narrow with limited parking. It is in the middle of a suburb with houses all around. A childcare centre is definitely Not Appropriate for this location. Stanford Road gets congested at various times now and adding a child care centre will impact further to this situation. I can only imagine how the people living in the homes next to this location would be feeling. NOT HAPPY

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 13 - William Short

Name	William Short
Address	17 Pacific Circuit SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	24/04/2023 08:49 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

The proposed development assessment has not taken into consideration updated traffic movements and use of Stanford Rd accessing the Grove Way, I was not able to see the timeline of when the determination of 3,415 trips/day was completed, this seems low to current movements. Stanford Rd is already overloaded with increased development of recent years adding to the increased congestion on Stanford Rd during peak commute times. The proposed modelling split of traffic use projected using the Standford Rd / Grove Way intersection is low, considering that the only way to turn right onto Main Nth Rd is via Stanford Rd. The traffic light configuration at Stanford Rd / Grove Way is dependent on the opposite rd being Gateway Drive to trigger light changes, this additional congestion will significantly impact traffic flow and cause congestion along Stanford Rd for traffic accessing the Grove Way. Often vehicles can be waiting for 10 - 15 mins to get through the intersection onto the Grove Way. Further development should be completed on the Stanford / Grove Way intersection prior to this development to provide a slip lane for vehicles turning left onto the Grove Way, as well as changing the traffic light configuration to have lights trigger from Stanford Rd side rather than Gateway Drive. A right turn lane from Target Hill Rd onto Main Nth Rd should also be completed prior to this development to enable another option for turning right onto Main Nth Rd.

Attached Documents

Representations

Representor 14 - Ruth Cobby

Name	Ruth Cobby
Address	67 STANFORD ROAD SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	24/04/2023 11:54 AM
Submission Source	Post
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

23002678-Representation-RAndRCobby-Received21-04-2023-5378500.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Development Holdings Pty Ltd
Development Number:	23002678
Nature of Development:	Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing
Zone:	Hills Neighbourhood Zone
Subject Land:	61 Stanford Rd Salisbury Heights
Contact Officer:	Brian Ferguson
Phone Number:	8406 8222
Close Date:	**Monday 1st May 2023**

My name*: RUTH (RICK) COBBY	My phone number: [redacted]
My postal address*: 67, Stanford Rd. Salisbury Hights	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

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

Safety - Due to increased traffic on a narrow residential road. - effectively making the road one lane wide - This will cause conflict for traffic travelling in both directions

Noise - from early morning drop offs & late pick ups.

21 APR 2023

[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: ☑ wish to be heard in support of my submission*

☐ do not wish to be heard in support of my submission

By: ☑ appearing personally

☐ being represented by the following person: _____

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

Signature: R. Tobby Date: 20-4-23

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/

Representations

Representor 15 - Ian Rigby

Name	Ian Rigby
Address	2 Featherstone place SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	24/04/2023 05:50 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

There are a number of centres already in the area. This road is very busy and at that location it would cause a further delay in traffic conditions. Cars speed down between each roundabout. The other centre closer to the grove way is already established and contested at peak times but they have a pick up turn in that helps. This new proposed location mid way down Stanford would be a major traffic concern.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 16 - Glenn Ralston

Name	Glenn Ralston
Address	42 St Albans Drive SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	24/04/2023 06:57 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
Representation/Reasons I believe that planning consent should be refused are attached as a supporting document

Attached Documents

Representation-1213862.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

We moved into this area as it was a developed, largely residential and quiet neighbourhood. With initial concerns of living on a busy suburban road (Stanford Road) we have over time adjusted to this. Having such a centre in such close proximity to our property is definitely going to impact on our peace and lifestyle and force us to reconsider living in this area.

The proposed building footprint of this non-residential development is not consistent or compatible with the character and pattern of this low-density suburban neighbourhood. It will not compliment the residential character and amenity of our quiet neighbourhood and will greatly impact the owners/occupiers of land in close proximity to the site of the development.

Traffic

Stanford Road is 1 of 2 most used roads into and out of the suburb of Salisbury Heights with the other being Target Hill Road. With a Kindergarten at one end of Stanford Road and a Primary School on the lower end of Target Hill Road there is already a high level of traffic and congestion on both roads in the morning and afternoon in this highly residential area. The whole of St Albans Estate has no option but to exit from one of these roads and traffic can be very busy at these times of the day. Making a right turn from St Albans Drive onto Stanford Road can be quite trying at these peak times, having the additional traffic from this centre so close to this intersection will further impact this existing issue and will become quite stressful for all the residents in the estate.

The access point to this site will considerably impact these issues further for not only the residents but for all motorists on Stanford Road in regards to traffic flow. It will cause interruption of the operation of and queuing on Stanford Road that is already a massive problem in such close proximity to the site. Traffic movements currently from a single residential dwelling are minimal in a day compared to the movements associated with this proposed large childcare centre being in excess of 250 movements per day.

The excessive build up of traffic on Stanford Road is already ridiculous. This has a flow on effect of queuing to get out of Stanford Road with turning left or right onto the Grove Way, which in turn has a flow on impact of queuing for Main North Road and Bridge Road. This traffic congestion is ridiculous at peak times of the day at present. There will be great impact and interruption to the operation of Stanford Road and Target Hill Road due to such a proposed development and the suggestion that this will not have dramatic impact on the sensitive receivers/residents of the neighbourhood and the wider community of Salisbury Heights would be ignorant.

Surveys may have been undertaken in relation to traffic statistics on this road but this is not taking into consideration the prime times of the majority of this traffic. The fact that this will increase is very concerning and will impact this quiet neighbourhood dramatically.

The subdivisions on Coomurra Drive, Salisbury Heights have barely began and taking the additional amount of traffic these developments will impact on Stanford Road into consideration; this road is only going to get more congested in the future even without this Child Care Centre. The statistics used in reporting hasn't taken this into consideration. Stanford Road cannot handle this amount of traffic.

Carparking

The carparking requirements of .25 parking spaces per child is not being met. The carparking provided according to the documentation is inclusive of 1 disability carparking space and 6 staff carparking spaces with the overflow of staff to use additional carparking. There could possibly be in excess of 15 staff on site at one time. Leaving only half of these required carparking spaces to the families utilising the facilities. With limited carparking on site this will cause an adverse effect on residents with regards

to traffic flow, queuing and overflow parking on neighbouring streets which is not acceptable. If a car currently parks on Stanford Road in close proximity to this site it holds up a lot of traffic especially during peak periods and we believe this would become a more regular and unacceptable issue if the development is to go ahead.

Noise

The noise and increase of passing vehicles on Stanford Road beginning from as early as 6.30am including the slamming of multiple car doors per vehicle, idling car engines, the noise of children and adults entering and exiting the centre will significantly impact surrounding neighbours. We didn't purchase our property to have our lifestyle disturbed by such activity.

In a largely residential area this development will increase the commercial and industrial vehicle movements throughout nearby residential streets. Aside from the parents and children the noise from bin collection trucks, delivery trucks and cleaners etc. during and outside of operating hours will unreasonably impact the amenity of sensitive receivers.

We can already hear the children from the school on Target Hill Road as well as the sirens, PA Systems being used etc. and that is from a further distance than this centre would be. I find it impossible for you to say noise from this centre will have no impact on our quiet neighbourhood.

Construction Noise

The build of the centre itself will cause massive disruption to the surrounding neighbours and those utilising Stanford Road. The heavy machinery and vehicles associated with such development, accessing the site and parking on the roadway will not only have a massive impact on the traffic flow in the area but the noise will have an enormous impact on the residents. The consistent hum and vibration from machinery will be debilitating day after day, week after week, month after month. This development will take a considerable amount of time to complete and will cause intolerable disturbance to the nearby residents impacting our quality of life.

Nuisance due to special activities

An additional concern in regards to traffic and noise we have is when the centre have special events including sports days (child care centres have these too apparently), Christmas Concerts, family gatherings etc. There is definitely not sufficient carparking on site for such events and the overflow of vehicle parking will have significant impact on Stanford Road and neighbouring streets and residents if these events are to occur. We definitely do not support this.

Safety

In regards to safety an open carpark space after hours, in the dark; is an attractive hang out space for young adults/kids etc. This will also cause a safety and security concern in the neighbourhood that currently doesn't exist so close to this site.

Lack of Notification and Impractical Location

Speaking to others in the neighbourhood it appears that very few properties have been notified of this proposal so you would not be getting a very clear picture of just how much this development would impact the nearby residents. I can assure you there would be many people not in support of this development if they were to be notified. The tiny sign on this large property is not big enough for any motorist passing by to see if they have no idea of the proposal.

In conclusion we believe the locality is not practical for such development. There must be a more appropriate location. All adjacent land is used for residential purposes. We never expected a development of this size to be right next door to us in our quiet neighbourhood. Please decline this proposal.

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 17 - James Disibio

Name	James Disibio
Address	79 Stanford Rd SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	24/04/2023 10:30 PM
Submission Source	Online
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
I refuse there is heavy traffic on Stanford Rd. There is a kindy already on Stanford Rd, child care centre on the Grove way and primary school on Target Hill Rd. New developments all around the area one being Coomurra Dr therefore a lot more cars.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 18 - Tim Mittler

Name	Tim Mittler
Address	13 Birt Avenue SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	25/04/2023 06:53 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

1. The proposed 118 place childcare centre would add an additional 118 vehicles plus staff vehicles. Stanford road is already subject to heavy congestion in the morning and afternoon and could not accommodate the additional traffic. This could cause people to take risks at the intersection of Stanford Road and the Golden Way which has already seen 2 fatalities and numerous children being hit by cars when riding their bikes. 2. During peak times students from Salisbury East High and Tyndale Christian school, walk and ride bikes, which adds to the additional risk of increased vehicle traffic. 3. The proposed carpark is insufficient and would therefore push parents to park on Stanford Road, which is unacceptable at any time. 4. There would also be additional service vehicle's such as waste and catering trucks creating further pressure on Stanford Road and creating air pollution due to dirty nappies (this can smelt from the bins of the child care centre on the Grove Way) 5. The increase in noise from children, additional vehicle traffic, music and musical instruments would impact the current noise levels of the suburb and detract from the existing noise levels. 6. There already is a childcare centre on the Golden Way, Kindergarten on Standford Road, OHSC at Salisbury, and several childcare centres in Greenwith and Golden Grove. 7. Potential for the carpark being used afterhours by kids or teenagers to ride bikes or skateboards. 8. Security lighting being left on all night. 9. All the above concerns would reasonably be an issue for a potential buyer of my property, and therefore this would negatively impact the value of my property.

Attached Documents

Representations

Representor 19 - Vera Holl

Name	Vera Holl
Address	83 Stanford Road SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	26/04/2023 09:45 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

My husband and I do not support the development for the following reasons: 1. increased traffic along Stanford Road. Over the 15 years we have lived on Stanford Road we have seen increased traffic due to local housing developments. Having 118 children attending a centre 10 doors away from us, will only create more traffic, particularly at peak hours. 2. insufficient parking at peak hours. 29 car parking spaces seems totally inadequate, particularly at peak down off/pick up times. 3. restricted movement of traffic on Stanford Road whilst vehicles are entering/exiting the car park, which could have major safety issues for passing vehicles and pedestrians. 4. We question the need for another centre when there is already one approx. 450m away, at the far end of Stanford Road. 5. We question the location in the middle of an established street, where the demographic are older families with teenagers/grown-up/no children living at home. 6. We worry about visitors to the centre parking their vehicles on the road outside surrounding houses, either for convenient entry/exit or due to a full car park. 7. We are concerned about the noise of so many young children. It can get noisy from the Salisbury Heights Primary School during outdoor play times, so the added noise would exacerbate this. 8. We worry about this venture setting a precedent for other commercial developments in our street in the future.

Attached Documents

Representations

Representor 20 - Adam Duncan

Name	Adam Duncan
Address	28 Annesley Close SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	26/04/2023 04:23 PM
Submission Source	Online
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

The location is completely inappropriate. in the middle of large block residential area with older neighbours. Sound carries up and down the hills in this area, noise from a childcare will likely be heard as high as Annesley Close and Immanuel Drive. But main issue is traffic safety, Stanford Rd is already at absolute congestion every weekday morning and afternoon, with cars regularly speeding along this feeder road. There are huge subdivisions occurring on Coomurra Drive and a lot of that extra traffic will come into Stanford Rd. I understand the need for more childcare centres, but the location chosen here is all wrong. Zero consideration to the immediate neighbours who will be severely impacted.

Attached Documents

Representations

Representor 21 - Anne-Marie Incoll

Name	Anne-Marie Incoll
Address	24 Taylor Avenue SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	26/04/2023 05:01 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I think it should be refused, as we don't need the increase in Traffic. It will increase traffic flow on an already congested street & will increase traffic down Taylor Avenue as well, with people cutting through. We have a Kindy already on Stanford, one is enough. I don't think it is fair to take Business away from them.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 22 - Tegan Caruso

Name	Tegan Caruso
Address	12 Minor Court SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	26/04/2023 06:59 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
I live just off of Standford Rd and the traffic is already horrendous in the morning. Adding a childcare centre will add extra strain to an already ridiculous traffic problem.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 23 - Matthew Witmitz

Name	Matthew Witmitz
Address	33 St Albans Drive SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	26/04/2023 07:00 PM
Submission Source	Online
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

We moved into this area as it was a developed, largely residential and quiet neighbourhood. With initial concerns of living on a busy suburban road (Stanford Road) we have over time adjusted to this. Having such a centre in such close proximity to our property is definitely going to impact on our peace and lifestyle and force us to reconsider living in this area. The proposed building footprint of this non-residential development is not consistent or compatible with the character and pattern of this low-density suburban neighbourhood. It will not compliment the residential character and amenity of our quiet neighbourhood and will greatly impact the owners/occupiers of land in close proximity to the site of the development. Please refer to attached supporting documentation for further reasoning.

Attached Documents

Representation-for-Stanford-Road-Matthew-and-Julie-Witmitz-1214736.pdf

Traffic

Stanford Road is 1 of 2 most used roads into and out of the suburb of Salisbury Heights with the other being Target Hill Road. With a Kindergarten at one end of Stanford Road and a Primary School on the lower end of Target Hill Road there is already a high level of traffic and congestion on both roads in the morning and afternoon in this highly residential area. The whole of St Albans Estate has no option but to exit from one of these roads and traffic can be very busy at these times of the day. Making a right turn from St Albans Drive onto Stanford Road can be quite trying at these peak times, having the additional traffic from this centre so close to this intersection will further impact this existing issue and will become quite stressful for all the residents in the estate.

The access point to this site will considerably impact these issues further for not only the residents but for all motorists on Stanford Road in regards to traffic flow. It will cause interruption of the operation of and queuing on Stanford Road that is already a massive problem in such close proximity to the site. Traffic movements currently from a single residential dwelling are minimal in a day compared to the movements associated with this proposed large childcare centre being in excess of 250 movements per day.

The excessive build up of traffic on Stanford Road is already ridiculous. This has a flow on effect of queuing to get out of Stanford Road with turning left or right onto the Grove Way, which in turn has a flow on impact of queuing for Main North Road and Bridge Road. This traffic congestion is ridiculous at peak times of the day at present. There will be great impact and interruption to the operation of Stanford Road and Target Hill Road due to such a proposed development and the suggestion that this will not have dramatic impact on the sensitive receivers/residents of the neighbourhood and the wider community of Salisbury Heights would be ignorant.

Surveys may have been undertaken in relation to traffic statistics on this road but this is not taking into consideration the prime times of the majority of this traffic. The fact that this will increase is very concerning and will impact this quiet neighbourhood dramatically.

The subdivisions on Coomurra Drive, Salisbury Heights have barely began and taking the additional amount of traffic these developments will impact on Stanford Road into consideration; this road is only going to get more congested in the future even without this Child Care Centre. The statistics used in reporting hasn't taken this into consideration. Stanford Road cannot handle this amount of traffic.

Carparking

The carparking requirements of .25 parking spaces per child is not being met. The carparking provided according to the documentation is inclusive of 1 disability carparking space and 6 staff carparking spaces with the overflow of staff to use additional carparking. There could possibly be in excess of 15 staff on site at one time. Leaving only half of these required carparking spaces to the families utilising the facilities. With limited carparking on site this will cause an adverse effect on residents with regards to traffic flow, queuing and overflow parking on neighbouring streets which is not acceptable. If a car currently parks on Stanford Road in close proximity to this site it holds up a lot of traffic especially during peak periods and we believe this would become a more regular and unacceptable issue if the development is to go ahead.

Noise

The noise and increase of passing vehicles on Stanford Road beginning from as early as 6.30am including the slamming of multiple car doors per vehicle, idling car engines, the noise of children and

adults entering and exiting the centre will significantly impact surrounding neighbours. We didn't purchase our property to have our lifestyle disturbed by such activity.

In a largely residential area this development will increase the commercial and industrial vehicle movements throughout nearby residential streets. Aside from the parents and children the noise from bin collection trucks, delivery trucks and cleaners etc. during and outside of operating hours will unreasonably impact the amenity of sensitive receivers.

We can already hear the children from the school on Target Hill Road as well as the sirens, PA Systems being used etc. and that is from a further distance than this centre would be. I find it impossible for you to say noise from this centre will have no impact on our quiet neighbourhood.

Construction Noise

The build of the centre itself will cause massive disruption to the surrounding neighbours and those utilising Stanford Road. The heavy machinery and vehicles associated with such development, accessing the site and parking on the roadway will not only have a massive impact on the traffic flow in the area but the noise will have an enormous impact on the residents. The consistent hum and vibration from machinery will be debilitating day after day, week after week, month after month. This development will take a considerable amount of time to complete and will cause intolerable disturbance to the nearby residents impacting our quality of life.

Nuisance due to special activities

An additional concern in regards to traffic and noise we have is when the centre have special events including sports days (child care centres have these too apparently), Christmas Concerts, family gatherings etc. There is definitely not sufficient carparking on site for such events and the overflow of vehicle parking will have significant impact on Stanford Road and neighbouring streets and residents if these events are to occur. We definitely do not support this.

Safety

In regards to safety an open carpark space after hours, in the dark; is an attractive hang out space for young adults/kids etc. This will also cause a safety and security concern in the neighbourhood that currently doesn't exist so close to this site.

Lack of Notification and Impractical Location

It has appalled us that despite the scale of this development and how largely this will negatively impact us as well as our whole street that we were not even notified of the proposed development. You would not be getting a very clear picture of just how much this development would impact the nearby residents. I can assure you there would be many people not in support of this development if they were to be notified. The tiny sign on this large property is not big enough for any motorist passing by to see if they have no idea of the proposal.

In conclusion we believe the locality is not practical for such development. There must be a more appropriate location. All adjacent land is used for residential purposes. We never expected a development of this size to be right next door to us in our quiet neighbourhood. Please decline this proposal.

Representations

Representor 24 - Henry Peters

Name	Henry Peters
Address	17 taylor Avenue SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	26/04/2023 08:04 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
This development should be deemed unfit for purpose. A very busy roadway and will add to further congest traffic. Residential does not mean commercial and coucil should deny permission on grounds of safety and traffic congestion. Also more young children exposed to heavy traffic. I vehemently object to this proposal as should council.

Attached Documents

Representations

Representor 25 - Peter Roberts

Name	Peter Roberts
Address	20, Annesley Close SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 08:59 AM
Submission Source	Online
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

My major concern is future traffic congestion that will occur at peak periods. Stanford road only has 2 lanes available for through traffic. An example of an impending traffic jam would be caused by the following (as an example). A vehicle travelling to the proposed care centre coming from the Golden Way would have to turn right to gain access to the centre- across traffic travelling in the opposite direction If due to a lot of traffic movements in the future car park the car was unable to execute it's turn, it would a short period of time before many cars were stuck behind this car waiting to turn in to the car park, causing a major blockage. Traffic has increased recently and will increase more along Stanford Road as the housing developments at the top of Coomurra road reach completion I note that future widening of Stanford road by Salisbury Council is mentioned in the documents. I'm not sure how the adjacent residents would feel about this taking place. For all future inconvenience to the residents in the area the plan to construct a care centre should be abandoned

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 26 - Bill Savelli

Name	Bill Savelli
Address	31 ST ALBANS DRIVE SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 09:12 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Representation_da23002678BillSavelli-27April2023-5396232.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Development Holdings Pty Ltd *[applicant name]*
Development Number:	23002678 *[development application number]*
Nature of Development:	Child Care Centre *[development description of performance assessed elements]*
Zone/Sub-zone/Overlay:	D93983AL32 *[zone/sub-zone/overlay of subject land]*
Subject Land:	CT6148/902 61 Stanford Road Salisbury Heights SA *[street number, street name, suburb, postcode] [lot number, plan number, certificate of title number, volume & folio]*
Contact Officer:	City of Salisbury *[relevant authority name]*
Phone Number:	08 8406 8222 *[authority phone]*
Close Date:	1 May 2023 *[closing date for submissions]*

My name*: Bill Savelli	My phone number: [redacted]
My postal address*: 31 St Albans Drive Salisbury Heights SA 5109	My email: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Department for Trade and Investment

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

We moved into this area as it was a developed, largely residential and quiet neighbourhood. With initial concerns of living on a busy suburban road (Stanford Road) we have over time adjusted to this. Having such a centre in such close proximity to our property is definitely going to impact on our peace and lifestyle and force us to reconsider living in this area.

The proposed building footprint of this non-residential development is not consistent or compatible with the character and pattern of this low-density suburban neighbourhood. It will not compliment the residential character and amenity of our quiet neighbourhood and will greatly impact the owners/occupiers of land in close proximity to the site of the development.

Traffic

Stanford Road is 1 of 2 most used roads into and out of the suburb of Salisbury Heights with the other being Target Hill Road. With a Kindergarten at one end of Stanford Road and a Primary School on the lower end of Target Hill Road there is already a high level of traffic and congestion on both roads in the morning and afternoon in this highly residential area. The whole of St Albans Estate has no option but to exit from one of these roads and traffic can be very busy at these times of the day. Making a right turn from St Albans Drive onto Stanford Road can be quite trying at these peak times, having the additional traffic from this centre so close to this intersection will further impact this existing issue and will become quite stressful for all the residents in the estate.

The access point to this site will considerably impact these issues further for not only the residents but for all motorists on Stanford Road in regards to traffic flow. It will cause interruption of the operation of and queuing on Stanford Road that is already a massive problem in such close proximity to the site. Traffic movements currently from a single residential dwelling are minimal in a day compared to the movements associated with this proposed large childcare centre being in excess of 250 movements per day.

The excessive build-up of traffic on Stanford Road is already ridiculous. This has a flow on effect of queuing to get out of Stanford Road with turning left or right onto the Grove Way as people are also forced to use Stanford Road to travel north along Main North Road as there is no right turn out of Target Hill Road, which in turn has a flow on impact of queuing for Main North Road and Bridge Road. This traffic congestion is ridiculous at peak times of the day at present. There will be great impact and interruption to the operation of Stanford Road and Target Hill Road due to such a proposed development and the suggestion that this will not have dramatic impact on the sensitive receivers/residents of the neighbourhood and the wider community of Salisbury Heights would be ignorant.

Surveys may have been undertaken in relation to traffic statistics on this road but this is not taking into consideration the prime times of the majority of this traffic. The fact that this will increase is very concerning and will impact this quiet neighbourhood dramatically.

The subdivisions on Coomurra Drive, Salisbury Heights have barely began and taking the additional amount of traffic these developments will impact on Stanford Road into consideration; this road is only going to get more congested in the future even without this Child Care Centre. The statistics used in reporting hasn't taken this into consideration. Stanford Road cannot handle this amount of traffic.

Carparking

The carparking requirements of .25 parking spaces per child is not being met. The carparking provided according to the documentation is inclusive of 1 disability carparking space and 6 staff carparking spaces with the overflow of staff to use additional carparking. There could possibly be in excess of 15 staff on site at one time. Leaving only half of these required carparking spaces to the families utilising the facilities. With limited carparking on site this will cause an adverse effect on residents with regards to traffic flow, queuing and overflow parking on neighbouring streets which is not acceptable. If a car currently parks on Stanford Road in close proximity to this site it holds up a lot of traffic especially during peak periods as Stanford Road is not wide enough for parking or was not designed for and we believe this would become a more regular and unacceptable issue if the development is to go ahead.

Noise

The noise and increase of passing vehicles on Stanford Road beginning from as early as 6.30am including the slamming of multiple car doors per vehicle, idling car engines, the noise of children and adults entering

and exiting the centre will significantly impact surrounding neighbours. We didn't purchase our property to have our lifestyle disturbed by such activity.

In a largely residential area this development will increase the commercial and industrial vehicle movements throughout nearby residential streets. Aside from the parents and children the noise from bin collection trucks, delivery trucks and cleaners etc. during and outside of operating hours will unreasonably impact the amenity of sensitive receivers.

We can already hear the children from the school on Target Hill Road as well as the sirens, PA Systems being used etc. and that is from a further distance than this centre would be. I find it impossible for you to say noise from this centre will have no impact on our quiet neighbourhood.

Construction Noise

The build of the centre itself will cause massive disruption to the surrounding neighbours and those utilising Stanford Road. The heavy machinery and vehicles associated with such development, accessing the site and parking on the roadway will not only have a massive impact on the traffic flow in the area but the noise will have an enormous impact on the residents. The consistent hum and vibration from machinery will be debilitating day after day, week after week, month after month. This development will take a considerable amount of time to complete and will cause intolerable disturbance to the nearby residents impacting our quality of life.

Nuisance due to special activities

An additional concern in regards to traffic and noise we have is when the centre have special events including sports days (child care centres have these too apparently), Christmas Concerts, family gatherings etc. There is definitely not sufficient carparking on site for such events and the overflow of vehicle parking will have significant impact on Stanford Road and neighbouring streets and residents if these events are to occur. We definitely do not support this.

Safety

In regards to safety an open carpark space after hours, in the dark; is an attractive hang out space for young adults/kids etc. This will also cause a safety and security concern in the neighbourhood that currently doesn't exist so close to this site.

Lack of Notification and Impractical Location

Speaking to others in the neighbourhood it appears that very few properties have been notified of this proposal so you would not be getting a very clear picture of just how much this development would impact the nearby residents. I can assure you there would be many people not in support of this development if they were to be notified. The tiny sign on this large property is not big enough for any motorist passing by to see if they have no idea of the proposal.

In conclusion we believe the locality is not practical for such development. There must be a more appropriate location. All adjacent land is used for residential purposes. We never expected a development of this size to be right next door to us in our quiet neighbourhood. Please decline this proposal.

