



AGENDA

FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON

20 NOVEMBER 2023 AT 6.30 PM

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

MEMBERS

Deputy Mayor, Cr C Buchanan (Chairman)
Mayor G Aldridge
Cr B Brug
Cr L Brug
Cr J Chewparsad
Cr A Graham
Cr K Grenfell
Cr D Hood
Cr P Jensen (Deputy Chairman)
Cr M Mazzeo
Cr S McKell
Cr S Ouk
Cr S Reardon

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
Deputy Chief Executive Officer, Mr C Mansueto
General Manager City Infrastructure, Mr J Devine
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco
Team Leader Council Governance, Ms J O'Keefe-Craig
Governance Support Officer, Ms K Boyd

APOLOGIES

LEAVE OF ABSENCE

Leave of absence for this meeting was previously granted to Cr K Grenfell.

PRESENTATION OF MINUTES

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 16 October 2023.

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Administration

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QUESTIONS ON NOTICE

There are no Questions on Notice.

MOTIONS ON NOTICE

There are no Motions on Notice

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

CLOSE



**MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN LITTLE
PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB,
34 CHURCH STREET, SALISBURY ON**

16 OCTOBER 2023

MEMBERS PRESENT

Deputy Mayor, Cr C Buchanan (Chairman)
Mayor G Aldridge
Cr B Brug
Cr L Brug
Cr J Chewparsad
Cr A Graham
Cr K Grenfell
Cr D Hood
Cr P Jensen (Deputy Chairman)
Cr M Mazzeo
Cr S McKell
Cr S Ouk
Cr S Reardon

STAFF

Chief Executive Officer, Mr J Harry
General Manager Business Excellence, Mr C Mansueto
A/General Manager City Infrastructure, Mr M Purdie
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco
Team Leader Council Governance, Ms J O'Keefe-Craig
Governance Support Officer, Ms K Boyd
Team Leader Strategic Urban Planning, Ms S Jenkin
Assessment Manager, Mr C Zafiropoulos
Manager Infrastructure Delivery, Mr J Collins

The meeting commenced at 6.31 pm.

The Chairman welcomed the Elected Members, members of the public and staff to the meeting.

APOLOGIES

Nil.

LEAVE OF ABSENCE

Nil.

PRESENTATION OF MINUTES

Moved Cr A Graham
Seconded Cr K Grenfell

The Minutes of the Policy and Planning Committee Meeting held on 18 September 2023, be taken as read and confirmed.

CARRIED

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee

Moved Cr P Jensen
Seconded Cr L Brug

That Council:

1. Notes the report.

CARRIED

1.0.2 Recommendations of the Intercultural Strategy and Partnerships Sub Committee meeting held on Monday 9 October 2023

Moved Cr C Buchanan
Seconded Mayor G Aldridge

That Council:

1. Receives and notes the information contained in the Intercultural Strategy and Partnerships Sub Committee Minutes of the meeting held on 9 October 2023 and that the following recommendations contained therein be adopted by Council:

CARRIED

ISPS1 Intercultural Bridge Signage

Pursuant to section 75(1)(i) of the Local Government Act 1999, Cr P Jensen declared a material conflict of interest on the basis of his employment. Cr P Jensen advised that he would manage the conflict by leaving the meeting. Cr P Jensen left the meeting at 6:32 pm.

Cr L Brug left the meeting at 6:35 pm.

Moved Cr C Buchanan
 Seconded Mayor G Aldridge

That Council:

1. Approves amended text for bridge signage to display on the Main North Road Footbridge to read ‘An Intercultural and Inclusive City’ rather than the previously approved text ‘The City of Salisbury is an intercultural city that welcomes and celebrates cultural diversity’.
2. Approves Option D as the preferred option as outlined in the report (Item ISPS1, Intercultural Strategy and Partnerships Sub Committee, 9 October 2023).
3. Approves similar messaging to be displayed on all the digital signage screens, including the large digital screen at the Salisbury Community Hub.
4. Notes progress on the intercultural bridge signage project for the Main North Road Footbridge to promote City of Salisbury as an Intercultural and Welcoming City, as included in this report (Item ISPS1, Intercultural Strategy and Partnerships Sub Committee, 9 October 2023).