[attach additional pages as needed]

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

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
  - Click here to enter text. [*list any accepted or deemed-to-satisfy elements of the development*].

I: ☐ wish to be heard in support of my submission*

☒ do not wish to be heard in support of my submission

By: ☐ appearing personally

☐ being represented by the following person: Click here to enter text.

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

Signature: Bill Savelli Date: 27/04/2023

Return Address: 31 St Albans Drive Salisbury Heights SA 5109 *[relevant authority postal address]* or

Email: [redacted] *[relevant authority email address]* or

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

Representations

Representor 27 - Stephanie Hymer and Mark Sharpe

Name	Stephanie Hymer and Mark Sharpe
Address	12B SCOTT AVENUE SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 09:15 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Application23002678Representation-StephanieHymerMarkSharpe-5396283.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

From: Stephanie H
To: Development
Subject: Application 23002678 Representation - Stephanie Hymer & Mark Sharpe
Date: Thursday, 27 April 2023 8:14:15 AM

Good Morning,

I am a homeowner and resident of Salisbury Heights living in Scott Ave .
I wish to raise an objection to the Childcare Centre with car park that is proposed with Application 23002678.

I bought in the Salisbury Heights area due to the large blocks, and the community atmosphere. The lifestyle has been a nice break from hectic work schedules. These are qualities that are appreciated in Adelaide as opposed to Sydney and Melbourne that are over commercialised and over populated.

Objection to the childcare centre is based on:

1. Disruption to the peaceful existence we currently enjoy in our quiet residential streets..
2. By rezoning to allow for the Childcare Centre this opens up a doorway for other commercial ventures in the residential area.
3. Stanford road is already extremely busy with the preschool that is further than the road and traffic coming from Target Hill Road. The road is often quite backed up from the lights back and the excess traffic in peak hours when residents are going to work and returning is a safety concern.
4. The Childcare centre will have increased noise with children playing outside,
5. There would be other land opportunities in places such as near the Saints Road Shopping Centre that would be more suitable for the proposal with Roads that can cope with increased traffic- rather than residential streets.

I ask council to consider this proposal from the perspective of the residents who live in the area who can not afford to relocate and who supported the salisbury area by purchasing their homes here, due to the lifestyle they believed they were buying into,

For your consideration

Stephanie Hymer & Mark Sharpe
12B Scott Ave
Salisbury Heights.

--

Stephanie Hymer
Mobile: [redacted]

Representations

Representor 28 - Annette Miller

Name	Annette Miller
Address	69 STANFORD ROAD SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 09:22 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Development23002678Representation-AnnetteMiller27April2023-5396390.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

From: Annette Miller
To: Development
Subject: objection to proposed development 23002678
Date: Thursday, 27 April 2023 9:01:11 AM

Good morning
I would like to submit my objection to the proposed development of 61 stanford road salisbury heights application number 23002678.
I am a resident of 69 stanford road and it has been brought to my attention the development proposal for a child care centre.Only 4 doors down from me.
I strongly object to this proposal on the following grounds
1 Stanford road has an extremely high traffic flow as it is a major feeder road with four round abouts, school bus stops and an already established child care centre.As a resident who lives on this road I constantly have difficulty getting in and out of my property because of the increased traffic flow and the disregard of users to the speed limits regardless of the roundabouts or speed signage.
Stanford road is a major connecting road for residents in surrounding suburbs especially since the development of Greenwith and areas around target hill road to access the Main North road via the Golden way. At times e,g,6am to 9am and 3pm to 6 pm this road gets very congested with a continuous flow of traffic e.g. trucks,cars buses ect. Having another child care facility along this road would cause increased traffic hazards as parents are picking up or dropping off their children

2 I have investigated the availability of child care centres within 10 to 15 minutes WALKING distance from my home
There are 15 existing facilities One only 2 minutes from the proposed development. Out of those 15 child care facilities 8 have vacancies. That iis more than half .Is this new one really necessary and how is it going to impact on the existing child care centres that are trying to fill their vacancies in this area?

3 I was of the understanding I lived in a residential zone , this new development is clearly for a business and not a home. As our state is extremely short of residential properties and this (61 stanford road) has a family home already on it would it not be more effective to use it as such and not develop it into another child care centre which clearly our area does not need an additional facility? Seriously have you really looked at the impact on local residents and the ongoing problem of traffic using Stanford road.
Hoping you will consider my objections
thanking you Annette Miller
69 stanford road
salisbury heights

Representations

Representor 29 - Jean Lee

Name	Jean Lee
Address	30 Annesley close SALISBURY HGTS SA SA, 5109 Australia
Submission Date	27/04/2023 10:38 AM
Submission Source	Online
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

There is already very a good Child Care Centre on Standford Rd. I see no need for another . The traffic through Stanford Rd is also very high especially mornings and afternoons so I am sure that if this plan should go ahead traffic would then be horrendous. Also the neighbours would find cars parking outside their homes. I am definitely against this development being approved.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 30 - John and Janette Rankin

Name	John and Janette Rankin
Address	11 SCOTT AVENUE SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 10:57 AM
Submission Source	Post
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

23002678-Representation-JAndJRankin-Received27-04-2023-5398298.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

RECEIVED
05 APR 2023

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

RECEIVED
27 APR 2023

Applicant:	Development Holdings Pty Ltd
Development Number:	23002678
Nature of Development:	Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing
Zone:	Hills Neighbourhood Zone
Subject Land:	61 Stanford Rd Salisbury Heights
Contact Officer:	Brian Ferguson
Phone Number:	8406 8222
Close Date:	**Monday 1st May 2023**

~~My~~ name* JOHN RANKIN JANETTE RANKIN	~~My~~ phone number: [redacted]
~~My~~ postal address*: 11. SCOTT AVE SALISBURY HEIGHTS. 5109	~~My~~ email*: [redacted]

** Indicates mandatory information*

My position is:

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

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

Please see attached.

[attach additional pages as needed]

Government of South Australia
Attorney-General's Department

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

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/We ☐ wish to be heard in support of my submission*

☑ do not wish to be heard in support of ~~my~~ our submission

By: ☐ appearing personally

☐ being represented by the following person: _____

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

Signature: G. Rankin Janette Rankin Date: 25/04/23

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/

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

We OBJECT to the imposition of a COMMERCIAL development on this quiet, totally RESIDENTIAL neighborhood on the following grounds:

1. TRAFFIC CONGESTION

Local residents are well aware of the long standing problem of severe congestion which occurs at the Stanford Rd /Grove way intersection at peak hours.
Adding the forecast 145 vehicles from the centre can only add to this problem.

It is noted that only 5 parking spaces are designated for centre staff on the plan.

However, if the most lenient staff to children ratios required by the National Education Standards Board are applied (1 - 11) there must be at least 10 staff for the numbers enrolled and up to 19 if the higher ratios for younger children are met (i.e 1-4 and 1-5).

Therefore, the staff parking will take up at least half of the parking spaces thus

forcing carer's cars to park on the single lane road causing a traffic hazard.

It should also be noted that there is considerable subdivision occurring in the surrounding area and the vehicle traffic from these homes will also use Stanford Rd to access Main North Rd. northbound.

2. NOISE

Sonus has referenced the noise from childrens voices playing outdoors will be 50dB(A), a rather optimistic assumption given that various websites describe this level as a "normal conversation " or "a household refrigerator".

Surprisingly, NO REFERENCE is made to the noise and pollution which will be generated by vehicles delivering 118 children to the centre from 6.30a.m. and of service vehicles (e.g garbage trucks) entering and leaving,all of which will have a profound effect on the adjacent neighbors.

The considerable noise and dust which would be caused during the development of the site has also been ignored.

3. SECURITY

The site will be unattended for significant periods,after hours/nights and weekends, giving unimpeded access to adjacent properties and potential undesirable use of the car park.

Representations

Representor 31 - Michael Kelly

Name	Michael Kelly
Address	7 SCOTT AVENUE SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 11:00 AM
Submission Source	Post
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

23002678-Representation-MKelly7ScottAveSalisburyHeights-Received27-04-2023-5398354.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Received
05 APR 2023

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

RECEIVED
27 APR 2023

Applicant:	Development Holdings Pty Ltd
Development Number:	23002678
Nature of Development:	Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing
Zone:	Hills Neighbourhood Zone
Subject Land:	61 Stanford Rd Salisbury Heights
Contact Officer:	Brian Ferguson
Phone Number:	8406 8222
Close Date:	**Monday 1st May 2023**

My name*: MICHAEL SHANE KELLY	My phone number: [redacted]
My postal address*: 7 SCOTT AVE. SALISBURY HEIGHTS.	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

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

AS PER ATTACHED OBJECTIONS

[attach additional pages as needed]

Government of South Australia
Attorney-General's Department

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

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: ☐ wish to be heard in support of my submission*

☐ do not wish to be heard in support of my submission

By: ☑ appearing personally

☐ being represented by the following person: _____

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

Signature: M Scully **Date:** 25/04/23

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/

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

OBJECTION TO PROPOSED DEVELOPMENT

LOCATION: 61 Stanford Road

We the undersigned object to the development at the above address due to the following reasons:

1. **TRAFFIC** – Stanford Road is a narrow thoroughfare. At peak hours and school times vehicles are bumper to bumper, causing long delays at the traffic lights at the T-section of Stanford Rd and The Grove Way. There are many accidents at this junction with vehicles turning right and left from the Grove Way on to Stanford Rd – the increase in traffic, without adequate traffic light management, will increase the likelihood of more accidents. Installation of more traffic lights would also add to congestion and delays both on Stanford Road and The Grove Way.
2. **SECURITY** – The open carparking on the property has the potential to invite undesirable and potential criminal activity after hours, causing great angst for neighbours and their properties.
3. **NOISE** – The surrounding properties will be impacted by the noise of up to 118 children. Already noise is heard from the Salisbury Heights Primary School which is some distance away from the proposed development.
4. **FENCING** – The proposal of tin fencing will be inadequate to dampen the noise which is stated to be at 50dB (according to a study by The National Hearing Conservation Association reported that *'in a survey of 110 children, ages six to 14, the average noise level during the day was 90 decibels, about the level of city traffic. On the playground, these levels reached 115 decibels, similar to that of a noisy subway or rock music.'*

   A normal conversation measures 60dB, so this dampening of noise of 50dB is an inaccurate statement of noise level outlined in the proposal.
5. **PARKING** – as Stanford Road is narrow, parking in streets adjacent would cause further congestion and cause safety issues with no designated crossing or alighting areas for clients of the proposed development.

M S KELLY 7 Scott Ave SALISBURY HEIGHTS 5109

PHONE 0408853567

Representations

Representor 32 - Michael Kelly

Name	Michael Kelly
Address	9 SCOTT AVENUE SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 11:02 AM
Submission Source	Post
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

23002678-Representation-MKelly9ScottAveSalisburyHeights-Received27-04-2023-5398391.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

RECEIVED
05 APR 2023

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

RECEIVED
27 APR 2023

Applicant:	Development Holdings Pty Ltd
Development Number:	23002678
Nature of Development:	Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing
Zone:	Hills Neighbourhood Zone
Subject Land:	61 Stanford Rd Salisbury Heights
Contact Officer:	Brian Ferguson
Phone Number:	8406 8222
Close Date:	**Monday 1st May 2023**

My name*: MICHAEL SHANE KELLY	My phone number: [redacted]
My postal address*: 9 SCOTT AVE. SALISBURY HEIGHTS	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

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

AS PER ATTACHED OBJECTIONS

[attach additional pages as needed]

Government of South Australia

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

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:	☐	wish to be heard in support of my submission*
	☐	do not wish to be heard in support of my submission
By:	☑	appearing personally
	☐	being represented by the following person: _____

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

Signature: M Kelly Date: 25/04/23

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/

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

OBJECTION TO PROPOSED DEVELOPMENT

LOCATION: 61 Stanford Road

We the undersigned object to the development at the above address due to the following reasons:

1. **TRAFFIC** – Stanford Road is a narrow thoroughfare. At peak hours and school times vehicles are bumper to bumper, causing long delays at the traffic lights at the T-section of Stanford Rd and The Grove Way. There are many accidents at this junction with vehicles turning right and left from the Grove Way on to Stanford Rd – the increase in traffic, without adequate traffic light management, will increase the likelihood of more accidents. Installation of more traffic lights would also add to congestion and delays both on Stanford Road and The Grove Way.
2. **SECURITY** – The open carparking on the property has the potential to invite undesirable and potential criminal activity after hours, causing great angst for neighbours and their properties.
3. **NOISE** – The surrounding properties will be impacted by the noise of up to 118 children. Already noise is heard from the Salisbury Heights Primary School which is some distance away from the proposed development.
4. **FENCING** – The proposal of tin fencing will be inadequate to dampen the noise which is stated to be at 50dB (according to a study by The National Hearing Conservation Association reported that *'in a survey of 110 children, ages six to 14, the average noise level during the day was 90 decibels, about the level of city traffic. On the playground, these levels reached 115 decibels, similar to that of a noisy subway or rock music.'*

   A normal conversation measures 60dB, so this dampening of noise of 50dB is an inaccurate statement of noise level outlined in the proposal.
5. **PARKING** – as Stanford Road is narrow, parking in streets adjacent would cause further congestion and cause safety issues with no designated crossing or alighting areas for clients of the proposed development.

M S Kelly 9 Scott Avenue Salisbury Nth 5109

Phone 0408 853567

Representations

Representor 33 - Fotini Gazeas

Name	Fotini Gazeas
Address	37 BIRT AVE SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 11:21 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

There is already a kindy on Stanford Road. The road is already very busy with traffic from Target Hill Road and Salisbury Primary School and surrounding roads especially at peak times. New development on Coomurra Drive will further increase traffic congestion on Stanford Road. To turn right onto Main North road most traffic travels from Stanford Road to the Grove Way. There have already been a significant number of accidents and deaths at the intersection of Stanford Road and The Grove Way as it has been badly designed with a narrow exit from the Grove Way and I have had 2 near missed from people going through red lights. The traffic on The Grove Way is already horrendous at peak times for traffic turning onto Main North Road. Further cars from Stanford road will only increase the holdups exponentially. The street has a few parking bays but in most sections there is not a lot of parking available. This will make it unsafe for children especially crossing the street. The Kindy is too close to the roundabout which will cause further traffic congestion as cars exit the kindy.

Attached Documents

Representations

Representor 34 - Carleen Moore

Name	Carleen Moore
Address	48 Pacific Circuit SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 12:07 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

The traffic in the mornings is terrible, long waits (2 or 3 sets of lights) to get out onto Grove Way from Stanford and also Target Hill Road is also very congested. The line up of cars coming down from Golden Grove to Main North Road is long, sometimes past Bridge Road and going up the hill. Long lines of cars trying to turn onto Bridge Road from Main North Road and Stanford. We already have a Childcare Center on Stanford Road and there is one not far on Grove Way, also one in Greenwith. We feel that there is sufficient Childcare Centers in our area! To sum up that the traffic is really bad now, don't need any more cars on our narrow road!! The road infrastructure isn't adequate for the traffic we already have!

Attached Documents

Representations

Representor 35 - Fiona Nagy

Name	Fiona Nagy
Address	16 Marbury Place SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 12:57 PM
Submission Source	Email
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

I have grave concerns for Stanford road becoming a more chaotic and user unfriendly road if this proposal goes ahead. Besides the fact that this area was developed as residential, when did a property get bought to be developed into what would be a business that brings further unsafe amounts of additional traffic into the area including my side street in st Albans that is frequently used by idiots avoiding roundabouts, and parents in a hurry to collect their children from salisbury heights primary school. Of course the development and the business proposal is only driven by greed but what about saints road where there are proper slip roads that parents could safely use and developed as commercial to begin with? Why not there and not Stanford road and not affecting us in st Albans estate either. This is an unsafe and inconsiderate proposal and they should checkout the facilities already in place by the grove way and which cause incredibly back log and congestion and peak hour. St Albans and Stanford roads should be no more than 40 kilometres per hour already and speed humps or traffic slowing management should be in place as we are already suffering from unsafe drivers using these roads and including fatalities that occur at the local traffic lights because people are young and silly and can't wait. Kind regards Fiona nagy 16 Marbury place Salisbury heights (My house is built so close to st Albans road and my windows facing the street that, if a traffic camera was installed, salisbury council would be making a lot of money from traffic fines).

Attached Documents

Email-Fiona-Nagy-1215043.JPG
Email-Fiona-Nagy-2-1215044.JPG

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

From: Fiona Nagy <fionanagy@yahoo.com>
Sent: Thursday, April 20, 2023 5:56:12 PM
To: mmazzeo@salisbury.sa.gov.au <mmazzeo@salisbury.sa.gov.au>
Subject: Proposed development 61 Stanford road salisbury heights

Dear councillor Mazzeo,

I have grave concerns for Stanford road becoming a more chaotic and user unfriendly road if this proposal goes ahead. Besides the fact that this area was developed as residential, when did a property get bought to be developed into what would be a business that brings further unsafe amounts of additional traffic into the area including my side street in st Albans that is frequently used by idiots avoiding roundabouts, and parents in a hurry to collect their children from salisbury heights primary school. Of course the development and the business proposal is only driven by greed but what about saints road where there are proper slip roads that parents could safely use and developed as commercial to begin with? Why not there and not Stanford road and not affecting us in st Albans estate either.

This is an unsafe and inconsiderate proposal and they should checkout the facilities already in place by the grove way and which cause incredibly back log and congestion and peak hour.

St Albans and Stanford roads should be no more than 40 kilometres per hour already and speed humps or traffic slowing management should be in place as we are already suffering from unsafe drivers using these roads and including fatalities that occur at the local traffic lights because people are young and silly and can't wait.

Kind regards

Fiona nagy

16 Marbury place

Salisbury heights

(My house is built so close to st Albans road and my windows facing the street that, if a traffic camera was installed, salisbury council would be making a lot of money from traffic fines).

Sent from Yahoo Mail for iPhone

My position is:

☐ I support the development

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

☒ I oppose the development

I:

☐ wish to be heard in support of my submission*

☐ do not wish to be heard in support of my submission

By:

☐ appearing personally

☒ being represented by the following person: Rikiarnon Pisano

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 36 - Grant Bain

Name	Grant Bain
Address	5 Manorhall Court SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	27/04/2023 10:25 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

As a person who normally supports progress I find this proposal madness. To begin with, we already have 1 kindy on that road which combined with recent subdivisions makes exiting to the Grove way congested at peak times, making it difficult to plan travelling and placing great strain on the roads. Add a second school speed zone just to make it worse, not to mention extra traffic. Although the speed limit is 50kms I challenge you to find motorists who sticks to it. Which is why roundabouts were added and speed cameras are regularly situated there. Most motorists including parents speed through 25km zone as it is now. The noise of this traffic has increased dramatically since I've lived here. The road is tight especially with the increasing size of vehicles and street parking with areas to pull out of the way of traffic is poor. Footpaths in the whole neighbourhood are poor quality and often lead to dead ends or in the wrong direction. Keeping in mind it's target audience, it's nearly impossible for a parent to walk along the footpath which is on the wrong side of the road with trees pushing pavers up along with roots and runners. The footpaths are too narrow and are situated right against the road. Should you walk along there you'll find mindful motorists move over the barrier line but trucks and buses cannot. Try pushing a pram with your child in it, not to mention another walking with it along there, now think if you have twins as I've seen plenty in the area, all while you're ducking under trees or passing another pedestrian. I don't see any plans for a crossing to a safe footpath in the scope either. The carpark may use the correct ratio but will never be enough and people would rather stop on the road rather than trying to manage maneuvering 4WD vehicles in a busy carpark all while others are doing the same while rushing to work. I'm not opposed to the landscaping but am cautious to believe that it would be kept to the level depicted going by other trees and gardens in the area. I'm also concerned that just 1 branch from the named gum trees could kill half the staff and kids there when they fall! It's only natural to assume rubbish and cigarette butts will increase because both parents and kids will drop it, and where the council fails to pick it now, would do the same again, which is to run it over when mowing. I get rubbish fly over the fence on windy days as is, and yes we do pick it up in the neighbourhood while walking. In closing the area is fit for homes not businesses and you already have a kindy on that road and child care very close in all directions. Stanford road is already too narrow, has poor, unstable footpaths with trees invading them and layed dangerously close to the road and traffic. What would best service the carpark would be a turn in lane to aid the flow of traffic but that will never happen here. Oddly enough forgetting the socioeconomic status of the area but looking at the planning Elizabeth is much better thought out with wider streets where businesses can be located only. Should you choose to contact me, I would gladly meet on the footpath to show you how bad they are and to try to talk over the noise of traffic as it stands now. Please don't approve this mistake.

Attached Documents

Representations

Representor 37 - Roy Smith

Name	Roy Smith
Address	26 Taylor Avenue, SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	28/04/2023 11:32 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

STANFORD-ROAD-1-1215465.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

DEVELOPMENT APPLICATION NUMBER 23002678,

PROPOSED CHILD CARE CENTRE

It has just come to our attention that there is a Proposed development planned for a Child Care centre at **61 Stanford Road, Salisbury Heights.**

We strongly opposed this development on the following grounds

First and foremost Salisbury Heights is a residential area not commercial.

Stanford road in recent years has become a high volume traffic through road due to the increased housing developments and infill on previously large tracts of empty virgin land now sold for housing subdivisions. Also the increased number of of premises sub divided by home owners with large blocks. Traffic is particularly high and chaotic during peak hours when traffic is attempting to negotiate entry or exit from the Grove Way or Stanford road at the traffic lights at that location. Over the years numerous accidents have occurred at this intersection some more serious than others. We often note the traffic lights have been knocked out.

Commuters come down Target hill road from Greenwith, Golden Grove and beyond to either drop their children off at the Salisbury Heights pre -school on Stanford Road which about 75 metres North of the Grove Way.

Commuters travel down from Greenwith, Golden Grove and beyond along Green Valley Drive, Taylor Avenue to Stanford road to either drop or pickup their children at the pre -school or use the traffic lights at the Grove Way and Stanford road during peak periods as doing so is obviously safer than trying to enter the Grove Way via Green Valley Drive, (a very dangerous junction particularly during peak times.)

Taylor avenue, which is only a short distance from the said proposed development, is approx. 5 metres wide and at the best of times care is required for vehicles traversing along Taylor avenue in opposite directions as there is very little room to deviate. The situation becomes dangerous whenever there is a vehicle parked unattended at the kerb thereby reducing the width of usable road. It becomes much more dangerous when there are several vehicles parked in Taylor avenue especially if two vehicles are parked adjacent to each other on opposite sides of the road. We all know if you hold a driving licence you are supposed to be responsible and drive with the required due care but that we also know is baloney. People are selfish and can be dangerous and unreasonable when they get behind the wheel of a motor vehicle. Taylor avenue at certain times is a race track due to it being a long straight road. which incidentally is subject to the suburban default speed limit of 50. Often the fastest thing on four wheels traversing Taylor avenue are the parents taking their children to the Salisbury Heights pre-school or traveling away after collecting them and on the way home or where ever.

In relation to the existing pre-school on Stanford road. One has to experience the chaos on Stanford road during drop off and pickup times which incidentally often coincides with peak traffic periods. Parents dropping off children and in a hurry to get to work. Often there are holdups to the flow of traffic on Stanford road because although there is a reasonable long cut out in the curb for parellel parking when this is full some parents try to nudge in where ever can they consequently leaving their vehicles sticking out at 45 degrees into the traffic flow. Not uncommon for parents to throw open the drivers door, leap out and throw open the back door, often the road side back door and usher the children out, obviously in a hurry and keen to get going to work. It is not an uncommon practice for parents to open the road side rear doors and let their children/child out onto the road way when parallel parked. So dangerous even if vehicles traveling by are doing the required 25kmH.

Stanford road where the proposed development is supposed to be is not a wide road and I envisage the same sort of chaos occurring there as described for the Salisbury Heights pre-school. Taylor avenue is a through road from Greenwith and beyond and also a through road for people traveling south on Main North road, Salisbury Heights and wanting to travel to Greenwith or Golden Grove. They turn left off Main North Road onto Target hill road and either go straight up Target hill road to Greenwith, Golden Grove or beyond, (Tea Tree Plaza) or travel south along Stanford road, turn east into Taylor avenue then left onto Green Valley drive. By doing that they can dodge the traffic snarls at the Stanford road Grove Way Traffic lights.

Residents in the area deserve to have safe roads and experience the quiet enjoyment of their location. This proposed development must not allowed to proceed considering that the is also a pre-school or child minding centre nearby about 300 metres west of Stanford Road on the Grove Way, (Kindy Patch).

Please forward this letter to the appropriate area of the Salisbury Council planning department for registration in a timely manner on our behalf prior to the 1st of May, 2023.

Representations

Representor 38 - John Smith

Name	John Smith
Address	11 Catterall Ave SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	28/04/2023 03:17 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I am not totally against the idea of a childcare centre development as there are current pre-school facilities already available, but in this instance the location at this site on the this particular road is not justified. Stanford Rd is one of only two main entry and exit points to the suburbs of Salisbury Heights and parts of Greenwith. Stanford Rd is the only controlled access point with traffic lights and a pre-school facility only metres away peak hour congestion is already frustrating. The Target Hill Rd entry, which is only one way, onto a major 80km thoroughfare, has peak hour congestion to point that as a local resident, I refuse to use this exit point. With significant residential development underway and planned in the next year or two to the northern parts of Salisbury Heights, additional vehicular movements will only add the the delays, frustration and potential danger to additional pedestrian traffic.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 39 - Terry Blieschke

Name	Terry Blieschke
Address	10 Manorhall Crt, SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	29/04/2023 09:40 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Not an appropriate site amongst existing residential dwellings with increased noise and activity etc. There are similar facilities a few hundred metres down the road as well as at Salisbury Heights Primary school, Golden Grove and Greenwith. Despite on site parking people will park on Stanford Rd reducing road width to a single lane. Traffic on narrow Stanford Rd will increase. There are already problems with traffic in the area and a Govt traffic study is already underway as a result of traffic congestion. They are looking at potential upgrades at junctions and intersections in the immediate area to improve safety, access and traffic flow. This development will exacerbate the existing traffic problems. There is no footpath on that side of the road, visitors to the site will likely be walking through residents front yards. In summary, wrong site for an unwarranted development.