CARRIED
 UNANIMOUSLY

Cr P Jensen returned to the meeting at 6:36 pm.
Cr L Brug returned to the meeting at 6:36 pm.

1.1.1 Greater Adelaide Regional Plan Discussion Paper

Cr P Jensen left the meeting at 6:39 pm.
Cr P Jensen returned to the meeting at 6:42 pm.

Moved Cr C Buchanan
 Seconded Mayor G Aldridge

That Council:

1. Approves Administration’s draft submission to the State Planning Commission on the Greater Adelaide Regional Plan Discussion Paper contained in Attachment 3 (Item No. 1.1.1, Policy and Planning Committee, 16 October 2023).

-
2. Approves Administration's joint letter with the City of Playford to the State Planning Commission on the Greater Adelaide Regional Plan Discussion Paper contained in Attachment 4 (Item No. 1.1.1, Policy and Planning Committee, 16 October 2023).
 3. Delegates to the Mayor, Deputy Mayor and CEO to make further amendments as deemed required.

CARRIED
UNANIMOUSLY

QUESTIONS ON NOTICE

There were no Questions on Notice.

MOTIONS ON NOTICE

There were no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

There were no Other Business items.

ORDERS TO EXCLUDE THE PUBLIC

1.4.1 Code Amendment Update

Moved Cr K Grenfell
Seconded Cr S Reardon

Pursuant to section 90(2) and (3)(d)(i) and (j)(i) and (m) of the *Local Government Act 1999* the Policy and Planning Committee orders that, this matter is to be considered in confidence on grounds that:

1. *Pursuant to Section 90(2) and (3)(d) and (j) and (m) of the Local Government Act 1999, the principle that the meeting should be conducted in a place open to the public has been outweighed in relation to this matter because:*
 - *it relates to commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and*
 - *information the disclosure of which would divulge information provided on a confidential basis by or to a Minister of the Crown, or another public authority or official (not being an employee of the Council, or a person engaged by the Council); and*
 - *information relating to a proposed amendment to a Development Plan under the Development Act 1993 before a Plan Amendment Report relating to the amendment is released for public consultation under that Act.*

-
2. *In weighing up the factors related to disclosure,*
 - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*
 - *The attachment contains rezoning proposals that have yet to be endorsed and therefore should not be made public.*

*On that basis the public's interest is best served by not disclosing the **Code Amendment Update** item and discussion at this point in time.*
 3. *Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, (Chief Executive Officer, General Manager Business Excellence, A/General Manager City Infrastructure, General Manager Community Development, General Manager City Development, Manager Governance, Team Leader Council Governance, Governance Support Officer, Team Leader Strategic Urban Planning, Assessment Manager and Manager Infrastructure Delivery) be excluded from attendance at the meeting for this Agenda Item.*

CARRIED

The meeting moved into confidence at 6.54 pm.

The meeting moved out of confidence and closed at 7.04 pm.

CHAIRMAN.....

DATE.....

ITEM	1.0.1
	POLICY AND PLANNING COMMITTEE
DATE	20 November 2023
HEADING	Future Reports for the Policy and Planning Committee
AUTHOR	Michelle Whibley, PA to General Manager, City Development
CITY PLAN LINKS	4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	This item details reports to be presented to the Policy and Planning Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

RECOMMENDATIONThat Council:

1. Notes the report.

ATTACHMENTS

There are no attachments to this report.

1. **BACKGROUND**

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

2. **REPORT**

- 3.1 The table below outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution.

Meeting Item	- Heading and Resolution	Officer
25/07/2022 US-MON1	District Level Playground for Amsterdam Reserve 2. Requests Administration to provide the draft Master Plan and associated costings to the Policy and Planning Committee meeting in six months' time.	Jamie Hosking
Due:	November 2023	
Revised:	May 2024	
Reason:	Due to extended time waiting for a response from Thomas More College.	