Attached Documents

Representations

Representor 40 - Emma Hocking

Name	Emma Hocking
Address	40 St Albans Drive SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	29/04/2023 04:32 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Representation_01-1215898.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

A Child Care Centre is a non-residential development and the building footprint is not consistent or compatible with the character and pattern of this low-density suburban neighbourhood with all adjacent properties being residential. It will have a negative impact on the owners/occupiers of the land in close proximity of the proposed development site and will not compliment the residential character and amenity of our quiet neighbourhood. This location is not practical for this large non-residential development.

When we moved to Salisbury Heights the area appealed to us being a quiet and already developed residential neighbourhood. Although Stanford Rd being a busy suburban road was concerning to us we have grown to love our generally peaceful neighbourhood. The idea of having a Child Care Centre built at the proposed location will disrupt our peaceful neighbourhood and change everything we love about living here.

We have spoken to our close neighbours and it doesn't appear that many properties were notified of the proposed development that will affect the wider Salisbury Heights community. I'm sure many would not support this proposal if they knew about it. Surely a decision can't be made without getting a clearer picture of how this would affect the whole neighbourhood. That little sign at the front of the property is not sufficient to notify everyone in the area that haven't been notified by mail.

We don't believe the carparking requirements of the proposed development are being met. 29 carparks inclusive of 1 disability carparking space and 6 staff carparking spaces with the overflow of staff to use additional carparking is not enough. There could be double or triple the amount of staff they are catering for on site at any given time. At times only half of the carparking spaces would be available for use to the families utilising the facilities. This limited carparking on site concerns us as parking will overflow onto neighbouring streets and will cause traffic congestion and queuing in the area. This is already an issue on any given day when a vehicle parks on Stanford Rd close to this site and would only become more regular if this development is approved.

Stanford Rd and Target Hill Rd are the 2 main roads used to enter and exit Salisbury Heights. A Kindergarten is situated at one end of Stanford Rd and a Primary School close to the end of Target Hill Rd as well. This already causes traffic congestion and queuing of a morning and afternoon in this highly residential area. Residents of the St Albans Estate have no choice but to enter/exit onto one of these roads and it can be quite difficult during these peak periods. The additional traffic this Child Care Centre would create so close to these intersections (especially St Albans Dr/Stanford Rd with the access point to this site being so close) would have a major impact on an already existing issue. It will cause interruption to the operation of traffic flow and queuing on Stanford Rd especially near this site. Something us residents aren't in favour of, and I'm sure other current users of Stanford Rd will also be impacted. The proposed site currently consists of a single dwelling with minimal vehicle movements in a day. This proposed Child Care Centre would create a massive amount of vehicle movements per day in comparison to the current situation.

The current traffic flow and queuing issues would increase and cause a larger flow on effect of queuing to exit Stanford Rd to the Grove Way in either direction, which in turn impacts the traffic flow and queuing at Main North Rd and Bridge Rd. There is also current traffic flow and queuing issues at the end of Target Hill Rd exiting onto Main North Rd. All current issues will be dramatically increased with this level of increased traffic.

The traffic issues we have currently are only going to increase as the subdivisions on Coomurra Drive are finalised, the residential dwellings are constructed and the properties are occupied. The additional amount of traffic this will cause has not been taken into consideration in relation to the statistics used in the reporting. This is only going to cause more traffic congestion in the future and we don't believe Stanford Rd can handle the excessive amounts of additional traffic a Child Care Centre in this location would create.

We feel the noise associated with this proposal will unreasonably impact the amenity of sensitive receivers in this largely residential area. The increase in passing vehicles on Stanford Road from as early as 6.30am, with the slamming of multiple car doors per vehicle, idling car engines and the noise of children and adults entering and exiting the centre will significantly impact surrounding neighbours. There will be an increase in commercial and industrial vehicle movements in residential streets. The noise from deliveries and bin collection trucks, as well as cleaners etc. accessing the site during and outside of operating hours will have an unreasonable impact on residents surrounding the site.

The noise currently travels from the school on Target Hill Rd so we don't see how you can suggest the noise created from this centre would not have an impact on our quiet neighbourhood. We didn't purchase our property to now have our lifestyle disturbed by such a large development.

We also have concerns regarding noise and traffic issues associated with any special events that may be held at the proposed Child Care Centre. There is not sufficient carparking on site to cater for any such events. Consequently, not only would there be issues with the noise projected from the site but also the increase of traffic after hours and the overflow of vehicles parking in neighbouring streets. This will have significant impact on Stanford Rd and nearby residents if such activities are to occur.

The construction of the centre would also cause massive disruption to the surrounding neighbours and wider community that commute via Stanford Road. Heavy machinery and vehicles accessing the site and parking on Stanford Rd will have great impact on traffic flow in the area. The constant noise (humming and vibration from machinery) would also impact nearby residents over the whole duration of the build. This would take a considerable amount of time and will cause unbearable disturbances to nearby residents affecting our quality of life.

Safety around the site is also of concern. We feel bringing more people into the neighbourhood and having an attractive carpark hang out space for teens and young adults will increase security concerns not to mention noise concerns late at night.

We definitely do not support this proposal and wish for approval to be refused.

Representations

Representor 41 - Tano Barilla

Name	Tano Barilla
Address	46 Taylor Ave SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	30/04/2023 12:44 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Traffic congestion is bad enough now as a result of recent subdivision applications being approved. Any planning approvals/applications for Salisbury Heights should cease until money is invested on infrastructure !!! The streets are far too narrow, residents and visitors are forced to park on the kerb and footpaths to allow traffic through safely. It is ludicrous to think this application would go ahead increasing further traffic flow creating even more congestion on an already blocked up traffic issue we are living with. The safety and wellbeing of residents should be taken seriously. Plans/applications continue to be approved but the infrastructure continues to stay the same ???? I do not support this development in any way what so ever.

Attached Documents

Representations

Representor 42 - SANDRA STONE

Name	SANDRA STONE
Address	46, Taylor Ave SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	30/04/2023 01:39 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

This development should certainly be refused due to the fact there is another Childcare Centre 950m away and a Preschool 500m away and the Primary School 900m away. The traffic is bad enough now let alone another childcare centre. The roads are way too narrow which already need improvements for the safety of pedestrians, too many cars in the narrow streets from subdivisions with no consideration to infrastructure upgrades. Its dangerous when cars are parked in front of driveways and trying to avoid accidents, motorists speed around corners with no room for avoiding the stationary cars blocking up the thoroughfare. Already the morning traffic can be banked up to Taylor Ave round about to enter onto the The Grove way and the bank up of traffic entering Main Nth road from Target hill road is lengthy and congested as well. Motorists are using Taylor Ave to get onto Stanford to avoid the congestion from Green Valley onto The Grove Way. Adding another childcare service in the already struggling streets trying to cope with the traffic congestion caused from extra residents that have increased the population in Salisbury Heights, is absolutely a no brainer and is not considering the safety of our community and the poor infrastructure that is not equipped for this development. Salisbury was originally designed with minimum large sized blocks so residents could park in their large driveways with no need to park on the road. Approving subdivisions have enabled 4 families to now build on one block where 3 or 4 cars once resided to now up to 12 cars on that original block, BUT streets still the same. Doesn't make sense !!!! Lets think logically about this and address the real issue we have and that is improving our streets and parking issues, decent infrastructure to decrease the traffic congestion and safety of all before just developing, developing, developing and not considering our beautiful nature and landscapes for recreation and family fun.

Attached Documents

Representations

Representor 43 - Isaac Falkenberg

Name	Isaac Falkenberg
Address	77 Stanford Road SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	30/04/2023 02:43 PM
Submission Source	Online
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
I oppose the proposed development of a child-care centre at 61 Stanford Road. I have outlined my reasons for this opposition in the attached supporting documentation.

Attached Documents

IFalkenberg_Representation_Application-23002678-1216002.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

I oppose the proposed development of a child-care centre at 61 Stanford Road. I have outlined my reasons for this opposition below:

Traffic and Safety

I have major traffic and safety concerns regarding the development of a childcare centre on Stanford Road. I have been a resident on Stanford Road for over two years now, and during this short time I personally witnessed a car come off the road, out of control, and nearly into a tree directly in the front of my property, only 8 houses from the proposed development site. I have also personally witnessed many speeding vehicles on Stanford Road. Further on this concern is the provided traffic estimation report, which presumably uses data collected from a recent traffic survey. In this survey it is stated that the average AM and PM speeds undertaken on this road are 57.5 and 57.8 km/h respectively. This is a 50km/h speed limit road. Personally I believe that this point alone shows how unsafe the traffic conditions are on this road, and that it would only be a matter of time before a child would come to harm from a speeding or out of control vehicle on Stanford Road, should this development go ahead.

As indicated in the development plans, the only footpath on this section of Stanford Road is on the western side of the street, with the location of the proposed development on the eastern side. This means that all foot traffic to and from this proposed childcare centre would either need to cross the road in front of the childcare centre, or walk across the front-yards of neighbouring houses. There is no provision in these plans for any sort of pedestrian crossing facilitation for the road, and therefore I believe it is both unsafe and negligent to build a childcare centre where all foot traffic will need to cross this already unsafe road - or require foot traffic to walk across the front-yards of neighbours. Further to this point, if any crossing facilitation was to be constructed, then the already busy road will be impacted further, and could we trust those who already flagrantly break the speed limit in this area to abide by any additional things that may require them to slow further?

Furthermore, the generated traffic report appears to promote a very idealised version of the traffic scenario along Stanford Road. I do not believe that significant research has been done on the exact nature of Stanford Road, and how it is a very busy, narrow suburban street, which provides the main means of access for the majority of residents when approaching the suburb from the south. The provided report states that:

"The proposal is forecast to generate in the order of 145 am and 111 pm peak hour trips. Such movements will be readily accommodated at the proposed site access and on the adjacent road network."

I would say that this conclusion does not take into account my above points. This conclusion does also not take into account the ongoing development elsewhere in the suburb, such as on Coomurra Drive which is forecast to add upwards of 1200 car trips (as advised by council) to the area, many of which will use Stanford Road as their means of ingress and egress of their properties. This is only one such example of property development in Salisbury Heights - all of which will increase the traffic flow on Stanford Road.

In the provided traffic estimation report, the average speed estimation for the 'Site Access' portion is also labelled as 52.3 and 52.7 km/h - a much quicker speed than is safe to turn into a car park - however I will admit that I may be misreading that section, as it is not clear in the report how this data was gathered, or even what it represents.

The traffic report also makes no mention of cars turning across oncoming traffic, which will cause further delays through the area, as during the AM peak time, the majority of traffic is southbound on Stanford Road, as it consists of residents egressing the area to their places of work. Whereas it can be expected that the majority of traffic will be non-residents ingressing to drop off their children (which is only marginally accounted for in the report). This will mean that the northbound traffic will need to give way to the larger volume of southbound traffic, should they be attempting to turn across oncoming traffic into the carpark of the proposed childcare centre. As I have previously mentioned there is also no provision for a pedestrian crossing, nor any sort of improvement on this front - this could also pose an increased risk from impatient drivers attempting to overtake, or speed up suddenly once a car turns from in front of them - once again posing an increased safety risk to any children who may be crossing the road.

Need and Demand

I do not believe there is a need or demand from local residents for the addition of this childcare centre. There are already ample nearby childcare options such as on The Grove Way near Main North Road, at Greenwith and the Stables shopping Centre, and near The Grove Shopping Centre. There is also the already established preschool/kindergarten on the southern end of Stanford Road.

Noise

I also believe that the addition of a 118 person childcare centre will add a large portion of noise to this otherwise quiet neighbourhood. The next closest additions of noise to the area are from the preschool/kindergarten already at the southern end of Stanford Road, and the primary school further down on Target Hill Road. Even with the proposed fences and vegetation, I believe that this will adversely affect the nearby properties which are positioned a fair way away from any existing sources of additional noise. The owners of these properties may have even purchased their properties in this area for this exact reason.

The increased number of people working from home these days means that excessive noise during business hours in a suburban neighbourhood cannot be ignored as much as it may have been in previous times. I have personally worked from home for the last 4 months and am required to make many calls and attend remote business meetings which I would be unable to do if I lived in a close proximity to potentially 118 children playing outside, along with presumably 5-20 staff members who may need to raise their voices to get the attention of the children.

I hope that the approval panel will take these considerations into account and not allow the development of a 118 child childcare centre / preschool at 61 Stanford Road.

Representations

Representor 44 - Roslyn Hewlett

Name	Roslyn Hewlett
Address	26 Pacific Circuit Salisbury Heights SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	30/04/2023 03:37 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Stanford road is already a night mare. It does not need more traffic on it. Labour ran a campaign to get elected at the last state election based on improving flow through the area, it is that bad. I would suggest that this application is held until the state government lives up to their election promise and fixes the road. Once the flow is fixed i would have no issues with this application.

Attached Documents

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 45 - Rhona Wood

Name	Rhona Wood
Address	14 Taylor Avenue SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	30/04/2023 08:03 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I feel the traffic congestion and flow along Stanford Road is already at peak levels in the mornings. I have lived on neighboring street Taylor Avenue for over 20 years and often have delays when turning onto Stanford road and then when turning onto Grove way at traffic lights. My street is already used as a thoroughfare from green valley road to get to Stanford Road..and This will exacerbate already existing problems. I also worry about safety of children as no footpath or pedestrian crossing around the proposed location. Plus limited on street parking if car park is not ample size in new development.

Attached Documents

Representations

Representor 46 - Geoffrey Cook

Name	Geoffrey Cook
Address	23 Arunta Drive SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	30/04/2023 08:08 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I have just been informed of the new proposed child care development in the middle of Stanford Road in Salisbury Heights, as a resident of Salisbury Heights on the creek side of Target Hill Road why have we not been informed of such a development as this is greatly going to impact on all residents in Salisbury Heights we already have an infrastructure issue with traffic congestion mornings and afternoons in this area not to mention the new housing developments in construction on Coomurra Drive that will create even more congestion. With the Primary school at the bottom of Target Hill and the Kindergarten at the Grove way end of Stanford Road and no traffic lights at the intersection of Target Hill and Main North Road for north bound traffic all north bound traffic must use Stanford Road, for us to get onto Target hill can be very testing/stressful at times, only to be stuck in a line of stationary traffic. If this project were to go ahead during construction Stanford Road would be a nightmare to navigate with trade vehicles blocking Stanford Road for potentially months, not to mention all the parents parked vehicles blocking Stanford Road and adjoining roads dropping children off after construction. As for the size of notification signage at the property what a joke no one passing would even take any notice of it to know what was being proposed, I'm sure if this signage was of adequate size IE: for sale sign size many more people would take notice and reject this development. I believe the location of this centre development is inappropriate. Please decline this proposal and improve the current infrastructure in Salisbury Heights.

Attached Documents

Representations

Representor 47 - Penelope and Endre Papp

Name	Penelope and Endre Papp
Address	20 PACIFIC CIRCUIT SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	01/05/2023 09:18 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

23002678-Representation-PAndEPapp-Received30-04-2023-5419641.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

From: Endre Papp
To: Johnny Chewparsad; Moni Mazzeo
Cc: Development
Subject: Proposed Development 61 Stanford Rd Salisbury Heights - Application Number 23002678
Date: Sunday, 30 April 2023 10:18:58 PM

Hello,

We would like to strongly object to the above development.

Stanford Road and the surrounding intersections in the area are already congested with all the new housing developments in recent years.

This proposed new childcare centre is going to cause additional traffic chaos on Stanford Road and the intersection of the Grove Way.

There is already the kindy on Stanford Road and childcare options nearby and we believe we don't need another.

Kind regards,

Penelope and Endre Papp

20 Pacific Circuit
Salisbury Heights

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 48 - Justine Dzudzar

Name	Justine Dzudzar
Address	8 Featherstone place SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	01/05/2023 05:00 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I strongly oppose the development at 61 Stanford road. It will greatly impact the traffic on Stanford road which is already congested as it is. There is already a pre school on Stanford road There is already a child care centre on the Grove way. I would like you to come a see the traffic jams that occur on Stanford road on every week day mornings from 7:45am to 8:45am It already takes at least 4/5 traffic light cycles to get out on to the Grove way.

Attached Documents

Representations

Representor 49 - Rhiannon Pearce MP

Name	Rhiannon Pearce MP
Address	PO Box 1104 GOLDEN GROVE SA, 5125 Australia
Submission Date	01/05/2023 05:11 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

23002678-Representation-RhiannonnPearceMp-Received01_05_2023-5428646.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Development Holdings Pty Ltd
Development Number:	23002678
Nature of Development:	Childcare Centre *('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing*
Zone/Sub-zone/Overlay:	Hills Neighbourhood Zone
Subject Land:	61 Stanford Road, Salisbury Heights SA 5109
Contact Officer:	Assessment Panel or Assessment Manager at the City of Salisbury
Phone Number:	8406 8222
Close Date:	Monday 1 May 2023 (11:59pm)

My name*: Rhiannon Pearce MP

My phone number: [redacted]

My postal address*: PO Box 1104 Golden Grove SA 5125

My email: [redacted]

* *Indicates mandatory information*

My position is:

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

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

See letter attached.

[attach additional pages as needed]

Government of South Australia
Department for Trade and Investment

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, which does not include the:

Click here to enter text.

I: ☐ wish to be heard in support of my submission*

☒ do not wish to be heard in support of my submission

By: ☐ appearing personally

☐ being represented by the following person: Click here to enter text.

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

Signature: Rhiannon Date: 1 May 2023

Return Address: Click here to enter text. *[relevant authority postal address]* or

Email: Click here to enter text. *[relevant authority email address]* or

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

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Rhiannon Pearce MP
MEMBER FOR KING
ASSISTANT MINISTER TO THE DEPUTY PREMIER

Manager
Assessment Panel
City of Salisbury
development@salisbury.sa.gov.au

Dear Sir/Madam

I write in relation to the application to construct a childcare centre on Stanford Road, Salisbury Heights (application ID 23002678).

I have received feedback from dozens of residents who live in close proximity to the location regarding this proposed development.

Overwhelmingly, residents have raised significant concerns about the proposed development, for a number of reasons. These include:

Safety concerns and increased traffic:

Residents have raised with me potential safety issues that may arise as a result of the childcare centre. The centre, which is of a significant size, will greatly increase traffic in the surrounding area – particularly along Stanford Road during peak hour times.

I understand in December 2021, the City of Salisbury identified that the steady increase in infill development in Salisbury Heights and Tea Tree Gully over recent years, has led to increased congestion on key collector and arterial roads in Salisbury Heights, especially at peak times.

Additionally, I note Council identified saturation at the roundabout near the intersection of The Grove Way and Stanford Road, and works for the intersection of Stanford Road and Target Hill Road to enable greater efficiency and less congestion, and improve pedestrian movement across the intersection. I understand, traffic modelling is required to determine the best mechanism to reduce saturation at this intersection.

Residents note that upgrades to other arterial roads in the area will help improve traffic flow and safety in Salisbury Heights, but fear the development of a childcare centre at this particular location will add to the current traffic safety concerns held by the community.



Suite 1, Level 1, The Grove Shopping Centre, Golden Grove 5125
PO Box 1104, Golden Grove SA 5125 | 8288 8218 | king@parliament.sa.gov.au

Furthermore, with no public transport running along Stanford Road, aside from the school bus route, residents have raised concerns for pedestrian safety. Residents have identified that for those who may catch public transport to Canterbury Drive, The Grove Way, and Target Hill Road to access the centre will not have adequate pedestrian crossings and footpaths in the area.

Entry and exit points, and on-street/off-street parking:

The proposed entry and exit points on Stanford Road are also a concern that has been raised by residents. The location is within 100 metres of St Albans Drive, which is one of two entry/exit points for that residential estate. Approximately, 110 homes are based within that estate.

Taking into consideration the increased amount of traffic that will flow along Stanford Road, the width of the road, and the close proximity between the entry/exit locations of both the centre and the residential estate, residents have flagged concerns regarding visibility when turning on to Stanford Road from St Albans Drive.

Similarly, residents who utilise Birt Avenue, which is approximately 60 metres from the centre, have raised that an entry/exit would hinder the flow concerns for those who wish to head in a southerly direction along Stanford Road, and potentially make it difficult to enter on to Stanford Road compounding the issue.

The indented parking space on Stanford Road at this address has also been raised as a concern. Residents believe that this particular parking spot may add to visibility concerns for traffic entering and exiting the proposed centre.

Furthermore, residents believe the centre would create on street parking concerns due to both the estate's and Birt Avenue's proximity to the centre and have noted in the proposal that for the intake number, the level of off-street being proposed is 29, despite 29.5 being the requirement. Residents believe that 30 parks would be more appropriate.

Building location:

Whilst some residents acknowledge there may be a growing need for childcare centres in our state, the majority believed that the location is not appropriate considering the residential characteristics of the area.

Residents raised the visual impact that the development would have in an otherwise relaxed suburban area. More specifically, that it would create a commercial feel, that residents believe will lead to future commercial development applications in the area.

Many residents have suggested that a childcare centre along Canterbury Drive would be more appropriate, due to its proximity to public transport, local shops, and playspaces. Additionally, the impact on quality of life for those neighbouring the site due to lighting, sound, and safety concerns were raised.

The number of child care centres:

Finally, residents were wanting clarification on whether an additional centre would meet a gap in demand for placements, or add a competitive element within the area.

I note that there are approximately 7 childcare centres within 6.5km of the proposed location. I have been advised that at least 4 are not currently at capacity.

As such, residents fear the potential impact on the service quality of childcare centres given the number of alternative childcare centres operating nearby.

Of those who believe there is a growing need for more childcare centres in the area over coming years, the majority still flagged traffic flow and safety concerns at this particular location.

I ask that you take these important concerns raised by local residents into consideration.

Yours sincerely,



Rhiannon Pearce MP
Member for King

1/05/2023

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representor 50 - Berendina Jenzen

Name	Berendina Jenzen
Address	63 Stanford Road SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	01/05/2023 05:17 PM
Submission Source	Online
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

The development is bordered by 6 residential properties This a terrible encroachment on numerous Neighbour's right to peace and quiet. There is no retail commercial property in any meaningful proximity and it does not compliment the amenity of the area. With the aging population in this area, it is impossible to see how a childcare centre can possibly meet any community need. If anything, it encourages families from underserviced areas into the neighborhood and onto a road that already suffers serious congestion and growing daily due to ongoing land division. It will encourage the diversion of traffic off main roads (where it should be built) into a residential only neighborhood. The application addresses the design of the building, but yet there is little to no details how the carpark meets planning requirements and protects the amenity of the area. There seems to be no consideration for a big ugly open space carpark at the front with advertising. This changes and affects the street scape negatively. Landscaping and vegetation will take some time to grow, but it is not in the interest of the operator to let it obscure the business behind it. I expect the business will keep it low, ensuring the business gets the maximum exposure. Childcare centres like big bold advertising and need it to stand out to attract new clients. The car park will make the property look hollowed out and commercial. This will negative impact the amenity and streetscape. The carpark is only a few mere metres from two bedrooms at my house. There is no meaningful sound buffer between several thousand car door openings and closings in a week and my bedroom. The slope of the carpark will see cars accelerating up to get into the park creating a disturbance. Cars of all persuasions and exhaust modifications will disturb us greatly. Universally I see noisy diesel car owners run their engines frequently with their aircons and heater running for excessive amounts of time e.g., loading kids, making/receiving phone calls, family members/passengers waiting in the car while another goes to retrieve the attending children. I expect this will happen all withing a couple of metres of my house and bedroom creating more noise pollution. It takes only one inconsiderate driver to disturb the peace, quiet and amenity. All of this where currently there is no retail/commercial activity. There will also be a cohort of clients that won't park in the carpark and park on the street and congest it further. This has been observed at Salisbury Heights Kindergarten 5-9 Stanford Road on many occasions. Cars holding up traffic while reverse parallel parking while other cars trying to enter and exit the carpark - and this Kindy is something like a quarter of the capacity of this development and yet it causes issue. There are too many assumptions in the reports and in some cases relying on old data.

Attached Documents

Catachment-area-1216587.pdf



Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representations

Representor 51 - Terence Alderton

Name	Terence Alderton
Address	15 Annesley Close SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	01/05/2023 07:44 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

As residents at 15 Annesley Close Salisbury Heights we wish to express great concern regarding the proposed development of a 118 place Childcare Centre with Kindy at 61 Stanford Rd Salisbury Heights. Stanford Rd currently carries significant traffic as people travel from the Greenwith and northern side of Salisbury Heights to The Grove Way, particularly at peak travel times in the morning and afternoon. Traffic is frequently queued at the traffic lights at the intersection of the Grove Way and Stanford Road, so motorists have to wait for numerous changes of traffic lights prior to crossing the Grove Way to travel westward or turning eastward. This has hampered parents who drop off their children at the current Salisbury Heights Preschool and Kindergarten and has implications for both child and adult safety. The alterative of using Target Hill Road and travelling down to Main North Road is not a viable option as there is existing traffic queuing at this corner. Traffic at this corner can only turn left and head south to either travel south along Main North Road, turn back to Golden Grove by heading east up the Grove Way or doing a U turn at the traffic lights on the corner of Main North Road and Saints Road. This corner is quite dangerous and there are frequent accidents, including a recent death several weeks ago. Although there appears to be off street parking for the proposed development, parking along Stanford Road is limited. It is unlikely that there is capacity for families of 118 children to park on site during festive occasions at the site. There are a few parking bays alongside three houses near Birt Ave and Stanford Road roundabout, however the last parking bay is outside the current proposed site. This means that cars parking in non-bay areas, by the kerb, block traffic travelling south to the Grove Way, in essence making it one way only. Currently cars need to stop, give way to on coming westward bound traffic. A new development will only exacerbate this problem. We also know from the practices of parking outside the current Salisbury Heights Preschool and Kindergarten that with additional festive activities/celebrations the traffic increases as not only parents, but other family member such as grandparents (understandably) attend thus causing further congestion. As long-term residents in Annesley Close we are experiencing subdivision of properties where three houses replace one demolished house. This trend is only increasing as is the associated on street parking of new residents, most have 2 or more cars per family and visitors. The increase in heavy commercial vehicles i.e. trucks carry cement, bricks, boulders etc. is significantly increasing. All the above are significant risk factors in relation to safety. We reiterate our deepest concerns about the building of the proposed development and hope due diligence is undertaken when considering this proposal. Many thanks for the opportunity to present some of our views. Kind regards Ingrid and Terrence Alderton

Attached Documents

Representor 52 - Simon Wilde

Name	Simon Wilde
Address	25 Birt Ave SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	01/05/2023 08:49 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

I have lived in the area for several years and use Stanford Rd daily, most normal work days traffic congestion along what is normally a 'quiet' suburban street is extreme in the mornings and afternoons given the limited options for road users to access the main arterial roads it is understandable however frustrating. The addition of another child care facility on this narrow road would create an extreme impost on the local residents already trying to go about their normal working day. There are already child care options in near by locations that are far better suited to accommodate the large number of children and cars that access the facilities. there is also concern with the increased amount of traffic for local pedestrians, there is no foot path access on that side of the road. It is already a tight road with trees and a large increase in traffic and stressed and late drivers will only make it worse. I am sure there are lucrative opportunities in what is an overwhelmed sector and as such the returns for land investment in a more open, accessible and appropriate location are worth the applicants time to assess and certainly those returns are not in the interest or offset the impact on local residents. The point being, I'm sure there's a lot of money to be made from this centre at the cost of local residents frustration, safety and road congestion.