19/12/2022 MON4	Motion on Notice: Behavioural Standards 3. Approves the establishment of a working group consisting of the Mayor, Deputy Mayor Cr Buchanan, Cr B Brug, the CEO and the Manager Governance to prepare recommendations to the Policy and Planning Committee for consideration on Behavioural Management Policy and Support Policy, with input from Norman Waterhouse Lawyers. Due: February 2024	Rudi Deco
28/08/2023 CNL-MON1	Motion on Notice: Major Events Waste Recycling 4. Requests the Administration to present a report to the Policy and Planning Committee on event waste management. Due: October 2023 Revised: December 2023 Reason: Additional time required to consider options and impacts and develop the report.	Amy Pokoney-Cramey
23/10/2023 OB1	Review of Council's Disability Access Inclusion Network 1. Requests the Administration to bring back a report to the Policy and Planning Committee reviewing Council's Disability Access Inclusion Network (DAIN). 2. The review to include exploring opportunities how we can increase the frequency and types of projects that Council consults on, encouraging more participation in DAIN. 3. Requests staff to invite Mr Damien Porter to join DAIN. Due: April 2024	Vesna Haracic

4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Policy and Planning Committee have been reviewed and are presented to Council for noting.

ITEM	1.1.1 POLICY AND PLANNING COMMITTEE
DATE	20 November 2023
HEADING	Design Standard - Residential Driveway Crossovers
AUTHOR	Chris Zafirooulos, Assessment Manager, City Development
CITY PLAN LINKS	1.1 Our City is attractive and well maintained 4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	The State Planning Commission has released a Design Standard for Residential Driveway Crossovers for consultation. The intent of the Design standard is to standardise residential driveway construction requirements. The Design Standard could be a beneficial instrument in the planning system. The draft that has been released for consultation is not considered to have sufficiently considered all relevant matters and it is recommended that Council endorse the submission to the Commission seeking amendments.

RECOMMENDATION

That Council:

1. Endorses the submission to the State Planning Commission on the Design Standard for Residential Driveway Crossovers that is provided in Attachment 1, (Item No. 1.1.1, Policy and Planning Committee, 20 November 2023).

ATTACHMENTS

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

1. Submission to State Planning Commission on the Design Standard for Residential Driveway Crossovers [↓](#)
2. Residential Driveways Crossover Design Standard [↓](#)

1. BACKGROUND

- 1.1 The State Planning Commission has released a Design Standard for Residential Driveway Crossovers for consultation. Council staff participated in a technical working group that lead to the development of the Design Standard.
- 1.2 A Design Standard set outs requirements that relate to the public realm or infrastructure with the purpose of setting out how infrastructure is built. In this case, the Design Standard will apply to residential driveways.
- 1.3 The effect of the Design Standard is that Council approval will not be required for a driveway for a dwelling, if the driveway is designed in accordance with the Design Standard. The approval may be granted by an Accredited Professional (Private Certifier) as part of a development application.
- 1.4 Council has been provided to 30 November 2023 to submit comments on the draft Design Standard.

2. DISCUSSION

- 2.1 The Design Standard is largely a technical document that is intended to assist the development approval process with standardised requirements. A Design Standard is a new instrument under the *Planning, Development and Infrastructure Act 2016*. This is the first Design Standard to be created by the State Planning Commission.
- 2.2 Information on the Design Standard is published on the *PlanSA/Have your say/Code amendments* page. A copy of the Design Standard is provided in Attachment 2.
- 2.3 A well-considered Design Standard could be a beneficial instrument in providing a consistent set of requirements for driveways, provided Council's key requirements are included. A review of the Design Standard has revealed that a number of Council's key requirements for driveways are included in the document. There are however some additional key considerations that are currently omitted and it is recommended that the Commission is requested to give consideration to these matters, together with a number of technical and editorial amendments. The draft submission on the Design Standard is provided in Attachment 1.
- 2.4 There are key matters that are not considered to be adequately addressed are discussed below for Council's consideration.