Attached Documents

Salisbury-council-application-for-development-applicaiton-number-23002678-1216647.pdf

SYSTEMS CERTIFIED CONTRACTOR

KAS CIVIL

CIVIL CONSTRUCTION AND EARTHWORKS
SINCE 2005

PO Box 22
Yorketown SA 5576
P: (08) 8852 1494
F: (08) 8852 1468
ABN: 27 799 089 484
BLD207677
E: admin@kascivil.com.au

Excavation – Road Construction - Demolition - Dam Building - Septic Systems - Site Preparation - Subdivisions
Rock Saw - Rock Breaking - Crushing - Screening - Sand & Quarry Product Supply - Machinery Transport

Calculations and assumptions Stanford Rd impact and outcomes – I'd like to ask council to consider the financial impact on local residents.

Given 260 working days per year, assuming 4 weeks annual leave (20 working days) and lets say 10 sick leave days. Working days 230 as an assumption.

From the ABS (Australian Bureau of Statistics) figures for Salisbury Heights there are 4,488 residents. 1648 drive a car to work. While I don't have road usage data for traffic on Stanford Rd, I'd have to be conservative and say there's 300 cars utilising the road in any one morning peak period.

Average personal income works out to $21.50 /hour. This is of course ludicrously low however it's the hard data presented by the ABS.

To draw a long bow making an assumption on what possible added delay residents may experience, taking the traffic signal cycle rate, number of cars that can get through any one rotation considering how far traffic already backs up I'd suggest an additional 3 to 5 minutes is possible(conservative).

Working with these figures, you find annual work time lost per person is from $247.25 based on 3 minutes loss to $412.08 for 5 minutes loss. Assuming there's 300 cars (people driving only not passengers) that's an annual cost of $74,175 to $123,625 respectively. This I believe to be highly conservative and I'm sure council would have more accurate figures on traffic numbers which I'd like to understand and access. I could argue times lost would be in the vicinity of 10 minutes or more and traffic numbers more in the vicinity of 500 a day, I'd also contest average $21.50 an hour should be more like $35 to $40 which brings cost in work hours somewhere from $640,000 to over a million dollars.

It could be argued that this is not lost work time as users could leave earlier not impacting on work time - therefore I'd contest we now have to value personal time, which is highly subjective in many cases, however being a business owner and having years of experience in time costing I can more accurately indicate my personal time loss value which I'm quite sure would be somewhat reflective of many others. Lost personal time is far greater than just the wage paid, direct cost to business is three to four times higher than the actual wage paid. So I humbly point out the business opportunity the developer is asking to develop in this inappropriate location and the associated profits they seek are at the expense and no benefit to the local residents. I'd suggest council should in no way contemplate this kind of development in the area and request the applicants to search for and develop in an area more suited to the operation.

Thank you for you consideration of my point of view,

Kind regards,

Simon Wilde

General Manager and Director, KAS CIVIL.

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Representor 53 - Chris Gillard

Name	Chris Gillard
Address	5 Catterall Avenue SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	01/05/2023 10:33 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

Noise from activity associated with the proposed development will noticeably degrade the residential amenity of the location and its immediate surrounds. Existing background noise levels at locations adjacent to the proposed development site are currently very low for significant periods of the day due to the location being so far away from main roads (The Grove Way and Main North Road). Given the existing low background noise levels at these locations, noise from activity associated with the proposed development could cause considerable annoyance and significantly degrade the residential amenity of the location and its immediate surrounds. The proposed development could significantly increase vehicle traffic congestion on Stanford Road and The Grove Way during peak-hour traffic. Stanford Road already becomes congested at morning peak hour due to traffic exiting the area towards the The Grove Way often banking up past the Pacific Circuit round-about. This congestion could increase significantly with the additional vehicle traffic associated with the proposed development, requiring longer Stanford Road/Grove Way traffic light cycle times that will result in additional interruption to traffic flow on The Grove Way.

Attached Documents

Representations

Representor 54 - Rachelle and Luke Jenzen

Name	Rachelle and Luke Jenzen
Address	68 COOMURRA DRIVE SALISBURY HEIGHTS SA, 5109 Australia
Submission Date	02/05/2023 08:39 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

LetterAgainstChildCareProposedDevelopmentPdf-5430212.pdf
23002678-Representation-RAndLLenzen-Received01_05_2023-5430213.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

To Whom it may concern,

Proposed child care centre 61 Stanford Road, Salisbury Heights.

I'm writing in response to the development proposal for 61 Stanford Road, Salisbury Heights. Firstly, I would like to say that I'm not against new developments or improvements however I don't feel this proposed childcare centre is the right location. The below list of foreseen issues can be mostly placed into 2 categories, Noise and Traffic with a additional few safety concerns.

Estimated staff car parking. There was no information given about the volume of staff required to legitimately run a child care establishment. Information I gathered directly from the Educations Standards Board (and the number of children in each age group) is that they will need a minimum of 19 staff for direct care of the children. This 19 doesn't equate for any auxiliary staff eg. Kitchen, admin, management. I understand that not all staff will be on site for the entirety of the opening hours however they will need to arrive before the children and therefore have a significant impact on the availability of car parking. If there are 29 car parks (28 available as 1 is handicap) if 19 of those are in use by the staff that only leaves 10 available for parents and I believe this will cause significant spillage of parked cars onto Stanford Rd and side streets. This also causes a lot more foot traffic (majority young children) potentially crossing the busy road.

Turn around point for proposed car parking is in a dangerous position. The plans show that vehicles will be reversing into the entrance area of the proposed centre. In my opinion this will be extremely hazardous to parents and small children especially because most children are below the line of sight for most reversing vehicles and you can't assume that all vehicles have reversing camera capabilities.

Stanford Road Width it is a concern that parked cards on Stanford Road that are not in designated parking bays reduce the vehicle access down to single lane. There are parking spaces along Stanford Road however there are only 3 parking spots within a reasonable distance from the proposed development.

Volume of traffic increased in the very near future We were informed by council at a previous road traffic meeting that the large residential subdivision on Coomurra Drive will create approximately 1200 cars per day entering and exiting the bottom of Coomurra Drive. I don't believe that this estimation has been factored into the traffic report that has been supplied for this proposed development. I feel these figures will significantly impact the numbers in the report.

Minimal arterial roads There are only 2 exits at the bottom of Salisbury heights for all traffic. This proposed entity will have an impact on flow and also add to the already congested road during both work peak hours and school peak hours. I estimate approximately 250 vehicle movements per day most happening during peak times.

Insufficient infrastructure for foot traffic. The existing footpath along the west side of Stanford Road currently doesn't have a verge or buffer for road traffic. The close proximity of the edge of the narrow path to the oncoming traffic is hazardous, especially for young children and pets. I feel the drawing in of more pedestrians due to an insufficient car parking and general increased foot traffic will be at risk of injury.

Mechanical noise annoyance. I feel the volume of mechanical noise given off from the proposed building will be much more than a normal residence and a great annoyance for the surrounding residences. I understand the plans state the mechanical plant is to be placed by the laundry but does that include air conditioning/heating/ventilation for change areas/ventilation for toilets/ hand dryers/kitchen ventilation? If all of those mechanical plant are not located where stated can the general public be notified and an amendment made to the proposal?

Noise annoyance from reversing truck. The proposed turning point for the rubbish removal vehicle shows it will be in close proximity to the adjacent resident's bedroom windows. The report states this will occur outside of main business hours which could be prior to 5:30am when staff will need to be arriving. This would be quite unreasonable in my opinion.

Excessive repetition and annoyance from car doors shutting. By my calculations there will be a minimum of 746 car doors shutting per day. This is from 118 children and 19+ staff arriving and leaving the site. Also 118 parents (some families may bring more than one child to the centre for care which would be less parents however some families will also have younger or older siblings who do not attend the centre which will equate to more) who also must arrive and leave in the morning and arrive and leave in the afternoon for pickup. That is 4 doors shut per person. That figure equates to 274 doors for students and staff and 472 doors for parents. That totals to 746 door shutting annoyance per day. That is 3730 doors per week. I don't feel that is a reasonable to ask directly neighbouring residents to have to put up with.

Does carparking fall under sensitive use zoning? To my knowledge as a member of the general public I am not confident that a car park space falls under a similar zoning as a residential property. I feel the close proximity to residential structures will be of great annoyance to the occupants.

Lighting plan is not complete. It is very difficult to have an idea on how the lighting will be of minimal impact on neighbouring properties as there is no information submitted. I am thinking there will need to be security lighting for a dark car park at night which will inevitably cause light spill to the neighbouring properties. Vandalism and unauthorized vehicles at night is a big concern especially next to residential bedrooms.

Is foliage used for noise reduction? It shows fully established vegetation in the proposal, but will they be planting fully established plants, or will it be years before the full coverage is reached? I don't believe this will be an issue if it was just for aesthetic purposes however if the foliage is to be used for reduced noise it will need to addressed.

Proposal does not comply with the future road widening requirements. The report states it is 10.5m however the plans show 7.155. Does this mean the proposed car park will lose 6 car park spaces in the future? Or will the car park protrude past the newly issued frontage boundary of all other residences? And if so, can the public be aware of the street impact this will have so they can make an informed decision.

Shade structures - No information has been submitted to the location, style, size or specifications of required shade for outdoor play spaces. This may be an addition the owner of the childcare centre to install however it should be included in the design application for the surrounding residents. There are many things that can be impacted by shade structures, these include, size, aesthetics, impact on shade to neighbouring properties, visibility, noise from potential flapping of shade cloth, exposed steel poles that can be a source of noise from children banging or equipment hitting them.

Possible inaccurate figures for decibel readings. I'm not confident that a decibel reading of 50db is a reasonable assumption for a group of children. Under 5 yr old children are often squealing, yelling, screaming with delight or screaming out of distress, frustration or anger. These things in themselves are quite normal behaviour and quite normal to accept if it is 1 or 2 children but I feel the volume of children will have quite a significant impact on direct neighbours given that play spaces are directly adjacent and in close proximity to neighbouring residents.

There were no specifications given as to how the boundary fencing will be sound reducing. There was a note to ensure the junctions and bottom of the fence is to be sealed and the heights of fences however a simple colour bond construction is not designed to reduce sound to my knowledge, especially noise from cars, reversing maintenance vehicles or excessive noise from children. It may be advertised as a good sound barrier for residential purposes but this new proposed facility is far from that.

Will the proposed car park be lockable with gates? The report states that the general public can see into the property therefore reduce criminal activity however if the lights will be turned off at night to reduce light spill. Therefore you are left with a dark carpark that is accessible to the public. I don't feel this is a good resolve and therefore want to know is the car park going to be fully inaccessible to vehicle access.

Limited notice to general public. I do also need to add that the signage for the proposed development that was supposed to be a public notice was not significant enough in size to make the general public aware and therefore skew the feedback given for a potential zoning change. The majority of daytime hours the sign was also obscured by a parked vehicle and initially the sign went missing for a period.

Insufficient information given in proposal about terminology used in the report for the general public to understand what is being said it is imperative they are informed on What is a sensitive receiver? Conditions of consent? Reasonable impact (who decides what is reasonable)?

Will there be future commercial entities allowed along Stanford Road? A gym, Hairdresser and other similar commercial opportunities would also fit a very similar profile to that of the proposed childcare centre. In fact, I believe these types of businesses would be of less impact for local residents than a childcare centre.

Thank you for reading through my concerns for this proposed development.

Kind regards,

Rachelle & Luke - 68 Coomurra Drive Salisbury Heights.

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

From: Luke Jenzen
To: Development
Subject: Response to 61 Stanford Road Salisbury Heights proposal
Date: Monday, 1 May 2023 6:02:02 PM
Attachments: letter against Child care proposed development PDF.pdf

To Whom it may concern,

Please find attached a letter in response to the 61 Stanford Road Child Care Center Proposal.

Kind regards,
Rachelle and Luke

Item 8.1.2 - Attachment 2 - Copy of Sign Displayed on the Land and Representations

Item 8.1.2 - Attachment 3 - Applicant's Response to Representations

Appendix 3

Applicant's Response to Representations

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REF 01371-004

8 May 2023

Mr Brian Ferguson
Development Officer – Planning
City of Salisbury
34 Church Street
SALISBURY SA 5108

By Email: BFerguson@salisbury.com.au

Dear Brian,

RE: RESPONSE TO REPRESENTATIONS – 61 STANFORD ROAD, SALISBURY HEIGHTS (REF: 23002678)

We refer to the 54 representations received as part of the public notification process for the above development application.

This letter should be read in conjunction with our original Planning Statement (dated February 2023) and Response to Further Information Request (dated 24 March 2023).

Several submissions have questioned the notification process for this proposal and in particular, the number of properties directly notified of the proposal and the small size of the sign erected on the site.

Section 107(3) of the *Planning, Development and Infrastructure Act*, 2016 sets out that public notification, as required for this application, must be given to an owner or occupier of each piece of adjacent land, and by notice placed on the subject land. Practice Direction 3: Notification of Performance Assessed Development Application 2019 specifies requirements for the relevant authority to follow in undertaking notification.

Practice Direction 3 specifies that a sign placed on the land must be in a layout as detailed in practice direction and must meet the following requirements, be:

(a) *placed on, or within a reasonable distance of, the public road frontage of the relevant land, ensuring that it is visible and legible to members of the public from the public road;*
(b) *mounted at least 600mm above ground level, and no more than 1.5 metres above ground level;*
(c) *made of weatherproof material (e.g. laminated print attached to fence/building, corflute print on star droppers, or other); and*
(d) *at least A3 size.*

Council, as the relevant authority, has confirmed that the application has been notified in accordance with these requirements.

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Pursuant to Section 107(3)(c) of the *Planning, Development and Infrastructure Act*, 2016, and on behalf of the applicant, this letter provides a formal response to the relevant planning matters raised within the representations.

1. Summary of Representations

Table 1 provides an overview of all relevant planning considerations raised within the representations received.

Table 1 – Summary of Representations

Concern Raised	Comments	
Land Use	**Concerned with:** • Commercial use within a residential area • Zoning as per Hills Neighbourhood Zone DO1 is for 'low density housing' • Disruption to peaceful residential area • Removal of housing at odds with housing crisis	• Hours of operation • Need and demand for additional childcare in the area • Impact of lighting being left on all night on adjoining residents • Children throwing items over fences • Other locations are more suitable
Building Design & Character	**Concerned with:** • Building footprint not consistent or compatible with the character and pattern of the low-density suburban neighbourhood • Will create a commercial feel, in particular the car park	• Likely advertising will be out of character with a residential area • Impact of future shade structures in the play areas • Impact to existing boundary fencing
Noise	**Concerned with:** • Noise from play areas, including adjacent backyards with no acoustic fencing • Noise from car park including slamming of car doors – with operating hours from 6am-6pm • Does noise criteria address that the site is located in a residential area? • Noise from vehicle and pedestrian movements (no reference is made in the noise assessment submitted)	• Noise from bin collection trucks, delivery trucks and cleaners – during and outside of operating hours • Noise from special events held at the centre – such as sports days, Christmas concerts, family gatherings etc. • Proposed fencing (colourbond) will not be adequate to dampen noise generated • Noise from mechanical plant • Accuracy of noise assessment and assumptions informing the assessment
Traffic, Parking & Access	**Concerned with:** • Lack of on-site car parking	• Long queues on Stanford Road intersection with Grove Way at peak periods

	• Increase to traffic volumes on Stanford Road • Reduced safety due to increased traffic volumes • Stanford Road is a single lane road each way with current high volume of traffic • Worsen existing traffic congestions on Stanford Road – right hand turn into the site will cause queueing at peak periods	• Impacts of increased development and sub-divisions in the area creating high levels of traffic and queuing • Estimated traffic volumes seem low • Unsafe pedestrian access to the site • Sightlines at entry/exit point to the site • Financial impact on local residents through increased travel times
Safety	**Concerned with:** • Safety of car parking area after hours, being an attractive hang out space for young adults/kids.	
Other Matters Raised	**Concerned with:** • Impact on property values; and • Impacts of construction process • Location	

2. Response to Planning Matters Raised

2.1. Land Use

Many representations have questioned the suitability of the land use, suggesting that as a commercial venture, a childcare centre is not suitable within the Hills Neighbourhood Zone. In response we refer to PO 1.3 and 1.5 of the Hills Neighbourhood Zone which specific reference the establishment of community service uses (including pre-schools/childcare centres). A more detailed analysis of the land use suitability is provided in ***Appendix 1***..

Representations have also questioned the need for an additional child care centre in the area and some representations have suggested alternative locations would be appropriate.

In response to the questions of need and demand for a new facility, the applicant has undertaken their own market research and analysis and has identified this catchment area as having a low provision of child care spaces for families in the area. Notwithstanding, the matter of demand is not a relevant planning assessment consideration. The relevant test for planning assessment purposes is whether the proposed use is suitable based on assessment against the relevant provisions of the Code.

Consistent with the commentary within our Planning Statement, we maintain the view that an appropriately designed childcare centre is a community service land use that is appropriate within the Hills Neighbourhood Zone to support the local community.

Our Planning Statement together with the discussion below demonstrates that the development is of an appropriate size, scale and intensity and has also been designed in accordance with the recommendations of the traffic engineer and acoustic consultant to appropriately addresses all amenity related concerns pertaining to traffic and noise.

2.2. Design and Character

2.2.1. 'COMMERCIAL FEEL'

Submissions raised concern the development of a child care centre on the site will introduce a commercial use, character and activity in the area. Some submissions have also expressed concern that this development will set a precedent for other commercial developments in the area. Again, we refer to the provisions of the Code which specifically contemplate the establishment of non-residential land uses including commercial uses, together with community service uses *"such as educational establishments, community centres, places of worships, pre-schools, and other health and welfare services"* (PO 1.3). Accordingly, it is anticipated that the character of the locality (whilst predominantly residential) will to some extent be influenced by non-residential uses contemplated for the zone (a case-in-point being the established Salisbury Heights Preschool operating from 5-9 Stanford Road, Salisbury Heights).

Notwithstanding, the proposal has been designed to complement the residential character, encompassing building materials, building form, scale and setbacks which achieve the performance outcomes and deemed-to-satisfy provisions for the Hills Neighbourhood Zone with respect to residential development.

. As can also be seen from the perspective images below (and as contained in ***Appendix 2***), the applicant has incorporated substantial landscaping at the front of the property and front fencing that will create the appearance of a residential use from many perspectives in the locality with the car park not being a dominant element on the streetscape.

We have addressed in detail in ***Appendix 1*** comments around the impact of the location of car parking, viewed from the public realm. The applicant has carefully considered the siting and arrangement of the car park, and we would argue that the proposed location is the most appropriate location for the site in acknowledgement of creating an overall design outcome that responds to residential character.

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Figure 1 – Streetscape Illustrations

02 Front Perspective



04 Looking South Perspective



Item 8.1.2 - Attachment 3 - Applicant's Response to Representations

2.2.2. BUILDING FOOTPRINT

Several submissions expressed concern that the proposed building footprint is not consistent with or compatible with the character and patter of the low-density neighbourhood.

The proposal has a building site coverage of 29.8%. This satisfies DTS/DPF 3.1 as the proposed building footprint does not exceed 50% of the site area. Thus, the proposal can be considered to satisfy the corresponding Performance Outcome 3.1 of the Zone which seeks "*building footprints consistent with the character and pattern of a low-density suburban neighbourhood and provide sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation*".

In addition, the proposed child care centre has been designed to maintain the spacious open character of the zone in the following ways:

- A modest single storey building which is consistent with the prevailing low-rise suburban character of the locality and which is less than the maximum the building height of two levels (PO 4.1);
- Outdoor play spaces positioned to the rear of the site to complement the spacious private open space of residential properties being a characteristic of the locality; and
- Front side and rear setbacks which accord with the prescribed provisions of the Code (PO 5.1P08.1PO 9.1)

2.2.3. SHADE STRUCTURES IN PLAY AREA

The installation of shade structures in the play areas was raised in submissions, with concern expressed over possible size, aesthetics, shadow, noise from flapping shade cloth and children banging on structures. The detailed design of the play spaces will be subject to operators' requirements. However, it can be reasonably expected that given the use of the area for children's play that all structures will be maintained in a good condition at all times. Subject to any exemptions prescribed by the Regulations, the installation of any ancillary play structures will be subject to a separate assessment and approval.

2.2.4. ADVERTISING

Several submissions raised concern that child care centres typically involve 'big bold' advertising displays and that inclusion such displays will reinforce the commercial feel of the land use.

We confirm that the only signage proposed is one (1) non-illuminated sign attached to the façade of the building facing Stanford Road. No large or illuminated pylon signs are proposed at the street frontage. This supports a design outcome that respects the residential character of the area.

2.2.5. LIGHT SPILL

Several representations have raised concern with the impact of after-hours security lighting being left on all night and the impact on the residential amenity of the locality. The applicant confirms that some illumination may be required to safely accommodate early evening use. As the facility will only operate between the hours of 6:30am and 6:30pm on any given day, evening use will be limited and accordingly, lighting within the carpark will only be used for short periods. We also confirm that all lighting will be installed in accordance with the relevant Australian Standards and will be designed into minimise the impact of light spill and glare on adjoining properties.

We are of the opinion that such matters are a design consideration which can be appropriately addressed by condition of consent.

2.2.6. BOUNDARY FENCING

The property owner at 59A Stanford Road has identified that they have recently installed new perimeter fencing. The applicant confirms that it will be responsible for all costs in relation to new fencing and will comply with the requirements of the *Fencing Act, 1975.*

2.3. Noise

2.3.1. ACOUSTIC ASSESSMENT METHODOLOGY

Various concerns have been raised in relation to noise generated by the operation of the childcare centre.

We confirm that the application has been designed strictly in accordance with the recommendations of the applicant's acoustic engineer (Sonus).

Sonus have conducted over 40 assessments of environmental noise generated by childcare centres. Importantly, the methodology used by Sonus has been tested and accepted by the South Australian Environment Resources and Development Court (ERD Court) on five different occasions. Accordingly, we are highly confident in the findings of the acoustic assessment, and that it provides a sound basis for assessment of this proposal.

Several submissions have questioned the methodology of the acoustic assessment, and whether the noise criteria addresses the fact that the site is within a residential area. We can confirm that the criteria used for the assessment of noise from children playing, and the noise from vehicles and voices in the car park are specifically related to residential areas. That is, the Environment Protection (Noise) Policy which forms the basis of the assessment, prescribes more onerous goal noise levels for sites located within residential zones.

Some submissions have questioned if landscaping was being relied upon as an acoustic treatment. We confirm that landscaping has not been considered as an acoustic treatment for this proposal.

2.3.2. NOISE FROM CHILDREN PLAYING

Submissions have raised concern with the likely level of noise generated from children playing, and that this is unreasonable in a residential area. As stated above:

1. The Zone specifically contemplates the establishment of non-residential land uses, including childcare centres; and

2. The acoustic report submitted with this application, evaluates the acoustic impacts with reference to the goal noise levels prescribed by the Environment Protection (Noise) Policy for residential areas.

Accordingly, with respect to noise impacts, the development has been designed to preserve the residential character of the locality and also complies with the relevant General Policy (Interface between Land Uses) provisions of the Code.

Submissions have questioned the acoustic suitability of Colorbond® fencing as an acoustic treatment. Sonus have confirmed that a Colorbond fence is an effective noise barrier, capable of significantly reduction noise levels. The acoustic performance of the Colorbond fence has been included in the noise predictions, which demonstrate compliance with relevant criteria. In addition to the fencing material, Sonus have recommended the use of airtight seals at all junctions including at the ground. This is a common construction technique used by the applicant in many projects, and we are confident that can be used in this project to satisfy the acoustic advisor's requirements.

2.3.3. NOISE FROM CAR PARK

Submissions have expressed concern with the noise from car doors opening and shutting within the car park and the excessive repetition of such noise. Sonus have confirmed that noise from car doors has been included in the environmental noise assessment. The predicted noise levels achieve the requirements for a residential area.

2.3.4. NOISE FROM SPECIAL EVENTS

Submissions have raised concerns with the impact of 'special events' (such as sports days, Christmas concerts and family gatherings) on residential amenity. The application is to establish a childcare centre and accordingly, such comments are not relevant to the assessment of this application.

2.3.5. NOISE FROM MECHANICAL PLANT

Submissions have raised concerns with potential noise generated by the operation of mechanical plant and equipment and feel the volume of noise will be much higher than a normal residence and may have the potential to adversely impact on residential amenity.

As is typically the case, the mechanical plant for non-residential uses is often not selected until the detailed design phase of the project (following receipt of a planning consent). Accordingly, the acoustic assessment performed by Sonus assumes

Item 8.1.2 - Attachment 3 - Applicant's Response to Representations

the installation of commonly used condensing units with a sound power level of 76 dB(A). With the nominated model of mechanical plant installed, noise generated is not anticipated to exceed 40 dB(A) at all residences. Additional advice provided by Sonus confirms that the predicted noise level is 5 dB(A) below the allowable noise from an air conditioner at a residence.

Any variation to the type of mechanical plant referenced within the acoustic report would be reconsidered by Sonus during the detailed design phase of the project.

This level is 5 dB(A) below the allowable noise from an air conditioner at a residence.

2.3.6. NOISE FROM SERVICING AND WASTE COLLECTION

Submissions have raised concerns with noise from rubbish removal trucks which could occur early in the morning, before commencement of the operation.

To manage noise generated by waste collection activities, the *Environment Protection (Noise) Policy 2007* prescribes waste collection hours of between 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day. As waste is to be collected onsite by a private waste contractor, collection hours can be managed to ensure compliance with the noise policy.

2.4. Traffic, Parking and Access

Various traffic concerns have been raised within the representations regarding traffic congestion, the provision of on-site parking and impact on the safety of motorists and pedestrians.

The applicant's traffic consultants (CIRQA) have reviewed the representations and their advice is included as ***Appendix 3*** with this submission.

2.4.1. ON-SITE CAR PARKING PROVISION

General Development Policy – Transport, Access and Parking Table 1 (General Off-Street Car Parking Requirements) prescribes a rate for child care centres of "0.25 spaces per child", which we understand considers the parking demand generated by visitors and staff. As the child care centre has a proposed capacity of 115 spaces, this equates to a requirement of 28.75 spaces. Accordingly, the provision of 29 on-site car parking spaces satisfies this requirement.

CIRQA have provided additionally commentary in their traffic assessment (see ***Appendix 3***) that based on previous studies of child care centres, the proposed supply of car parking may actually exceed demand. Whereas the proposed development will provide parking at a rate of one space per 4.07 children, empirical data obtained from several parking studies suggests a parking range of between one space per 4.2 and 6.7 children (inclusive of parent and staff parking demands).

Some submissions have raised concern over the possibility of unauthorised after-hours use of the car park and impact that this may have on the amenity of adjoining residential properties. The applicant has advised that gates, removeable bollards or post & chain can be installed if loitering becomes an issue.

2.4.2. TRAFFIC GENERATION AND IMPACTS

Representors have expressed concern with the impact of additional traffic volumes on the surrounding road network to be generated by the childcare centre. In particular it is suggested that this additional traffic will be unreasonable for a residential area, and that the development will generate traffic volumes similar to Salisbury Heights Preschool). The suggested increased traffic levels and congestion on Stanford Road, which serves as a major feeder road in the local area, was referenced in many submissions.

As detailed in ***Appendix 3***, CIRQA have forecast likely vehicle trips generated by the proposed development and undertaken modelling of the traffic volumes in the surrounding road network. The modelling has identified that the intersection of The Grove Way, Stanford Road and Gateway Drive is nearing capacity, however the increases caused by the proposed development are negligible and confirm the limited impact of the proposal on the performance of the intersection.

On this basis, we are of the opinion, that the proposal has adequately addressed relevant provisions of the Code relating to an assessment of the impact of the proposed development on the surrounding street network.

2.4.3. PEDESTRIAN SAFETY

The design of the child care centre includes a pedestrian footpath within the site to provide access to the front door separated from the car park from the street frontage for those who walk to the site.

Outside of the subject site, the pedestrian footpath network is the responsibility of Council. Currently there is a pedestrian footpath on the western side of Stanford Road. The applicant would be open to discussing with Council a connection to the existing footpath network on the opposite side of the street, if desired.

3. Other Matters Raised

We note that some representations have raised several 'non-planning' related concerns with the proposal such as the perceived impacts to 'property values', impacts of construction and suggesting that other locations would be more suitable for the proposed use. We provide the following comments on these matters below:

3.1. Impact on Property Values

The Environment, Resources and Development Court has (on numerous occasions) confirmed that property values should not be considered when assessing the planning merits of an application (refer: *Lazzarino v the Corporation of the City of Campbelltown & Anor [2015] SAERDC 5, 10 March 2015*). As such, this concern has not been considered in formulating this response.

3.2. Impact of the construction process

Some submissions have commented on the impacts on the residential amenity during the construction phase of the project . Although not a relevant planning consideration. we can confirm that the applicant will prepare and implement a Construction Environment Management Plan (CEMP) to mitigate environmental or nuisance impacts on adjoining land such as dust, dirt, noise, water and noise.

We also note that the development will need to be constructed in accordance with the requirements of the Environment Protection (Noise) Policy. The Policy requires that all reasonable and practicable measures be taken to minimise and limits noisy activity to standard construction hours.

3.3. Alternative Locations

The applicant has specifically identified this location to address a shortfall in the provision of child care services to the local community. The opportunity to locate the childcare centre elsewhere is irrelevant to the assessment of this application. Notwithstanding, we are of the opinion that the subject site is an ideal location for the proposed childcare centre in that:

1. The Zone specifically contemplates childcare centres;
2. The site fronts a collector road (as opposed to a quieter local road) which already carries high traffic volumes and which is earmarked for future road widening in response to anticipated in increases in traffic volumes; and
3. Access onto Stanford Road is already limited as residential properties to the west do not have vehicle access or a direct outlook onto Stanford Road.

4. Summary

Thank you for the opportunity to respond to the matters raised through the consultation process and we trust this submission offers a constructive response to the issues raised.

We note that a number of representors have elected to speak at the Council Assessment Panel (CAP) meeting and accordingly we would welcome the opportunity to address the CAP in response to these submissions, and to answer any questions which may be asked.

Relevant planning matters raised primarily relate to land use suitability including impacts on the residential character and nature of the area and noise and traffic generation from the proposal.

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REF 01471-004

In our opinion, the application in its current form addresses the concerns raised by representors. In particular, we note the proposal has been designed to 'complement' the residential character of the locality through is design, siting and scale of development. Acoustic and traffic advice has been provided demonstrating compliance with the relevant Code provisions.

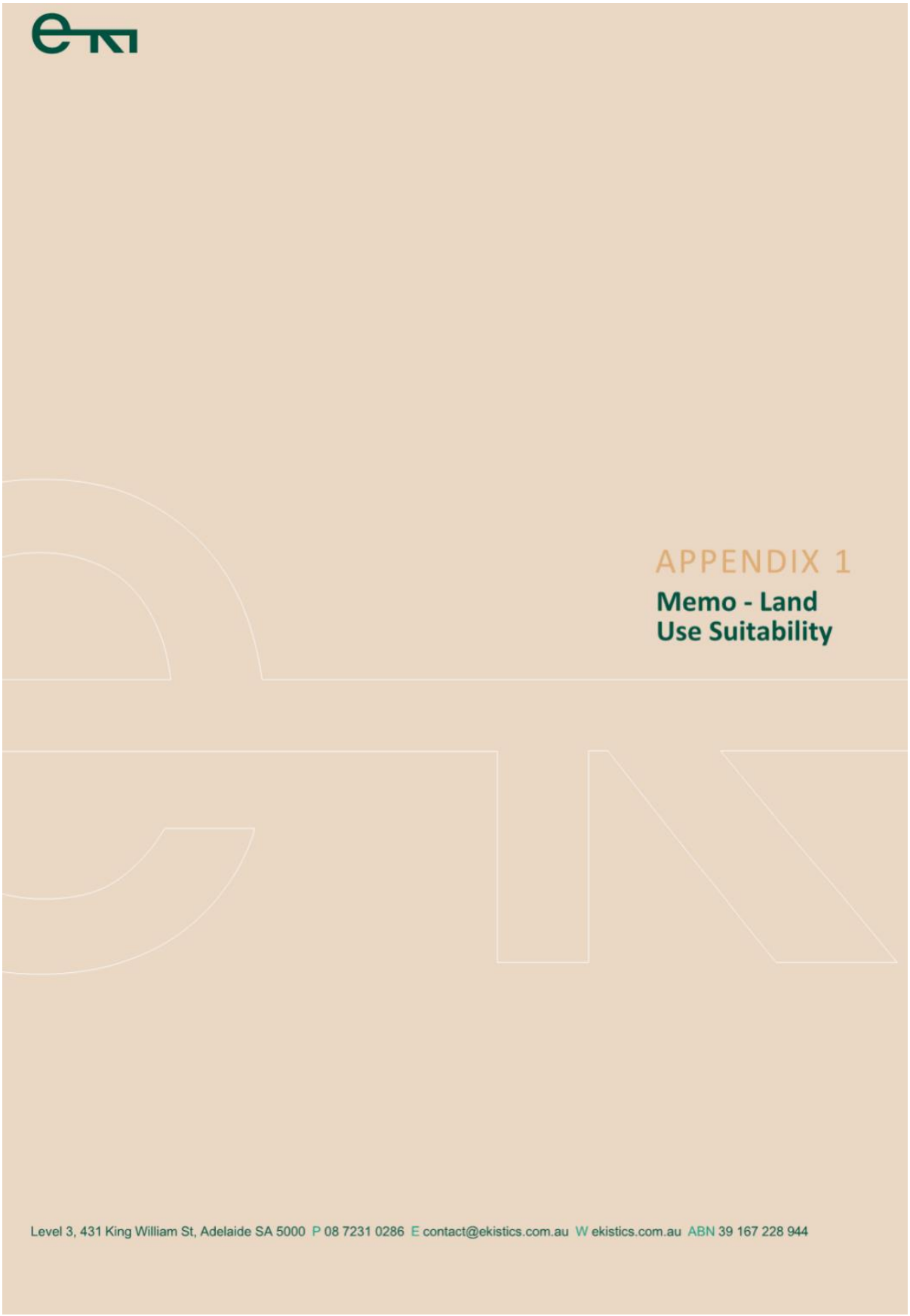
Please do not hesitate to contact me on (08) 7231 0286 if you would like to discuss any aspect of the above advice further.

Yours Sincerely,



Rick Hutchins
Associate

Item 8.1.2 - Attachment 3 - Applicant's Response to Representations


APPENDIX 1
Memo - Land Use Suitability
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REF 01371-004

Memo

To:	Brian Ferguson, Development Officer Planning
From:	Rick Hutchins - Associate
Date:	5 May 2023
Applicant:	Development Holdings Pty Ltd
Application ID:	23002678
Subject Land:	61 Stanford Road, Salisbury Heights
Subject:	Use of land as a childcare centre

Dear Brian,

We refer to Development Application 23002678 for a childcare centre proposed at 61 Stanford Road, Salisbury Heights.

This memorandum responds to those comments made in your letter dated 1 March 2023 concerning the suitability of the proposed development when considered in context with the established and desired residential character of the Hills Neighbourhood Zone. For clarity, this memo responds specifically to the following commentary:

> *As previously highlighted, Council retains a number of concerns with the proposed development, having regard to the policy framework that applies within the Hills Neighbourhood Zone. While PO 1.3 of the Hills Neighbourhood Zone indicates that community services (such as pre-schools) may be appropriate, this is qualified by POs 1.1, 1.2 and 1.3 which place a strong emphasis on the retention of the existing low density residential character and amenity. To this end, we note that the proposed development does not reflect the existing residential character which includes generous setbacks and landscaped front*

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yards. Rather, the proposal will introduce a substantial non-residential building with limited side setbacks and a large expanse of car park along the Stanford Road streetscape.

We consider the following performance outcomes of the Hills Neighbourhood Zone particularly relevant to the assessment of the proposed land use and character:

PO 1.1 *Predominantly low density residential development with complementary non-residential uses compatible with natural landforms and a low density residential character.*

PO 1.3 *Non-residential development located and designed to improve community accessibility to services, primarily in the form of:*

(a) small scale commercial uses such as offices, shops and consulting rooms
(b) community services such as educational establishments, community centres, places of worship, pre-schools, and other health and welfare services
(c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities
(d) *open space and recreational facilities. (our emphasis underlined)*

PO1.4 *Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.*

Whilst the Hills Neighbourhood Zone primarily seeks to accommodate residential development, the above-mentioned policies also contemplate the establishment of non-residential land uses to support the local community. In this regard, PO 1.3 is particularly relevant to the assessment of non-residential land uses in that it provides specific guidance on the nature/type of non-residential development envisaged for the zone.

Whereas PO 1.3(a) refers specifically to 'small scale' commercial uses (such as offices, shops and consulting rooms), PO 1.3(b) relating to the establishment of community services (including pre-schools) does not seek to the limit the scale of such uses. Similarly, we note that DTS/DPF 1.2 places floor size limits on shops, offices and consulting rooms. However, such restrictions are not prescribed for any other community service use (including childcare centres).

PO 1.3(b) also refers to various other 'community services' contemplated for the Zone, including 'educational establishments' which (when compared with childcare centres) are a more intense use (in terms of child occupancy numbers, traffic impacts, bulk and scale etc.). That is, an educational establishment is an example of a contemplated, non-residential land use which by its very nature is not residential in scale and cannot be designed to 'preserve' residential character.

Further to the above discussion, it is our opinion that the provisions of the zone do not seek to limit the scale of non-residential community service uses (such as childcare centres). Furthermore, whilst design and character

are key planning considerations for the development, it is our view that an assessment of such matters must be considered in the context of the non-residential nature of the development. That is, in the case of non-residential development, it is both reasonable and expected that some departure from the established residential character is expected. In this regard, we note that Zone PO 1.4 seeks only to ensure that non-residential development is 'complements' with the residential character of the locality.

In accordance with the intent of PO 1.4, The proposed development has been designed to address the relevant zone provisions which seek to guide the design, siting and scale of development. In particular:

- The childcare centre has been sited to achieve all prescribed DPF provisions relating to front, side and rear setbacks (DPF 5.1, 8.1 and 9.1);
- Outdoor play spaces are positioned to the rear of site to complement the spacious private open space of residential properties which is characteristic of the locality;
- The site coverage rate of 29.8% is well below the maximum recommended site coverage rate of 50% prescribed by DPF 3.1;
- In light of the above, the development has been designed to maintain the spacious open character of the locality;
- The childcare centre has been designed as a modest single storey building which is consistent with the prevailing low-rise suburban character of the locality and the maximum recommended building heights prescribed by DPF 4.1;
- The building design is compatible with the established residential character the locality and the material palette comprises materials and colours commonly found within a residential area;
- Retaining walls visible from adjoining residential properties and the public realm more generally are limited in height and less than 1.5m in accordance DPF 11.3; and
- The development incorporates generous quantities of landscaping, including along the site's frontage to Stanford Road to screen the carpark, minimise visual impacts and preserve residential character (discussed further below).

In addition to the above, the development incorporates boundary acoustic fencing to manage noise impacts in accordance with the recommendations set out within the Sonus acoustic report (a key consideration with respect to the assessment of the development's impact on residential character and amenity). The development has also

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been designed with sufficient onsite parking in accordance with the childcare centre parking rates to assist with the management of traffic impacts. Direct access via a collector road (as opposed to a quieter local road) will also assist with the management of amenity-related impacts associated with an increase in traffic movements.

Carpark Location

We refer to concern expressed by Council in relation to the visual impact of the '*large expanse car park along the Stanford Road streetscape*'. In response to this matter, we note that onsite parking is a fundamental component of the childcare centre and should be provided in accordance with the rates prescribed by the Code (as proposed). Having established that a childcare centre is envisaged land use (as discussed above), it follows that on-site car parking is also an appropriate and expected ancillary component of that use.

The applicant has carefully considered the siting and arrangement of carpark. The location of the car park towards the front of the site allows for a more efficient layout from an operational point of view and provides a logical and convenient access arrangement for users of the centre.

The alternative option is to locate the car park to the rear of the site. Such an arrangement would result in car parking being located adjacent to the rear yards of a greater number of residential dwellings. We would argue that this arrangement has the potential to have a greater impact on the amenity of more residential properties and is inconsistent with the established residential character. In addition, locating the car park to the rear of the site is a less efficient use of the land, increasing impervious land surface required for vehicle movements and reducing the amount of land available for landscaping.

Thus, we would argue that the car park is located in the most appropriate location for the site. In acknowledgement of creating a design outcome that responds to the residential character, the applicant has incorporated the extensive landscaping at the front of the property and front fencing that will create the appearance of a 'residential use' from many perspectives in the locality with the car park not being a dominant element on the streetscape.

Updated images illustrating this outcome are included below:

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Item 8.1.2 - Attachment 3 - Applicant's Response to Representations

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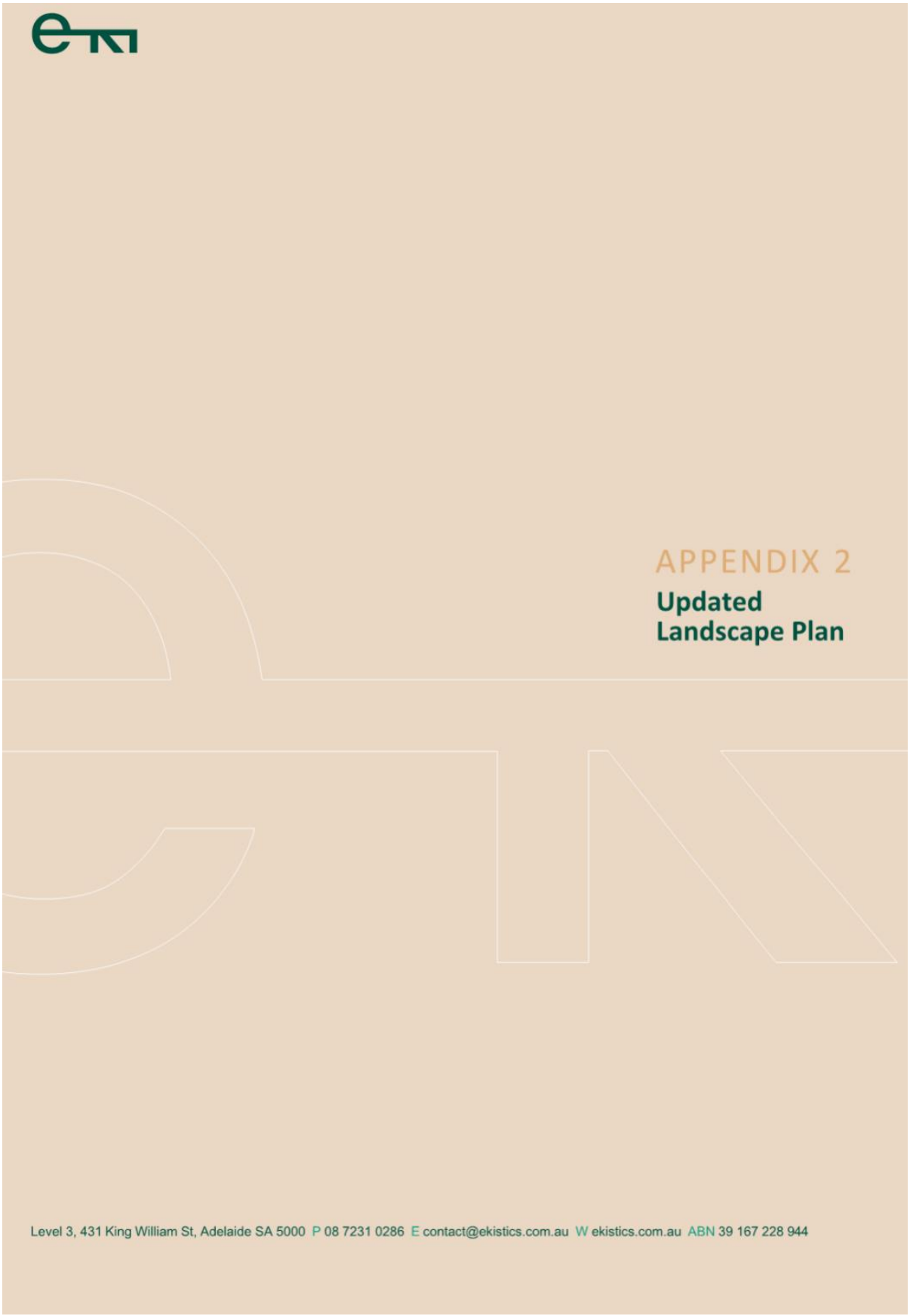
We request that this correspondence be presented to the Council Assessment Panel as part of the application documentation.

Regards,

Rick Hutchins
Associate

Item 8.1.2 - Attachment 3 - Applicant's Response to Representations



Item 8.1.2 - Attachment 3 - Applicant's Response to Representations

Stanford Rd Salisbury Heights Childcare Centre

Landscape Design

Submission:

20 December 2269_Stanford Rd Salisbury Heights CCC_Landscape Design_Issue 01

13 January 2269_Stanford Rd Salisbury Heights CCC_Landscape Design_Issue 02

23 March 2269_Stanford Rd Salisbury Heights CCC_Landscape Design_Issue 03

28 April 2269_Stanford Rd Salisbury Heights CCC_Landscape Design_Issue 04

Client:

Accord Property

Location:

61 Stanford Road, Salisbury Heights, SA 5109

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Contents

01 Landscape Design
02 Front Perspective
03 Looking North Perspective
04 Looking South Perspective
05 Indicative Planting Palette

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01 Landscape Design

Legend

- Property boundary
- RW Proposed assorted height retaining wall
  Refer Architectural package
- F1 Proposed 2400h colorbond fencing on top of retaining wall where shown
  Refer Architectural package
- F2 Proposed 1800h colorbond fencing on top of retaining wall
  Refer Architectural package
- F3 Proposed 2700h colorbond fencing on top of retaining wall
  Refer Architectural package
- F4 Proposed 2100h colorbond fencing on top of retaining wall
  Refer Architectural package
- F5 Proposed 1800h defender picket fencing
  Refer Architectural package
- F6 Proposed 900-1200h internal fencing
- F7 Proposed picket fencing

- 01 Proposed small tree species to provide minor shade, visual amenity and landscape softening to the childcare centre
- 02 Proposed densely planted screening shrubs along fencing to provide visual amenity and also act as privacy screening to the neighbouring houses
- 03 Proposed assorted species of shrubs, grasses and groundcovers mass planted to assist in the building presentation to the streetscape, provide visual amenity to the entry and car park, or introduced into nature playspaces for children to investigate
- 04 Proposed assorted species of low-lying shrubs and groundcovers mass planted to provide visual amenity and maintain clear sightlines into the car park. In car parking area, planting to accord with AS2890.1 Clause 2.4.1(a)(i) with low planting for first 600mm of vehicle overhang.
- 05 Proposed outdoor playspace (Indicative design shown)
  Proposed playspace to include play equipment and shade sails or structures of assorted sizes
- 06 Proposed all-weather sealed concrete to all access ways, walkways and footpaths
- 07 Proposed all-weather sealed asphalt to proposed carpark and crossover
- 08 Proposed existing trees to be retained



Note:

- Refer to Architectural package for all proposed demolition/modifications and existing trees proposed to be retained/removed
- Refer to Engineering package(s) for any proposed RL's, contours, stormwater connections, pit locations, cut and fill requirements and retaining wall information
- Refer to '05 Indicative Planting Palette' sheet for sample suitable planting types and species
- Planting extents in playspaces to be finalised

Date 28 April 2023
Scale 1:400
Sheet A3

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02 Front Perspective



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Item 8.1.2 - Attachment 3 - Applicant's Response to Representations

03 Looking North Perspective



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Item 8.1.2 - Attachment 3 - Applicant's Response to Representations

04 Looking South Perspective



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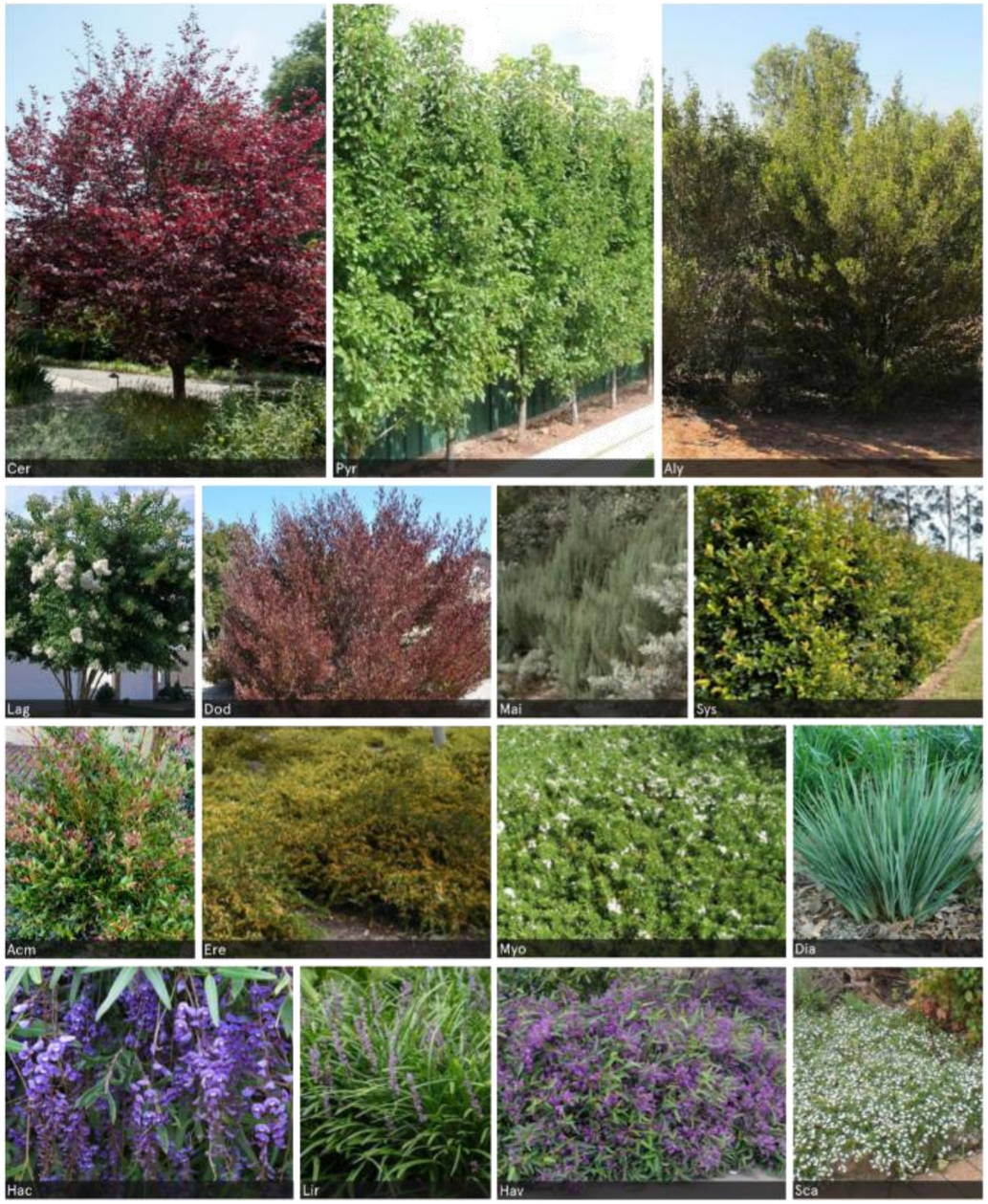
Item 8.1.2 - Attachment 3 - Applicant's Response to Representations

05 Indicative Planting Palette



INDICATIVE PLANTING PALETTE

CODE	BOTANICAL NAME	COMMON NAME	SPACING	HEIGHT & WIDTH AT MATURITY (m)
1	**SMALL TREES**			
Cer	*Cercis canadensis 'Forest Pansy'*	'Forest Pansy' Cercis	As shown	5 x 5 (H x W)
Euc	*Eucalyptus leucoxylon 'Euky Dwarf'*	'Euky Dwarf' Eucalyptus	As shown	4-6 x 3-4 (H x W)
Lag	*Lagerstroemia indica x fauriei 'Natchez'*	'Natchez' Crepe Myrtle (White)	As shown	6 x 4 (H x W)
Pis	*Pistacia chinensis*	Chinese Pistachio	As shown	8 x 6 (H x W)
Pru	*Prunus cerasifera 'Oakville Crimson Spire'*	'Oakville Crimson Spire' Prunus	As shown	6 x 2 (H x W)
Pyr	*Pyrus calleryana 'Capital'*	Ornamental Pear	As shown	12 x 1-3 (H x W)
Que	*Quercus palustris 'Pringreen'*	'Pringreen' Green Pillar	As shown	14 x 3 (H x W)
2	**SCREEN PLANTING**			
Ade	*Adenanthos sericeus*	Woolly Bush	1500 mm	1-4 x 1-1.5 (H x W)
Cvi	*Callistemon viminalis 'Slim'*	'Slim' Callistemon	1000 mm	3 x 1.3 (H x W)
Mur	*Murraya paniculata 'Mock Orange'*	'Mock Orange' Murraya	1000 mm	4 x 3 (H x W)
Syr	*Syzygium australe 'Resilience'*	'Resilience' Lily Pily	1000 mm	5 x 2 (H x W)
Sys	*Syzygium australe 'Sraight and Narrow'*	'Sraight and Narrow' Lily Pily	1000 mm	5-8 x 1-1.5 (H x W)
Vib	*Viburnum odoratissimum*	Sweet Viburnum	1500 mm	2-4 x 3 (H x W)
3	**SHRUBS**			
Acm	*Acmena smithii*	Allyn Magic	500mm	0.5 x 0.5 (H x W)
Aly	*Alyxia buxifolia*	Sea Box	2000mm	0.5-2 x 0.5-2 (H x W)
Dod	*Dodonaea viscosa purpurea*	Purple Hop Bush	1500mm	3 x 1.5 (H x W)
Ere	*Eremophila glabra 'Lime Gold'*	Lime Gold Eremophila	1500mm	1.2 x 1.5 (H x W)
Fes	*Festuca glauca*	Elijah Blue	300mm	0.3 x 0.3 (H x W)
Hav	*Hardenbergia violacea*	Native Sarsaparilla	1500mm	3 x 2 (H x W)
Lav	*Lavandula dentata*	French Lavender	1000mm	1.5 x 1 (H x W)
Lir	*Liriope Muscari 'Just Right'*	'Just Right' Liriope	500mm	0.5 x 0.5 (H x W)
Mai	*Maireana opositifolia*	Salt Bluebush	1000mm	1 x 1 (H x W)
Rap	*Raphiolepis indica 'Oriental Pearl'*	'Oriental Pearl' Indian	700mm	0.8-1 x 1 (H x W)
Wej	*Westringia fruiticosa 'Jervis Gem'*	Coastal Rosemary	1500mm	1 x 1.5 (H x W)
4	**GROUNDCOVERS**			
Bra	*Brachyscome multifida*	Cut-Leafed Daisy	500mm	0.2 x 0.3 (H x W)
Dia	*Dianella revoluta*	Blue Flax-Lily	700mm	0.3-1 x 0.5-2 (H x W)
Dic	*Dichondra repens*	Kidney Weed	500mm	0.15 x 2 (H x W)
Myo	*Myoporum parvifolium 'Broad Leaf'*	Creeping Boobialla	1000mm	0.15-0.3 x 3 (H x W)
Sca	*Scaevola 'Mauve Clusters'*	Fan Flower	500mm	0.35-0.5 x 0.7-0.8 (H x W)
5	**CLIMBERS**			
Hac	*Hardenbergia comptoniana*	Native Westringia	As shown	2 x 3 (H x W)

Note:
- Indicative palette to showcase potential, suitable planting opportunities only
- Planting types, species, number of selections and spacings to be finalised
- Planting selections and pot sizes subject to availability
- Climber selection for playspace use only

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Item 8.1.2 - Attachment 3 - Applicant's Response to Representations

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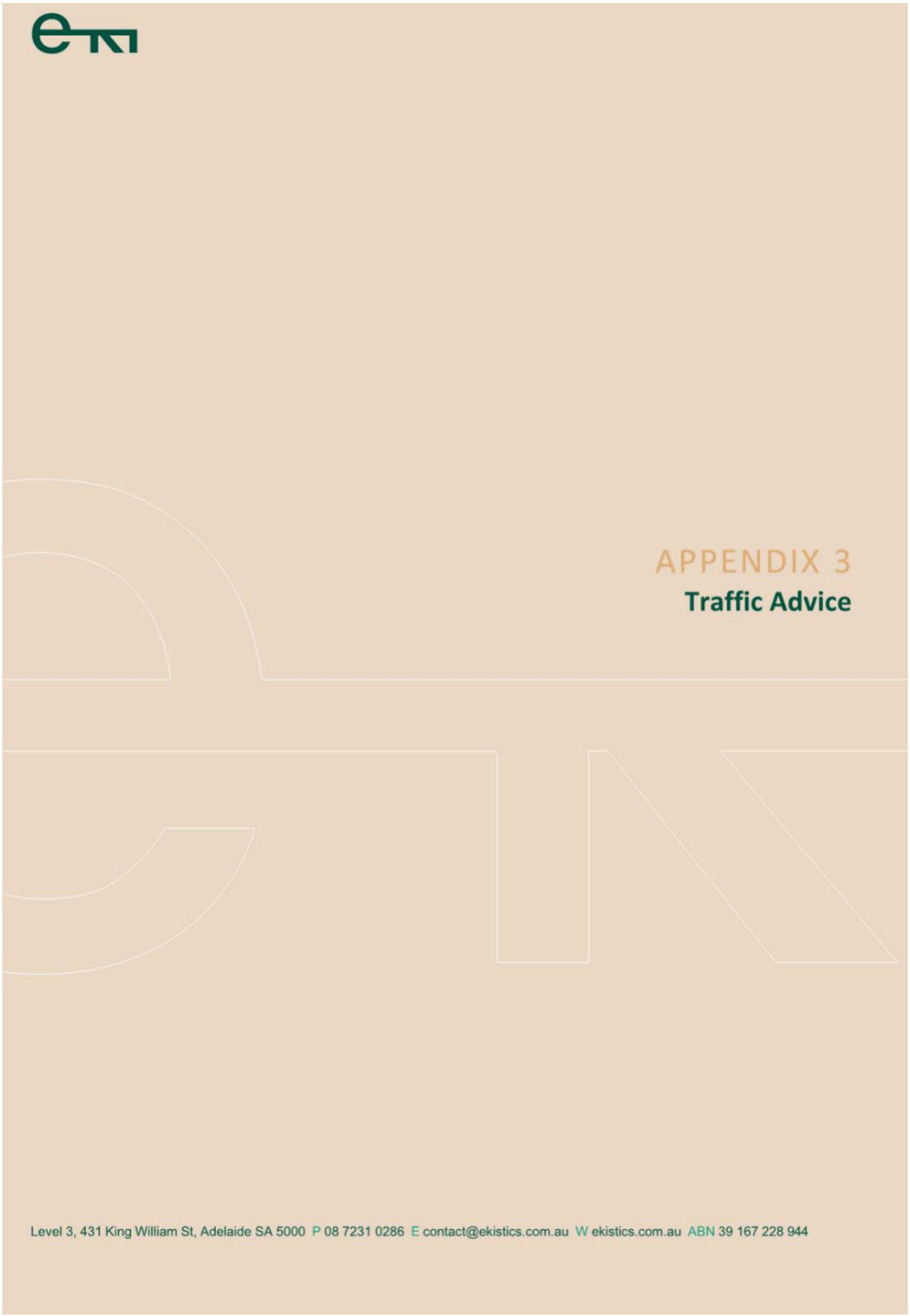

Item 8.1.2 - Attachment 3 - Applicant's Response to Representations

Ref: 22482|JJB

5 May 2023

Mr Rick Hutchinson
Ekistics
Level 3, 431 King William Street
ADELAIDE SA 5000

Dear Rick,

PROPOSED CHILD CARE CENTRE
61 STANFORD ROAD, SALISBURY HEIGHTS

I refer to the proposed child care centre at 61 Stanford Road, Salisbury Heights. As requested, I have reviewed the proposal and associated representations received as summarised below.

ON-SITE PARKING PROVISION

As mentioned in CIRQA's traffic and parking report, it is proposed that 29 parking spaces will be provided on-site. This equates to 1 parking space per 4.07 children. A detailed study of parking demands at a number of child care centres was prepared by MFY (traffic consultants) in 2016 for the Australian Childcare Alliance (SA). The study identified that peak parking demands varied between a rate of one space per 4.2 to one space per 6.7 children (inclusive of both parent and staff parking demands). Similarly, a recent (2018) survey undertaken by Austraffic (on behalf of CIRQA) at the Seacliff Casa Bambini child care centre identified a peak parking demand of one space per 6.5 children in the am and one space per 6.0 children in the pm (inclusive of both staff and parent parking demands). The proposed on-site parking provision exceeds the highest surveyed parking rate. Peak parking demands would therefore be able to be accommodated entirely on-site.

In the representations, concerns were raised that only six parking spaces were reserved for staff. Although only six parking spaces are reserved for staff only, staff will also be able to share the remaining 23 parking spaces with carers and visitors to the site (in the event that the six staff only parking spaces are occupied). As mentioned above, the proposed parking provision exceeds the highest parking demand surveyed for child care centres which included the parking demands associated with both parents/carers and staff.

CIRQA Pty Ltd | ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | P: (08) 7078 1801 | E: info@cirqa.com.au

FUTURE ROAD WIDENING

The Future Local Road Widening Overlay identifies a minimum setback of 10.5 m from the Stanford Road frontage. However, Council have identified a reduced requirement of 5 m for future road widening purposes. The proposed parking provision is located outside of the 5 m future road widening requirement identified by Council.

PEDESTRIAN FACILITIES

A pedestrian footpath has been provided between the site's frontage and the child care centre. Outside of the subject site, the pedestrian footpath network is the responsibility of the City of Salisbury. However, the client would be open to discussing with Council, a connection to the existing footpath network.

SIGHT LINES AT THE PROPOSED ACCESS POINT

The Australian Standards require a minimum sight distance of 45 m for an access point located on a road with a 50 km/h speed limit. The proposed location will easily satisfy this requirement in both directions. It is noted that parking within the on-street parking bays may impact sight lines when utilised. However, this is common place in the urban environment where on-street parking is permitted and considered a transitory obstruction.

TRAFFIC GENERATION

A number of representors have raised concern that the proposed child care centre will generate peak traffic volumes at a rate similar to the Salisbury Height Preschool (located on the southern end of Stanford Road). Child care centres operate differently to preschools (or kindergartens) in that preschools have a set start and finish times. The set start and finish times result in a concentration of traffic and parking demands over a relative short period of time. Child care centres differ in that children are dropped-off and picked-up through longer periods of time (typically within a two hour period in both the morning and afternoon), resulting in reduced peak parking demands and a much lower intensity of traffic movements during the peak hours than at pre-schools.

TRAFFIC IMPACTS

As detailed in CIRQA's report, it has been forecast the proposal will generate 145 and 111 trips in the am and pm peak hours, respectively. In reality, the number of additional movements on the adjacent road network is likely to be less than forecast. This is because the assessment has not taken into account 'passing trade'. A portion of movements on to/from the child care centre are likely to be existing trips on the road network (i.e. parents may drop their children off on the way to work or other destinations). Therefore, the forecast trip generation is conservative.

SIDRA modelling was undertaken as part of CIRQA's previous traffic assessment. The modelling indicated that all movements during the am and pm peak hours will operate with a maximum Degree of Saturation (DoS) of 0.174. All movements will also operate with a Level of Service (LoS) of 'A' (the highest level possible). The low DoS and high LoS indicates that each movement (including through bound traffic) will operate well below capacity with minimal delays. Therefore, even on a conservative basis, the modelling confirms that there would be negligible impact on movements on Stanford Road adjacent the access point.

A representor had commented that the average speeds noted in the SIDRA summary are higher than the existing speed limit. This is due to SIDRA's default speeds of 60 km/h being applied to the model. The use of the default speed (which is higher than Stanford Roads 50 km/h speed limit) has not impacted the relevance of the results. Updated modelling to reflect the existing speed limit has shown that the Degree of Saturation and Level of Service remains unchanged, and the average delays will decrease. Adopting the default speeds in SIDRA has therefore resulted in a conservative assessment of the access operation.

A number of representors raised concern over the capacity of the signalised intersection of The Grove Way, Stanford Road and Gateway Drive. High-level modelling of the intersection has indicated that the intersection is nearing capacity, however, the addition of the movements associated with the proposed child care will have a low impact on the overall operation of the intersection and could be accommodated. For instance, the modelling indicates that the Stanford Road approach to the intersection would be associated with an increase in average delays of 1.1 seconds in the am peak hour and 0.3 seconds in the pm peak hour. Additionally, the modelling also indicates that the 95th percentile queues on this approach would increase by 0.8 vehicles and 0.5 vehicles in the am and pm peak hours, respectively. Such increases are negligible and confirm the limited impact of the proposal on the performance of the intersection.

I trust the above satisfactorily responds to the comments raised by the representors. However, please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,



JEREMY BAYLY
Technical Officer | CIRQA Pty Ltd

Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

Appendix 4

Extract of Planning and Design Code

Address: **61 STANFORD RD SALISBURY HEIGHTS SA 5109**

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

Hills Neighbourhood

Overlay

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

Affordable Housing

Building Near Airfields

Defence Aviation Area *(All structures over 45 metres)*

Future Local Road Widening

Hazards (Bushfire - Urban Interface)

Prescribed Wells Area

Regulated and Significant Tree

Stormwater Management

Urban Tree Canopy

Water Resources

Local Variation (TNV)

Maximum Building Height (Metres) *(Maximum building height is 9m)*

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

Maximum Building Height (Levels) *(Maximum building height is 2 levels)*

Gradient Minimum Frontage (Detached) *(Minimum frontage for detached dwellings where the site gradient is less than 1-in-8 is 15m; 1-in-8 to 1-in-4 is 15m; greater than 1-in-4 is 15m)*

Gradient Minimum Frontage (Semi-detached) *(Minimum frontage for semi-detached dwellings where the site gradient is less than 1-in-8 is 15m; 1-in-8 to 1-in-4 is 15m; greater than 1-in-4 is 15m)*

Gradient Minimum Site Area (Detached) *(Minimum site area for detached dwellings where the site gradient is less than 1-in-8 is 650sqm; 1-in-8 to 1-in-4 is 1200sqm; greater than 1-in-4 is 1200sqm)*

Gradient Minimum Site Area (Semi-detached) *(Minimum site area for semi-detached dwellings where the site gradient is less than 1-in-8 is 650sqm; 1-in-8 to 1-in-4 is 1200sqm; greater than 1-in-4 is 1200sqm)*

Minimum Future Local Road Widening Setback *(Minimum future local road widening setback is 10.5m)*

Development Pathways

- Hills Neighbourhood

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

   - Air handling unit, air conditioning system or exhaust fan
   - Brush fence
   - Building work on railway land
   - Internal building work
   - Partial demolition of a building or structure
   - Solar photovoltaic panels (roof mounted)
   - Water tank (above ground)

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- Water tank (underground)

2. Code Assessed - Deemed to Satisfy
Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Ancillary accommodation
- Carport
- Outbuilding
- Replacement building
- Temporary accommodation in an area affected by bushfire
- Verandah

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.

- Ancillary accommodation
- Carport
- Demolition
- Detached dwelling
- Dwelling addition
- Fence
- Group dwelling
- Land division
- Outbuilding
- Residential flat building
- Retaining wall
- Row dwelling
- Semi-detached dwelling
- Tree-damaging activity
- Verandah

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

Hills Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development provides a complementary transition to adjacent natural and rural landscapes. Low density housing minimises disturbance to natural landforms and existing vegetation to mitigate the visible extent of buildings, earthworks and retaining walls.

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 Predominantly low density residential development with complementary non-residential uses compatible with natural landforms and a low density residential character.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Ancillary accommodation (b) Consulting room (c) Dwelling (d) Office (e) Open space (f) Shop (g) Recreation area.
PO 1.2 Commercial activities improve community access to services are of a scale and type to maintain residential amenity.	DTS/DPF 1.2 A shop, consulting room or office (or any combination thereof) satisfies any one of the following: (a) it is located on the same allotment and in conjunction with a dwelling where all the following are satisfied: (i) does not exceed 50m^2 gross leasable floor area

Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

	(ii) does not involve the display of goods in a window or about the dwelling or its curtilage (b) it reinstates a former shop, consulting room or office in an existing building (or portion of a building) and satisfies one of the following: (i) the building is a State or Local Heritage Place (ii) is in conjunction with a dwelling and there is no increase in the gross leasable floor area previously used for non-residential purposes (c) is located more than 500m from an Activity Centre and satisfies one of the following: (i) does not exceed 100m^2 gross leasable floor area (individually or combined, in a single building) where the site does not have a frontage to a State Maintained Road (ii) does not exceed 200m^2 gross leasable floor area (individually or combined, in a single building) where the site has a frontage to a State Maintained Road (d) the development site abuts an Activity Centre and all the following are satisfied: (i) it does not exceed 200m^2 gross leasable floor area (individually or combined, in a single building) (ii) the proposed development will not result in a combined gross leasable floor area (existing and proposed) of all shops, consulting rooms and offices that abut the Activity Centre in this zone exceeding the lesser of the following: A. 50% of the existing gross leasable floor area within the Activity Centre B. 1000m^2.
PO 1.3 Non-residential development located and designed to improve community accessibility to services, primarily in the form of: (a) small scale commercial uses such as offices, shops and consulting rooms (b) community services such as educational establishments, community centres, places of worship, pre-schools, and other health and welfare services (c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities (d) open space and recreation facilities.	DTS/DPF 1.3 None are applicable.
PO 1.4 Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.	DTS/DPF 1.4 None are applicable.
PO 1.5 Expansion of existing community services such as educational establishments, community facilities and pre-schools in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.	DTS/DPF 1.5 Alteration of or addition to existing educational establishments, community facilities or pre-schools where all the following are satisfied: (a) set back at least 3m from any boundary shared with a residential land use (b) building height not exceeding 1 building level (c) the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration (d) off-street vehicular parking exists or will be provided 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 Dimensions and Land Division	
PO 2.1 Allotments/sites created for residential purposes are of suitable size and dimension to accommodate residential development that is sensitive to the natural topography and compatible with the housing pattern in the locality.	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: (a) site areas (or allotment areas in the case of land division) are not less than the following (average site area per dwelling, including common areas, applies for group dwellings or dwellings within a residential flat building): **Gradient Minimum Site Area (Detached)** Minimum site area for detached dwellings where the site gradient is less than 1-in-8 is 650sqm; 1-in-8 to 1-in-4 is 1200sqm; greater than 1-in-4 is 1200sqm **Gradient Minimum Site Area (Semi-detached)**

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Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

	Gradient Minimum Site Area (Semi-detached) Minimum site area for semi-detached dwellings where the site gradient is less than 1-in-8 is 650sqm; 1-in-8 to 1-in-4 is 1200sqm; greater than 1-in-4 is 1200sqm and (b) site frontages (or allotment frontages in the case of land division) are not less than: **Gradient Minimum Frontage (Detached)** Minimum frontage for detached dwellings where the site gradient is less than 1-in-8 is 15m; 1-in-8 to 1-in-4 is 15m; greater than 1-in-4 is 15m **Gradient Minimum Frontage (Semi-detached)** Minimum frontage for semi-detached dwellings where the site gradient is less than 1-in-8 is 15m; 1-in-8 to 1-in-4 is 15m; greater than 1-in-4 is 15m In relation to DTS/DPF 2.1, in instances where: (c) more than one value is returned in the same field, refer to the relevant Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (d) no value is returned in DTS/DPF 2.1(a) or (b) (i.e. there is a blank field or the relevant dwelling type is not listed), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.
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 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) Car parking requirements 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 consistent with the character and pattern of a low-density suburban neighbourhood and provide 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: (a) On sites with a gradient more than 1-in-8, 40% (b) On sites with a gradient less than 1-in-8, 50%.
Building Height	
PO 4.1 Buildings contribute to a low-rise suburban character and complement the height of nearby buildings.	DTS/DPF 4.1 Building height (excluding garages, carports and outbuildings) is no greater than: (a) the following: **Maximum Building Height (Metres)** Maximum building height is 9m **Maximum Building Height (Levels)** Maximum building height is 2 levels (b) in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - 2 building levels up to a height of 9m. In relation to DTS/DPF 4.1, in instances where: (c) more than one value is returned in the same field, refer to the *Maximum building Height (Levels) Technical and Numeric Variation* layer or *Maximum Building Height (Meters) Technical and Numeric Variation* layer in the SA planning database to determine the applicable value relevant to the site of the proposed development. (d) only one value is returned for DTS/DPF 4.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.
Primary Street Setback	
PO 5.1 Buildings are set back from primary street boundaries consistent with the existing streetscape.	DTS/DPF 5.1 The building line of a building set back from the primary street boundary: (a) at least 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

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	primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building or (c) not less than 8m where no building exists on an adjoining site with the same primary street frontage.
Secondary Street Setback	
PO 6.1 Buildings are set back from secondary street boundaries to maintain a pattern of separation between buildings and public streets and reinforce streetscape character.	DTS/DPF 6.1 Building walls are set back from the boundary of the allotment with a secondary street frontage: (a) no less than: (i) on sites with a site gradient greater than 1-in-8: 1900mm (ii) on sites with a site gradient less than 1-in-8: at least 900mm or (b) if a dwelling on any adjoining allotment is closer to the secondary street, the distance of that dwelling from the boundary with the secondary street (being, if relevant, the lesser of the 2 distances).
Boundary Walls	
PO 7.1 Boundary walls are limited in height and length to manage impacts on adjoining properties.	DTS/DPF 7.1 Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur on only one side boundary and satisfy (a) or (b) below: (a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height (b) side boundary walls do not: (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 8m in length (iii) when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary (iv) encroach within 3m of any other existing or proposed boundary walls on the subject land.
PO 7.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a low density suburban streetscape character.	DTS/DPF 7.2 Dwelling walls in a semi-detached, row or terrace arrangement are set back from side boundaries shared with allotments outside the development site at least the minimum distance identified in DTS/DPF 8.1.
Side Boundary Setback	
PO 8.1 Buildings are set back from side boundaries to provide: (a) separation between dwellings in a way that complements the established character of the locality (b) access to natural light and ventilation for neighbours.	DTS/DPF 8.1 Building walls not sited on side boundaries set back from the side boundary at least: (a) on sites with a site gradient greater than 1-in-8: (i) Other than a wall facing a southern boundary, 1900mm (ii) For walls facing a southern boundary, at least 1900mm plus 1/3 of the wall height above 3m measured from the top of the footings (b) on sites with a site gradient less than 1-in-8, and other than walls located on a side boundary: (i) at least 900mm where the wall is up to 3m measured from the top of the footings (ii) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m measured from the top of the footings (iii) for walls facing a southern side boundary, at least 1900mm plus 1/3 of the wall height above 3m measured from the top of the footings.
Rear Boundary Setback	
PO 9.1 Buildings are set back from rear boundaries to provide: (a) separation between dwellings in a way that complements the established character of the locality (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation.	DTS/DPF 9.1 Buildings are set back from the rear boundary at least: (a) 4m for the first building level (b) 6m for any second building level.
Built Form and Character	
PO 10.1 Development that would be prominently visible from the Adelaide plains or urban areas within regional cities and townships: (a) achieves a profile that blends with the topography of the land	DTS/DPF 10.1 None are applicable.

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(b) avoids the use of bright and highly reflective external materials and finishes (c) incorporates existing vegetation wherever possible and additional landscaping to assist in reducing the apparent bulk and scale.	
PO 10.2 Development of more than 1 building level in height takes account of its height and bulk relative to adjoining dwellings by: (a) incorporating stepping in the design in accordance with the slope of the land (b) where appropriate, setting back the upper level a greater distance from front and side boundaries than the lower level.	DTS/DPF 10.2 None are applicable.
Earthworks and retaining	
PO 11.1 Buildings sited and designed to integrate with the natural topography of the land using measures such as split level building construction and other approaches that minimise the extent of cut and fill.	DTS/DPF 11.1 None are applicable.
PO 11.2 Vegetation is used to screen buildings and excavation or filling from view.	DTS/DPF 11.2 None are applicable.
PO 11.3 Retaining walls are stepped series of low walls constructed of dark, natural coloured materials and screened by landscaping.	DTS/DPF 11.3 Retaining walls: (a) do not retain more than 1.5m in height or (b) where more than 1.5m is to be retained in total, are stepped in a series of low walls each not exceeding 1m in height and separated by at least 700mm.
Ancillary Buildings and Structures	
PO 12.1 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 12.1 Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m^2 (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 8m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table:

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)	Minimum percentage of site
<150	10%

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	150-200 | 15% 201-450 | 20% >450 | 25% (ii) the amount of existing soft landscaping prior to the development occurring.
PO 12.2 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.	DTS/DPF 12.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Advertisements	
PO 13.1 Advertisements identify the associated business activity, and do not detract from the residential character of the locality.	DTS/DPF 13.1 Advertisements relating to a lawful business activity associated with a residential use do not exceed 0.3m2 and mounted flush with a wall or fence.

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: (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (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.	Except development involving any of the following: 1. residential flat building(s) of 3 or more building levels 2. the demolition of a State or Local Heritage Place 3. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) ancillary accommodation (c) building work on railway land (d) carport (e) deck (f) dwelling (g) dwelling addition (h) fence (i) outbuilding (j) pergola (k) private bushfire shelter (l) residential flat building (m) shade sail (n) solar photovoltaic panels (roof mounted) (o) swimming poor or spa pool (p) verandah (q) water tank.	Except development that: 1. exceeds the maximum building height specified in Hills Neighbourhood Zone DTS/DPF 4.1 or 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: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).

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4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that: 1. exceeds the maximum building height specified in Hills Neighbourhood Zone DTS/DPF 4.1 or 2. does not satisfy any Hills Neighbourhood Zone DTS/DPF 1.2 or 3. 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: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
5. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) recreation area (d) replacement building (e) temporary accommodation in an area affected by bushfire (f) tree damaging activity.	None specified.
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
7. Retaining wall.	Except retaining wall that does not satisfy Hills Neighbourhood Zone DTS/DPF 11.3.

Placement of Notices - Exemptions for Performance Assessed Development
None specified.

Placement of Notices - Exemptions for Restricted Development
None specified.

Part 3 - Overlays

Affordable Housing Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Development comprising 20 or more dwellings / allotments incorporates affordable housing.	DTS/DPF 1.1 Development results in 0-19 additional allotments / dwellings.
PO 1.2 Development comprising 20 or more dwellings or residential allotments provides housing suited to a range of incomes including households with low to moderate incomes.	DTS/DPF 1.2 Development comprising 20 or more dwellings / or residential allotments includes a minimum of 15% affordable housing except where: (a) it can be demonstrated that any shortfall in affordable housing has been provided in a previous stage of development or (b) it can be demonstrated that any shortfall in affordable housing will be accommodated in a subsequent stage or stages of development.
PO 1.3 Affordable housing is distributed throughout the development to avoid an overconcentration.	DTS/DPF 1.3 None are applicable.
Built Form and Character	
PO 2.1 Affordable housing is designed to complement the design and character of residential development within the locality.	DTS/DPF 2.1 None are applicable.
Affordable Housing Incentives	
PO 3.1 To support the provision of affordable housing, minimum allotment sizes may be reduced below the minimum allotment size specified in a zone while providing allotments of a suitable size and dimension to accommodate dwellings with a high standard of occupant amenity.	DTS/DPF 3.1 The minimum site area specified for a dwelling can be reduced by up to 20%, or the maximum density per hectare increased by up to 20%, where it is to be used to accommodate affordable housing except where the development is located within the Character Area Overlay or Historic Area Overlay.
PO 3.2 To support the provision of affordable housing, building heights may be increased above the maximum specified in a zone.	DTS/DPF 3.2 Where a building incorporates dwellings above ground level and includes at least 15% affordable housing, the maximum building height specified in any relevant zone policy can be increased by 1 building level in the: (a) Business Neighbourhood Zone (b) City Living Zone (c) Established Neighbourhood Zone (d) General Neighbourhood Zone (e) Hills Neighbourhood Zone (f) Housing Diversity Neighbourhood Zone (g) Neighbourhood Zone (h) Master Planned Neighbourhood Zone (i) Master Planned Renewal Zone (j) Master Planned Township Zone (k) Rural Neighbourhood Zone (l) Suburban Business Zone (m) Suburban Neighbourhood Zone (n) Township Neighbourhood Zone (o) Township Zone (p) Urban Renewal Neighbourhood Zone (q) Waterfront Neighbourhood Zone and up to 30% in any other zone, except where: (a) the development is located within the Character Area Overlay or Historic Area Overlay or (b) other height incentives already apply to the development.
Movement and Car Parking	
PO 4.1 Sufficient car parking is provided to meet the needs of occupants of affordable housing.	DTS/DPF 4.1 Dwellings constituting affordable housing are provided with car parking in accordance with the following: (a) 0.3 carparks per dwelling within a building which incorporates dwellings located above ground level within either: (i) 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (ii) is within 400 metres of a bus interchange(1) (iii) is within 400 metres of an O-Bahn interchange(1)

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	(iv) is within 400 metres of a passenger rail station(1) (v) is within 400 metres of a passenger tram station(1) (vi) is within 400 metres of the Adelaide Parklands. or (b) 1 carpark per dwelling for any other dwelling. [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.]

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 *South Australian Housing Trust Regulations 2010*).	Minister responsible for administering the *South Australian Housing Trust Act 1995*.	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)

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.

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Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

Procedural Matters (PM) - Referrals

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

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

Building Near Airfields Overlay

Assessment Provisions (AP)

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
PO 1.1 Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.	DTS/DPF 1.1 Development: (a) primarily or wholly for residential purposes (b) for non-residential purposes that does not incorporate outdoor floodlighting.
PO 1.2 Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.	DTS/DPF 1.2 All development except where it comprises one or more of the following located not less than 3km from the boundaries of an airport used by commercial or military aircraft: (a) food packing/processing plant (b) horticulture (c) intensive animal husbandry (d) showground (e) waste management facility (f) waste transfer station (g) wetland (h) wildlife sanctuary.
PO 1.3 Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.	DTS/DPF 1.3 The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.

Procedural Matters (PM) - Referrals

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

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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 *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

Future Local Road Widening Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development consistent with and will not compromise efficient delivery of future road widening requirements of local roads.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Future Road Widening	
PO 1.1 Development does not compromise or is located and designed to minimise its impact on future road widening requirements.	DTS/DPF 1.1 Development does not involve building work, or building work is located wholly outside land within the following distance from the primary street frontage.

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	Minimum Future Local Road Widening Setback
	Minimum future local road widening setback is 10.5m

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

Future Road Widening Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development which is consistent with and will not compromise efficient delivery of future road widening requirements.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Future Road Widening	
PO 1.1 Development does not compromise or is located and designed to minimise its impact on future road widening requirements.	DTS/DPF 1.1 Development does not involve building work, or building work is located wholly outside the land subject to the 6m Consent Area, the C Type Requirement or the Strip Requirement of the Metropolitan Adelaide Road Widening Plan.

Procedural Matters (PM)

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
Other than where all deemed-to-satisfy criteria for all policies relevant to this referral are met, development (including the division of land) that is within or may encroach within a Future Road Widening Area.	Commissioner of Highways.	To provide expert technical assessment and direction to the relevant authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 4 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Hazards (Bushfire - Urban Interface) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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Desired Outcome	
DO 1	Urban neighbourhoods that adjoin areas of General, Medium and High Bushfire Risk: (a) allow access through to bushfire risk areas (b) are designed to protect life and property from the threat of bushfire and the dangers posed by ember attack (c) facilitate evacuation to areas safe from bushfire danger.

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 Land division creating public roads or resulting in 10 or more new allotments is designed to make provision for emergency vehicle access through to the bushfire risk area.	DTS/DPF 1.1 Land division creates less than 10 allotments and/or does not involve the creation of public roads.
PO 1.2 Land division is designed to provide a continuous street pattern to facilitate the safe movement and evacuation of emergency vehicles, residents, occupants and visitors.	DTS/DPF 1.2 Land division does not involve the creation of public roads.
PO 1.3 Where 10 or more new allotments are proposed, land division includes at least two separate and safe exit points to enable multiple avenues of evacuation in the event of a bushfire.	DTS/DPF 1.3 Land division creates less than 10 allotments.
PO 1.4 Land division creating public roads or resulting in 10 or more new allotments incorporates perimeter roads of adequate design in conjunction with bushfire buffer zones to achieve adequate separation between residential allotments and areas of unacceptable bushfire risk and to support safe access for the purposes of fire-fighting.	DTS/DPF 1.4 Land division creates less than 10 allotments and/or does not involve the creation of public roads.
PO 1.5 Land division does not rely on fire tracks as means of evacuation or access for fire-fighting purposes unless there are no safe alternatives available.	DTS/DPF 1.5 Land division does not create or rely on fire tracks.
PO 1.6 Land division resulting in 10 or more new allotments and within 100m a Hazards (Bushfire - General Risk) Overlay, Hazards (Bushfire - Medium Risk) Overlay or Hazards (Bushfire - High Risk) Overlay is designed and incorporates measures to minimise the danger of fire hazard to residents and occupants of buildings, and to protect buildings and property from physical damage in the event of a bushfire.	DTS/DPF1.6 Land division is not located within 100m of a Hazards (Bushfire - General Risk) Overlay, Hazards (Bushfire - Medium Risk) Overlay or Hazards (Bushfire - High Risk) Overlay or does not create 10 or more new allotments.
Vehicle Access - Roads, Driveways and Fire Tracks	
PO 2.1 Roads that are within 100 metres of a Hazards (Bushfire - General Risk) Overlay, Hazards (Bushfire - Medium Risk) Overlay or Hazards (Bushfire - High Risk) Overlay are designed and constructed to facilitate the safe and effective: (a) access, operation and evacuation of fire-fighting vehicles and emergency personnel (b) evacuation of residents, occupants and visitors.	DTS/DPF 2.1 Any proposed new roads are not within 100m of a Hazards (Bushfire - General Risk) Overlay, Hazards (Bushfire - Medium Risk) Overlay or Hazards (Bushfire - High Risk) Overlay or (a) are constructed with a formed, all-weather surface (b) have a gradient of not more than 16 degrees (1-in-3.5) at any point along the road (c) have a cross fall of not more than 6 degrees (1-in-9.5) at any point along the road (d) have a minimum formed road width of 6m (e) provide overhead clearance of not less than 4.0m between the road surface and overhanging branches or other obstructions including buildings and/or structures (Figure 1) (f) allow fire-fighting services (personnel and vehicles) to travel in a continuous forward movement around road curves by constructing the curves with a minimum external radius of 12.5m (Figure 2) (g) incorporating cul-de-sac endings or dead end roads do not exceed 200m in length and the end of the road has either: (i) a turning area with a minimum formed surface radius of 12.5m (Figure 3) or (ii) a 'T' or 'Y' shaped turning area with a minimum formed surface length of 11m and minimum internal radii of 9.5m (Figure 4) (h) incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.

Procedural Matters (PM) - Referrals

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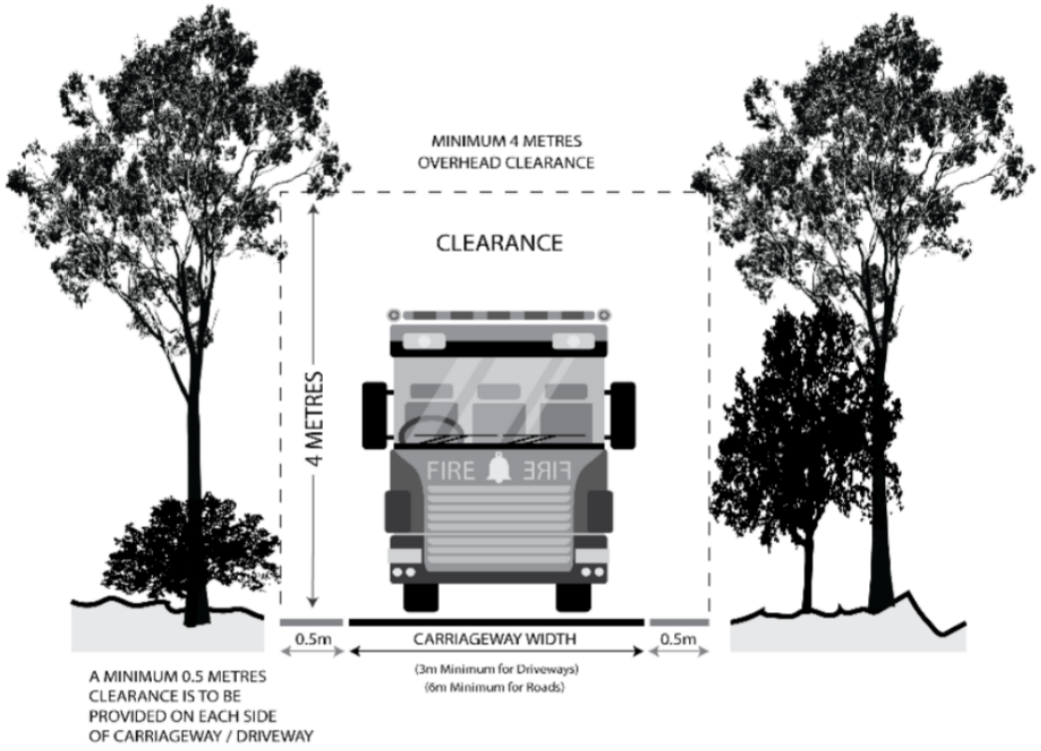
The following table identifies classes of development / activities that require referral in this Overlay and the applicable referral body. It sets out the purpose of the referral as well as the relevant statutory reference from Schedule 9 of the Planning, Development and Infrastructure (General) Regulations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

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

Figures and Diagrams

Fire Engine and Appliance Clearances

Figure 1 - Overhead and Side Clearances



Roads and Driveway Design

Figure 2 - Road and Driveway Curves

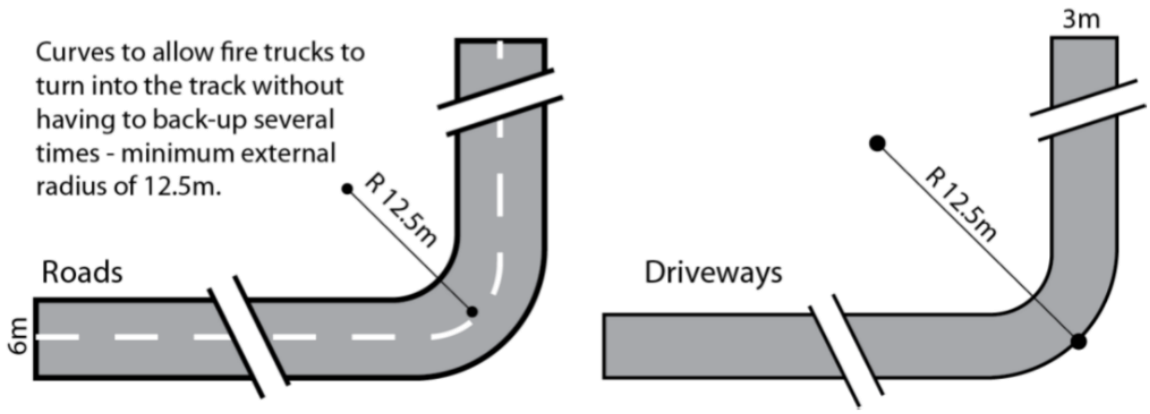


Figure 3 - Full Circle Turning Area

Figure 4 - 'T' or 'Y' Shaped Turning Head

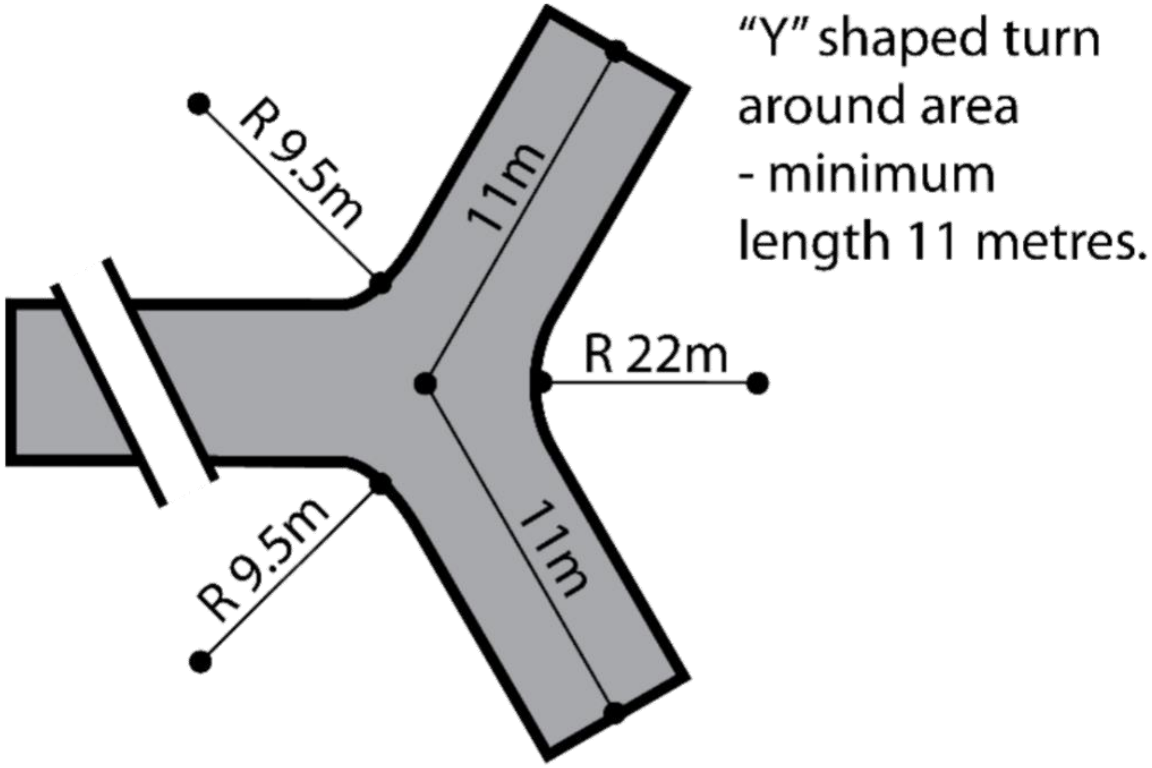
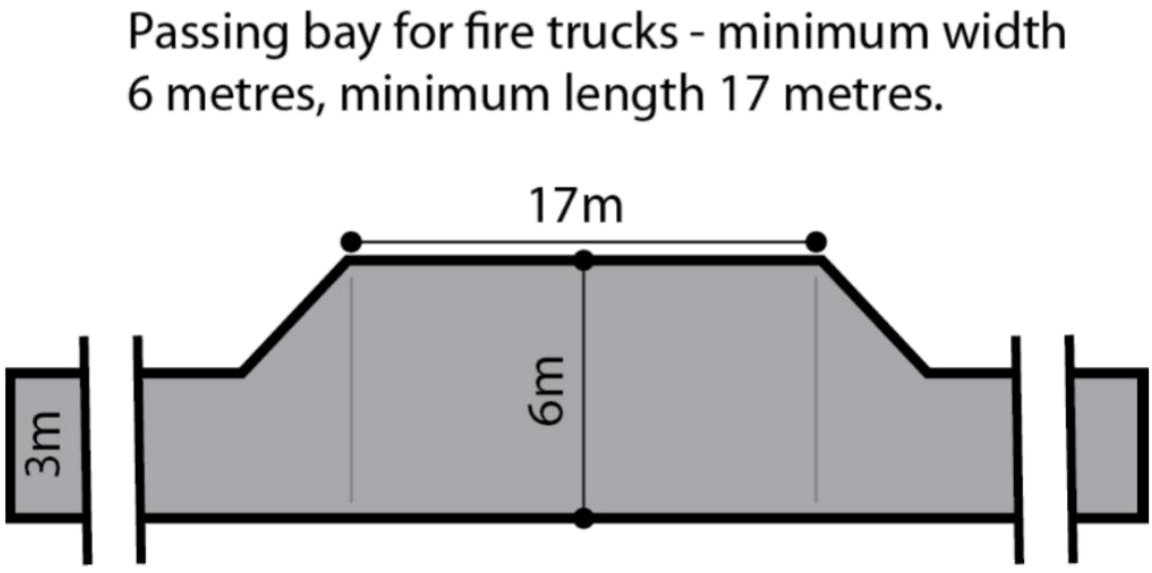


Figure 5 - Driveway Passing Bays



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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
PO 1.1 All development, but in particular involving any of the following: (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.	DTS/DPF 1.1 Development satisfies either of the following: (a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the *Landscape South Australia Act 2019*.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the *Landscape South Australia Act 2019*: (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commerical forestry.	The Chief Executive of the Department of the Minister responsible for the administration of the *Landscape South Australia Act 2019*.	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 *Landscape South Australia Act 2019*.			

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

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Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
PO 1.1 Regulated trees are retained where they: (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species and / or (c) provide an important habitat for native fauna.	DTS/DPF 1.1 None are applicable.
PO 1.2 Significant trees are retained where they: (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area.	DTS/DPF 1.2 None are applicable.
PO 1.3 A tree damaging activity not in connection with other development satisfies (a) and (b): (a) tree damaging activity is only undertaken to: (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: A. a Local Heritage Place B. a State Heritage Place C. 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 (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or (vi) maintain the aesthetic appearance and structural integrity of the tree (b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective.	DTS/DPF 1.3 None are applicable.
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.	DTS/DPF 1.4 None are applicable.
Ground work affecting trees	
PO 2.1 Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.	DTS/DPF 2.1 None are applicable.
Land Division	
PO 3.1 Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.	DTS/DPF 3.1 Land division where: (a) there are no regulated or significant trees located within or adjacent to the plan of division or

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	(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

Stormwater Management Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development incorporates water sensitive urban design techniques to capture and re-use stormwater.

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 Residential development is designed to capture and re-use stormwater to: (a) maximise conservation of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage stormwater runoff quality.	DTS/DPF 1.1 Residential development comprising detached, semi-detached or row dwellings, or less than 5 group dwellings or dwellings within a residential flat building: (a) includes rainwater tank storage: (i) connected to at least: A. in relation to a detached dwelling (not in a battle-axe arrangement), semi-detached dwelling or row dwelling, 60% of the roof area B. in all other cases, 80% of the roof area (ii) connected to either a toilet, laundry cold water outlets or hot water service for sites less than 200m^2 (iii) connected to one toilet and either the laundry cold water outlets or hot water service for sites of 200m^2 or greater (iv) with a minimum total capacity in accordance with Table 1 (v) where detention is required, includes a 20-25 mm diameter slow release orifice at the bottom of the detention component of the tank (b) incorporates dwelling roof area comprising at least 80% of the site's impervious area Table 1: Rainwater Tank

Site size (m^2)	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

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Procedural Matters (PM) - Referrals

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

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

Urban Tree Canopy Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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.

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 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:

Site size per dwelling (m^2)	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

*refer Table 1 Tree Size

Table 1 Tree Size			
Tree size	Mature height (minimum)	Mature spread (minimum)	Soil area around tree within development site (minimum)
Small	4 m	2m	$10m^2$ and min. dimension of 1.5m
Medium	6 m	4 m	$30m^2$ and min. dimension of 2m
Large	12 m	8m	$60m^2$ and min. dimension of 4m

The discount in Column D of Table 2 discounts the number of 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	$10m^2$ and min.	2 small trees (or 1

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		dimension of 1.5m	medium tree)
6-12m	4-8m	30m^2 and min. dimension of 3m	2 medium trees (or 4 small trees)
>12m	>8m	60m^2 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

Water Resources Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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capable of natural regeneration are fenced off to limit stock access.	
PO 1.5 Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter runoff to: (a) reduce the impacts on native aquatic ecosystems (b) minimise soil loss eroding into the watercourse.	DTS/DPF 1.5 A strip of land 20m or more wide measured from the top of existing banks on each side of the watercourse is free from development, livestock use and revegetated with locally indigenous vegetation.
PO 1.6 Development resulting in the depositing or placing of an object or solid material in a watercourse or lake occurs only where it involves any of the following: (a) the construction of an erosion control structure (b) devices or structures used to extract or regulate water flowing in a watercourse (c) devices used for scientific purposes (d) the rehabilitation of watercourses.	DTS/DPF 1.6 None are applicable.
PO 1.7 Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.	DTS/DPF 1.7 None are applicable.
PO 1.8 Watercourses, floodplains (1% AEP flood extent) and wetlands are protected and enhanced by stabilising watercourse banks and reducing sediments and nutrients entering the watercourse.	DTS/DPF 1.8 None are applicable.
PO 1.9 Dams, water tanks and diversion drains are located and constructed to maintain the quality and quantity of flows required to meet environmental and downstream needs.	DTS/DPF 1.9 None are applicable.

Procedural Matters (PM) - Referrals

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

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

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

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

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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 (c) where they are not flush with a wall: (i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (ii) if attached to a two-storey building: A. has no part located above the finished floor level of the second storey of the building B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m2 per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing structures and infrastructure.	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following: (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	

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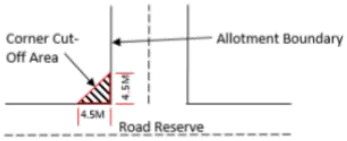
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1 Advertisements contain information 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).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

Desired Outcome (DO)

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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).
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.

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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 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1 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 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.	DTS/DPF 1.2 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.

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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 obstruction to the natural processes of the coastal and marine environment.	DTS/DPF 2.6 None are applicable.
PO 2.7 Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as: (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.	DTS/DPF 2.7 None are applicable.
PO 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.	DTS/DPF 2.8 None are applicable.
PO 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.	DTS/DPF 2.9 None are applicable.
PO 2.10 Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the *National Parks and Wildlife Act 1972*.	DTS/DPF 2.10 Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the *National Parks and Wildlife Act 1972*.
PO 2.11 Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by: (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.	DTS/DPF 2.11 None are applicable.
Navigation and Safety	
PO 3.1 Marine aquaculture sites are suitably marked to maintain navigational safety.	DTS/DPF 3.1 None are applicable.
PO 3.2 Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	DTS/DPF 3.2 None are applicable.

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Environmental Management	
PO 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.	DTS/DPF 4.1 None are applicable.
PO 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.	DTS/DPF 4.2 None are applicable.
PO 4.3 Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	DTS/DPF 4.3 None are applicable.
PO 4.4 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.	DTS/DPF 4.4 None are applicable.

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	
PO 1.1 Beverage production activities are designed and sited to minimise odour impacts on rural amenity.	DTS/DPF 1.1 None are applicable.
PO 1.2 Beverage production activities are designed and sited to minimise noise impacts on sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 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.	DTS/DPF 1.3 None are applicable.
PO 1.4 Breweries are designed to minimise odours emitted during boiling and fermentation stages of production.	DTS/DPF 1.4 Brew kettles are fitted with a vapour condenser.
PO 1.5 Beverage production solid wastes are stored in a manner that minimises odour impacts on sensitive receivers in other ownership.	DTS/DPF 1.5 Solid waste from beverage production is collected and stored in sealed containers and removed from the site within 48 hours.
Water Quality	
PO 2.1 Beverage production wastewater management systems (including wastewater irrigation) are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.1 Wastewater management systems are set back 50m or more from the banks of watercourses and bores.

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PO 2.2 The storage or disposal of chemicals or hazardous substances is undertaken in a manner to prevent pollution of water resources.	DTS/DPF 2.2 None are applicable.
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: (a) waterlogged areas (b) land within 50m of a creek, swamp or domestic or stock water bore (c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined aquifer.	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 Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.	DTS/DPF 1.1 Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers: (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

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	(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 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 *Electricity Act 1996* (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

Design

Assessment Provisions (AP)

Desired Outcome (DO)

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Desired Outcome

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

Performance 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 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 (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 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.

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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 building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as: (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.

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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 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:

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	(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
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 $2m^2$ 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 60m2 (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 (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is

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less:

(i) a total area as determined by the following table:

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

(ii) the amount of existing soft landscaping prior to the development occurring.

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

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	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 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 17.1 Private open space is provided in accordance with Design Table 1 - Private Open Space.
Water Sensitive Design	
PO 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.	DTS/DPF 18.1 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 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 18.2 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 Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.1 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 19.2 Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.2 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 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.	DTS/DPF 19.3 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 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 19.4 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: (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads

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	(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 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 19.5 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 or way is at least 6.2m wide along the boundary of the allotment / site
PO 19.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 19.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.
Design of Transportable Dwellings	
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): (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: **Number of bedrooms** / **Minimum internal floor area** Studio / 35m² 1 bedroom / 50m² 2 bedroom / 65m² 3+ bedrooms / 80m² and any dwelling over 3 bedrooms provides an additional 15m² 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.

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Communal Open Space	
PO 23.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 23.1 None are applicable.
PO 23.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 23.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 23.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 23.3 None are applicable.
PO 23.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 23.4 None are applicable.
PO 23.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 23.5 None are applicable.
Carparking, access and manoeuvrability	
PO 24.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 24.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 24.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 24.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 24.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 24.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (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 Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.	DTS/DPF 24.4 Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.
PO 24.5 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 24.5 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 24.6 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 24.6 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft Landscaping	
PO 25.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 25.1 Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 25.2	DTS/DPF 25.2

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Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

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 residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive	DTS/DPF 29.5 None are applicable.

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and encourage recreational use.	
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 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 32.1 None are applicable.

Table 1 - Private Open Space

Dwelling Type	Minimum Rate

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

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

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 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	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.

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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 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

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	(c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 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 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.

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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 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.

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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.
PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.

Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones
<300 m^2	10 m^2	1.5m	1 small tree / 10 m^2
300-1500 m^2	7% site area	3m	1 medium tree / 30 m^2
>1500 m^2	7% site area	6m	1 large or medium tree / 60 m^2

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

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or established to assist in screening 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.
Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings 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 $2m^2$ 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	DTS/DPF 18.2 None are applicable.

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light intrusion.

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 60m2 (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 (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end) (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table: **Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** / **Minimum percentage of site** <150 / 10% 150-200 / 15% 201-450 / 20% >450 / 25% (ii) the amount of existing soft landscaping prior to the development occurring.
PO 19.2 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.	DTS/DPF 19.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 19.3 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.	DTS/DPF 19.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.

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Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

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: (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 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: (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 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: **Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** / **Minimum percentage of site** <150 / 10% 150-200 / 15% >200-450 / 20% >450 / 25% (b) at least 30% of any land between the primary street boundary and the primary building line.
Car parking, access and manoeuvrability	
PO 23.1	DTS/DPF 23.1

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Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	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.
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: (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site
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.
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:

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	(a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
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): (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
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: (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.	DTS/DPF 28.2 Balconies utilise one or a combination of the following design elements: (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3 Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3 Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4 Dwellings are provided with sufficient space for storage to meet likely occupant needs.	DTS/DPF 28.4 Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5 Light wells: (a) are not used as the primary source of outlook for living rooms (b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms (c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.
PO 28.6	DTS/DPF 28.6

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Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	None are applicable.
PO 28.7 Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7 None are applicable.
Dwelling Configuration	
PO 29.1 Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.	DTS/DPF 29.1 Buildings containing in excess of 10 dwellings provide at least one of each of the following: (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least 50m^2 (c) 2 bedroom dwelling / apartment with a floor area of at least 65m^2 (d) 3+ bedroom dwelling / apartment with a floor area of at least 80m^2, and any dwelling over 3 bedrooms provides an additional 15m^2 for every additional bedroom.
PO 29.2 Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.	DTS/DPF 29.2 None are applicable.
Common Areas	
PO 30.1 The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.	DTS/DPF 30.1 Common corridor or circulation areas: (a) have a minimum ceiling height of 2.7m (b) provide access to no more than 8 dwellings (c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core.
Group Dwellings, Residential Flat Buildings and Battle axe Development	
Amenity	
PO 31.1 Dwellings are of a suitable size to provide a high standard of amenity for occupants.	DTS/DPF 31.1 Dwellings have a minimum internal floor area in accordance with the following table:
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:	DTS/DPF 32.3 None are applicable.

Number of bedrooms	Minimum internal floor area
Studio	35m^2
1 bedroom	50m^2
2 bedroom	65m^2
3+ bedrooms	80m^2 and any dwelling over 3 bedrooms provides an additional 15m^2 for every additional bedroom

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(a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	
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 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 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	DTS/DPF 35.3

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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.	None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	
PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 39.4 None are applicable.
PO 39.5	DTS/DPF 39.5

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Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	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.
Student Accommodation	
PO 41.1 Student accommodation is designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents, including an internal layout and facilities that are designed to provide sufficient space and amenity for the requirements of student life and promote social interaction.	DTS/DPF 41.1 Student accommodation provides: (a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units (b) common or shared facilities to enable a more efficient use of space, including: (i) shared cooking, laundry and external drying facilities (ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space (iii) common storage facilities at the rate of $8m^3$ for every 2 dwellings or students (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 (v) bicycle parking at the rate of one space for every 2 students.
PO 41.2 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.	DTS/DPF 41.2 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 42.1 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.	DTS/DPF 42.1 None are applicable.
PO 42.2	DTS/DPF 42.2

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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.
PO 42.3 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.	DTS/DPF 42.3 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1 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, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 43.1 None are applicable.
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

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

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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.

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 *National Parks and Wildlife Act 1972* and/or *Wilderness Protection Act 1992* 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 *National Parks and Wildlife Act 1972* and/or *Wilderness Protection Act 1992*.
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:

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	(a) are incorporated within all firebreaks (b) are 7m or more wide with a vertical clearance of 4m or more (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 Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.	DTS/DPF 4.1 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	Tower or Pole	Minimum horizontal clearance distance between plantings and transmission lines
500 kV	Tower	38m
275 kV	Tower	25m
132 kV	Tower	30m
132 kV	Pole	20m
66 kV	Pole	20m
Less than 66 kV	Pole	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.
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	DTS/DPF 2.1 Building height (excluding garages, carports and outbuildings) does not exceed 3 building

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transport, centres and/or open space.	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 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): (a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height (b) do not: (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary (iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.
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: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours.	DTS/DPF 6.1 Other than walls located on a side boundary, buildings are set back from side boundaries: (a) at least 900mm where the wall height is up to 3m (b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m (c) at least 1.9m plus 1/3 of the wall height above 3m for walls facing a southern side boundary.
Rear Boundary Setback	
PO 7.1 Buildings 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 7.1 Dwellings are set back from the rear boundary: (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.
Buildings elevation design	
PO 8.1 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.	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: (a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building elevation (c) a balcony projects from the building elevation (d) a verandah projects at least 1m from the building elevation (e) eaves of a minimum 400mm width extend along the width of the front elevation

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Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

	(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 building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 8.2 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 8.2 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 $2m^2$ facing the primary street
PO 8.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 8.3 None are applicable.
PO 8.4 Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.	DTS/DPF 8.4 None are applicable.
PO 8.5 Entrances to multi-storey buildings are: (a) oriented towards the street (b) visible and easily identifiable from the street (c) designed to include a common mail box structure.	DTS/DPF 8.5 None are applicable.
Outlook and amenity	
PO 9.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	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.
PO 9.2 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 9.2 None are applicable.
Private Open Space	
PO 10.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 10.1 Private open space is provided in accordance with the following table:

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level)		Total area: $24m^2$ located behind the building line Minimum adjacent to a living room: $16m^2$ with a minimum dimension 3m
Dwelling (above ground level)	Studio	$4m^2$ / minimum dimension 1.8m
	One bedroom dwelling	$8m^2$ / minimum dimension 2.1m
	Two bedroom dwelling	$11m^2$ / minimum dimension 2.4m
	Three + bedroom dwelling	15 m^2 / 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.

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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
Landscaping	
PO 12.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 12.1 Residential development incorporates pervious areas for 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: Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2) — Minimum percentage of site <150 — 10% <200 — 15% 200-450 — 20% >450 — 25% (b) at least 30% of land between the road boundary and the building line.
Water Sensitive Design	
PO 13.1 Residential development is designed to capture and use stormwater to: (a) maximise efficient use of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage runoff quality to maintain, as close as practical, pre-development conditions.	DTS/DPF 13.1 None are applicable.
Car Parking	
PO 14.1 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.	DTS/DPF 14.1 On-site car parking is provided at the following rates per dwelling: (a) 2 or fewer bedrooms - 1 car parking space (b) 3 or more bedrooms - 2 car parking spaces.
PO 14.2 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.2 Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area): (a) single parking spaces: (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space.

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PO 14.3 Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.3 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 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 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.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	
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: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space).; and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (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.	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): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 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: (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 (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site.
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: 1. minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) 2. Minimum car park length of 5.4m where a vehicle can enter or exit a space directly 3. minimum car park length of 6m for an intermediate space located between two other parking spaces.
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: (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.
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: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
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: (a) excavation exceeding a vertical height of 1m or (b) filling exceeding a vertical height of 1m or (c) a total combined excavation and filling vertical height exceeding 2m.
Service connections and infrastructure	
PO 20.1 Dwellings are provided with appropriate service connections and infrastructure.	DTS/DPF 20.1 The site and building: (a) have the ability to be connected to a permanent potable water supply (b) have the ability to be connected to a sewerage system, or a wastewater system approved under the *South Australian Public Health Act 2011* (c) have the ability to be connected to electricity supply (d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes (e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the *Electricity Act 1996*.
Site contamination	
PO 21.1 Land that is suitable for sensitive land uses to provide a safe environment.	DTS/DPF 21.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination does not exist (as demonstrated in a site contamination declaration form) (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: (i) a site contamination audit report has been prepared under Part 10A of the

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	Environment Protection Act 1993 in relation to the land within the previous 5 years which states that A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or 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) and (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).

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	
PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1 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: (a) utilising features of the natural landscape to obscure views where practicable (b) siting development below ridgelines where practicable (c) avoiding visually sensitive and significant landscapes (d) using materials and finishes with low-reflectivity and colours that complement the surroundings (e) using existing vegetation to screen buildings (f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.	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.

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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 Electricity infrastructure is located to minimise visual impacts through techniques including: (a) siting utilities and services: (i) on areas already cleared of native vegetation (ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity (b) grouping utility buildings and structures with non-residential development, where practicable.	DTS/DPF 5.1 None are applicable.
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: (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following: (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 (c) using materials and finishes that complement the environment (d) screening using landscaping and vegetation, particularly for equipment shelters and huts.	DTS/DPF 6.3 None are applicable.
Renewable Energy Facilities	
PO 7.1	DTS/DPF 7.1

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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.	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: (a) set back at least 2000m from the base of a turbine to any of the following zones: (i) Rural Settlement Zone (ii) Township Zone (iii) Rural Living Zone (iv) Rural Neighbourhood Zone with an additional 10m setback per additional metre over 150m overall turbine height (measured from the base of the turbine). (b) set back at least 1500m from the base of the turbine to non-associated (non-stakeholder) dwellings and tourist accommodation
PO 8.2 The visual impact of wind turbine generators on natural landscapes is managed by: (a) designing wind turbine generators to be uniform in colour, size and shape (b) coordinating blade rotation and direction (c) mounting wind turbine generators on tubular towers as opposed to lattice towers.	DTS/DPF 8.2 None are applicable.
PO 8.3 Wind turbine generators and ancillary development minimise potential for bird and bat strike.	DTS/DPF 8.3 None are applicable.
PO 8.4 Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.	DTS/DPF 8.4 No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.
PO 8.5 Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.	DTS/DPF 8.5 None are applicable.
Renewable Energy Facilities (Solar Power)	
PO 9.1 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.	DTS/DPF 9.1 None are applicable.
PO 9.2 Ground mounted solar power facilities allow for movement of wildlife by: (a) incorporating wildlife corridors and habitat refuges (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.	DTS/DPF 9.2 None are applicable.
PO 9.3 Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.	DTS/DPF 9.3 Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following criteria:

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[1]
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

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	Notes: 1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones.
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: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.
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.
Temporary Facilities	
PO 13.1 In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste, makes provision for a temporary on-site waste storage enclosure to minimise the incidence of wind-blown litter.	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.
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.

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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 Storage of manure, used litter and other wastes (other than waste water lagoons) is sited, designed, constructed and managed to: (a) avoid attracting and harbouring vermin (b) avoid polluting water resources (c) be located outside 1% AEP flood event areas.	DTS/DPF 2.1 None are applicable.
Soil and Water Protection	
PO 3.1 To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are appropriately set back from: (a) public water supply reservoirs (b) major watercourses (third order or higher stream) (c) any other watercourse, bore or well used for domestic or stock water supplies.	DTS/DPF 3.1 Intensive animal husbandry operations are set back: (a) 800m or more from a public water supply reservoir (b) 200m or more from a major watercourse (third order or higher stream) (c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.
PO 3.2 Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that: (a) have sufficient capacity to hold effluent and runoff from the operations on site	DTS/DPF 3.2 None are applicable.

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(b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.	

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 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.
Hours of Operation	
PO 2.1 Non-residential development does not unreasonably impact the 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.	DTS/DPF 2.1 Development operating within the following hours: **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	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 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.
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:	DTS/DPF 3.2 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

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a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer 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: **Assessment location** / **Music noise level** Externally at the nearest existing or envisaged noise sensitive location / Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)

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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 (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.
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 (b) 300m or more, where it involves the handling of agricultural crop products, rock,

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	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 *Mining Act 1971*.

Land Division

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Land division: (a) creates allotments with the appropriate dimensions and shape for their intended use (b) allows efficient provision of new infrastructure and the optimum use of underutilised infrastructure (c) integrates and allocates adequate and suitable land for the preservation of site features of value, including significant vegetation, watercourses, water bodies and other environmental features (d) facilitates solar access through allotment orientation (e) creates a compact urban form that supports active travel, walkability and the use of public transport (f) avoids areas of high natural hazard risk.

Performance 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 Land division creates allotments suitable for their intended use.	DTS/DPF 1.1 Division of land satisfies (a) or (b): (a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the *Development Act 1993* or *Planning, Development and Infrastructure Act 2016* 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	DTS/DPF 2.1

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Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	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.
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	DTS/DPF 3.11

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Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	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: (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 or (b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.
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)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1 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.	DTS/DPF 7.1 None are applicable.
PO 7.2 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.	DTS/DPF 7.2 None are applicable.
Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	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.
PO 8.3 Battle-axe allotments and/or common land are of a suitable size and dimension to allow	DTS/DPF 8.3 Battle-axe development allows a B85 passenger vehicle to enter and exit parking spaces in

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passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	no more than a three-point turn manoeuvre.
PO 8.4 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	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).
Major Land Division (20+ Allotments)	
Open Space	
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.
PO 9.2 Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	DTS/DPF 9.2 None are applicable.
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.
Water Sensitive Design	
PO 10.1 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.	DTS/DPF 10.1 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 Commercial shipping lanes are not impaired by marinas and on-water structures.	DTS/DPF 1.4 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.

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PO 2.2 Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	DTS/DPF 2.2 None are applicable.
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.
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	DTS/DPF 8.1

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Open space and recreation facilities provide for the planting and retention of large trees and vegetation.	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 underserviced 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.

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.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land 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)

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
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (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) (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: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that- A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or 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

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	undertaking that the remediation works will be implemented in association with the development) and (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).

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)

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	DTS/DPF 3.1

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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).	None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through: (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	DTS/DPF 3.4 None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

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.

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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 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for	DTS/DPF 4.1 None are applicable.

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people with a disability.	
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 entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.

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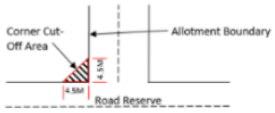
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

The following parking rates apply and if located in an area where a lawfully established carparking fund operates, the number of spaces is reduced by an amount equal to the number of spaces offset by contribution to the fund.

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. 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	welling 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)	welling 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.

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	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 1 space per 100m2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	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	

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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 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.		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	5 spaces per 100m2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	6 spaces per 100m2 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

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

[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

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	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 200m2 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 200m2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m2 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 300m2 of gross leasable floor area plus 1 space for every 600m2 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 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	Metropolitan Adelaide

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)

Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

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 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3 None are applicable.
PO 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.	DTS/DPF 3.4 None are applicable.
Access	
PO 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.	DTS/DPF 4.1 None are applicable.
PO 4.2 Suitable access for emergency vehicles is provided to and within waste treatment or management sites.	DTS/DPF 4.2 None are applicable.
Fencing and Security	
PO 5.1 Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.	DTS/DPF 5.1 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 Landfill gas emissions are managed in an environmentally acceptable manner.	DTS/DPF 6.1 None are applicable.

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PO 6.2 Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 6.2 Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.
PO 6.3 Landfill facilities are located on land that is not subject to land slip.	DTS/DPF 6.3 None are applicable.
PO 6.4 Landfill facilities are separated from areas subject to flooding.	DTS/DPF 6.4 Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Organic Waste Processing Facilities	
PO 7.1 Organic waste processing facilities are separated from the coast to avoid potential environment harm.	DTS/DPF 7.1 Organic waste processing facilities are set back 500m or more from the coastal high water mark.
PO 7.2 Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	DTS/DPF 7.2 None are applicable.
PO 7.3 Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 7.3 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 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to flooding.	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2 Artificial wetland systems for the storage of treated wastewater are designed and sited to minimise potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 8.2 None are applicable.

Workers' accommodation and Settlements

Assessment Provisions (AP)

Desired Outcome (DO)

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.

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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

Playford

Concept Plan 81 Edinburgh Defence Airfield Lighting Constraints

Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code



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

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Address:

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Property Zoning Details

Zone

Hills Neighbourhood

Overlay

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

Affordable Housing

Building Near Airfields

Defence Aviation Area *(All structures over 45 metres)*

Future Local Road Widening

Hazards (Bushfire - Urban Interface)

Prescribed Wells Area

Regulated and Significant Tree

Stormwater Management

Urban Tree Canopy

Zone

Zone

Hills Neighbourhood

Overlay

Water Resources

Local Variation (TNV)

Maximum Building Height (Metres) *(Maximum building height is 9m)*

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

Maximum Building Height (Levels) *(Maximum building height is 2 levels)*

Gradient Minimum Frontage (Detached) *(Minimum frontage for detached dwellings where the site gradient is less than 1-in-8 is 15m; 1-in-8 to 1-in-4 is 15m; greater than 1-in-4 is 15m)*

Gradient Minimum Frontage (Semi-detached) *(Minimum frontage for semi-detached dwellings where the site gradient is less than 1-in-8 is 15m; 1-in-8 to 1-in-4 is 15m; greater than 1-in-4 is 15m)*

Gradient Minimum Site Area (Detached) *(Minimum site area for detached dwellings where the site gradient is less than 1-in-8 is 650sqm; 1-in-8 to 1-in-4 is 1200sqm; greater than 1-in-4 is 1200sqm)*

Gradient Minimum Site Area (Semi-detached) *(Minimum site area for semi-detached dwellings where the site gradient is less than 1-in-8 is 650sqm; 1-in-8 to 1-in-4 is 1200sqm; greater than 1-in-4 is 1200sqm)*

Minimum Future Local Road Widening Setback *(Minimum future local road widening setback is 10.5m)*

Selected Development(s)

Retaining wall

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

Retaining wall - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Hills Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development provides a complementary transition to adjacent natural and rural landscapes. Low density housing minimises disturbance to natural landforms and existing vegetation to mitigate the visible extent of buildings, earthworks and retaining walls.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Earthworks and retaining	
PO 11.3 Retaining walls are stepped series of low walls constructed of dark, natural coloured materials and screened by landscaping.	DTS/DPF 11.3 Retaining walls: (a) do not retain more than 1.5m in height or (b) where more than 1.5m is to be retained in total, are stepped in a series of low walls each not exceeding 1m in height and separated by at least 700mm.

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.

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2. All development undertaken by: (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (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.	Except development involving any of the following: 1. residential flat building(s) of 3 or more building levels 2. the demolition of a State or Local Heritage Place 3. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) ancillary accommodation (c) building work on railway land (d) carport (e) deck (f) dwelling (g) dwelling addition (h) fence (i) outbuilding (j) pergola (k) private bushfire shelter (l) residential flat building (m) shade sail (n) solar photovoltaic panels (roof mounted) (o) swimming poor or spa pool (p) verandah (q) water tank.	Except development that: 1. exceeds the maximum building height specified in Hills Neighbourhood Zone DTS/DPF 4.1 or 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: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that: 1. exceeds the maximum building height specified in Hills Neighbourhood Zone DTS/DPF 4.1 or 2. does not satisfy any Hills Neighbourhood Zone DTS/DPF 1.2 or 3. 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: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).

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5. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) recreation area (d) replacement building (e) temporary accommodation in an area affected by bushfire (f) tree damaging activity.	None specified.
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
7. Retaining wall.	Except retaining wall that does not satisfy Hills Neighbourhood Zone DTS/DPF 11.3.

Placement of Notices - Exemptions for Performance Assessed Development
None specified.

Placement of Notices - Exemptions for Restricted Development
None specified.

Part 3 - Overlays

Water Resources Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Catchment	
PO 1.1 Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.	DTS/DPF 1.1 None are applicable.
PO 1.5 Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter runoff to: (a) reduce the impacts on native aquatic ecosystems (b) minimise soil loss eroding into the watercourse.	DTS/DPF 1.5 A strip of land 20m or more wide measured from the top of existing banks on each side of the watercourse is free from development, livestock use and revegetated with locally indigenous vegetation.
PO 1.7 Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.	DTS/DPF 1.7 None are applicable.
PO 1.8 Watercourses, floodplains (1% AEP flood extent) and wetlands are protected and enhanced by stabilising watercourse banks and reducing sediments and nutrients entering the watercourse.	DTS/DPF 1.8 None are applicable.

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

Design in Urban Areas

Assessment Provisions (AP)

Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

Desired Outcome (DO)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.

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Address:

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



Property Zoning Details

Zone

Hills Neighbourhood

Overlay

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

Affordable Housing

Building Near Airfields

Defence Aviation Area *(All structures over 45 metres)*

Future Local Road Widening

Hazards (Bushfire - Urban Interface)

Prescribed Wells Area

Regulated and Significant Tree

Stormwater Management

Urban Tree Canopy

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Zone

Zone

Hills Neighbourhood

Overlay

Water Resources

Local Variation (TNV)

Maximum Building Height (Metres) *(Maximum building height is 9m)*

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

Maximum Building Height (Levels) *(Maximum building height is 2 levels)*

Gradient Minimum Frontage (Detached) *(Minimum frontage for detached dwellings where the site gradient is less than 1-in-8 is 15m; 1-in-8 to 1-in-4 is 15m; greater than 1-in-4 is 15m)*

Gradient Minimum Frontage (Semi-detached) *(Minimum frontage for semi-detached dwellings where the site gradient is less than 1-in-8 is 15m; 1-in-8 to 1-in-4 is 15m; greater than 1-in-4 is 15m)*

Gradient Minimum Site Area (Detached) *(Minimum site area for detached dwellings where the site gradient is less than 1-in-8 is 650sqm; 1-in-8 to 1-in-4 is 1200sqm; greater than 1-in-4 is 1200sqm)*

Gradient Minimum Site Area (Semi-detached) *(Minimum site area for semi-detached dwellings where the site gradient is less than 1-in-8 is 650sqm; 1-in-8 to 1-in-4 is 1200sqm; greater than 1-in-4 is 1200sqm)*

Minimum Future Local Road Widening Setback *(Minimum future local road widening setback is 10.5m)*

Selected Development(s)

Fence

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

Fence - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Hills Neighbourhood Zone

Assessment Provisions (AP)

Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

Desired Outcome (DO)

Desired Outcome	
DO 1	Development provides a complementary transition to adjacent natural and rural landscapes. Low density housing minimises disturbance to natural landforms and existing vegetation to mitigate the visible extent of buildings, earthworks and retaining walls.

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: (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (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.	Except development involving any of the following: 1. residential flat building(s) of 3 or more building levels 2. the demolition of a State or Local Heritage Place 3. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) ancillary accommodation (c) building work on railway land (d) carport (e) deck	Except development that: 1. exceeds the maximum building height specified in Hills Neighbourhood Zone DTS/DPF 4.1 or 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

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(f) dwelling (g) dwelling addition (h) fence (i) outbuilding (j) pergola (k) private bushfire shelter (l) residential flat building (m) shade sail (n) solar photovoltaic panels (roof mounted) (o) swimming poor or spa pool (p) verandah (q) water tank.	an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that: 1. exceeds the maximum building height specified in Hills Neighbourhood Zone DTS/DPF 4.1 or 2. does not satisfy any Hills Neighbourhood Zone DTS/DPF 1.2 or 3. 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: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
5. Any development involving any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) recreation area (d) replacement building (e) temporary accommodation in an area affected by bushfire (f) tree damaging activity.	None specified.
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

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7. Retaining wall.	Except retaining wall that does not satisfy Hills Neighbourhood Zone DTS/DPF 11.3.

Placement of Notices - Exemptions for Performance Assessed Development

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.

Procedural Matters (PM) - Referrals

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

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Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

Infrastructure (General) Regulations 2017.

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

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 *Defence Aviation Area Overlay*.

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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Water Resources Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Catchment	
PO 1.1 Watercourses and their beds, banks, wetlands and floodplains (1% AEP flood extent) are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.	DTS/DPF 1.1 None are applicable.
PO 1.4 Watercourses, areas of remnant native vegetation, or areas prone to erosion that are capable of natural regeneration are fenced off to limit stock access.	DTS/DPF 1.4 None are applicable.
PO 1.7 Watercourses, floodplains (1% AEP flood extent) and wetlands protected and enhanced by retaining and protecting existing native vegetation.	DTS/DPF 1.7 None are applicable.

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)

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 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 *Electricity Act 1996* (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)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
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.

Item 8.1.2 - Attachment 4 - Extract of Planning and Design Code

INFORMATION ONLY
ITEM 8.2.1

COUNCIL ASSESSMENT PANEL

DATE 23 May 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:

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

This appeal has been adjourned at the request of the appellant and is currently relisted before the Court for 22 May 2023.

Background

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 applicant has requested an 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 also been lodged against this decision.

Applicant Appeal to Environment, Resources and Development Court, Tony Maiello (N43 Pty Ltd) v City of Salisbury (ERD-23-000022) - Development Application 22031953

This appeal has been adjourned at the request of the appellant and is currently relisted before the Court for 30 June 2023.

Background

The Applicant has appealed against the decision of the Panel to affirm the decision of the Assessment Manager to refuse the development application 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'* at Unit 1-2, 30 Shepherdson Road, Parafield Gardens, SA 5107. The applicant requested that this matter be adjourned to enable the submission of a revised proposal.