Council's ability to manage the public realm

- 2.5 The Design Standard does not address technical construction requirements (for example such as pavement material). These are detailed construction requirements for driveways and footpaths that Council currently includes in the development approval process that ensures continuity in the public realm. This is a significant omission. Councils should be provided the opportunity to add these requirements to any development approval to ensure the construction materials of footpaths and driveways are appropriate with what is established within the street for continuity, and that it is also durable for the public realm.
- 2.6 The information released with the Design Standard does not discuss or provide guidance on ensuring the works are completed in accordance with the standard. This is critically important as the Design Standard should consider the process up to and including construction, as retroactively fixing errors is costly for both councils and the home owners. It is also unclear how public liability insurance will be addressed in this new process.

Role of Accredited Professionals / Deemed to Satisfy Development Applications

- 2.7 Some engineering considerations cannot be adequately assessed by non-engineers. There are some aspects of the assessment that do not fit adequately within this Design Standard – which is intended to be a quantifiable (tick the box) assessment process. The specific clauses that this concern relates to is Design Requirement 5.6 (drainage requirements) and TD-F (flood protection elements).

- 2.8 There should be no variations permitted to the requirements of the Design Standard for Deemed-to-Satisfy (tick the box assessment) development applications. While the stated intent in the Design Standard is that there is no discretion for minor variations in the assessment process, there would be some scope for minor variation where an assessment is linked to the Planning & Design Code. Variations are not supported, given the Design Standard is of a technical nature and directly affects public areas. Typically, the expertise of a civil engineer is employed for any such dispensations and this should only be permitted for performance assessed developments (which cannot be assessed by private certifiers) where such advice is required.
- 2.9 The Design Standard proposes that where a proposal does not comply with the Design Standard, the CEO will be consulted. It is not apparent however that the Accredited Professional is compelled to apply the advice from the CEO. As discussed above, variations are not supported for Deemed-to-Satisfy (tick the box assessment) development applications.

Relative Complexity of Design Standard

- 2.10 The Design Standard is complicated, containing some 19 principles / 38 Requirements / 9 technical drawings. It is recommended that the Design Standard undergo road testing to determine its workability. While this is largely an issue for practitioners, a complicated standard increases the risk of errors and therefore the role of Council in compliance.
- 2.11 Financial Overview At this time, the Design Standard is not expected to have significant resource implications, provided the State Planning Commission makes changes to the Design Standard as proposed in this report. The risk to Council could be where owners are not provided Council's specifications for driveways (discussed in paragraph 2.5 & 2.6 above) and therefore Council staff are required to seek rectifications works by the owner. This will be costly for both Council and land owners.

3. CONCLUSION

- 3.1 The Design Standard could be a beneficial instrument in the planning system. The draft that has been released for consultation is not considered to have sufficiently considered all relevant matters and it is recommended that Council endorse the draft submission provided in Attachment 2.



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..... November 2023

Contact: Chris Zafiropoulos
Telephone: 08 8406 8279

Mr M Henderson
Senior Planning Officer
Planning and Land Use Services

PlanSA@sa.gov.au

Dear Mr Henderson

Re: Submission - Residential Driveways Design Standard

Thank you for the opportunity to provide a submission on the draft Residential Driveway Crossovers Design Standard.

It is acknowledged that Council staff participated in a working group that informed the development of the draft Design Standard. A well-considered Design Standard could be a beneficial instrument in providing a consistent set of requirements for driveways.

A review of the Design Standard has revealed that a number of Council's key requirements for driveways are included in the document. There are however some additional key considerations that are currently omitted and the Commission is requested to give further consideration to these matters. These matters are discussed below, together with a number of technical and editorial amendments provided in Attachment A.

Council's ability to manage the public realm

The Design Standard does not address technical construction requirements (for example pavement material). These are detailed construction requirements for driveways and footpaths that Council currently includes in the development approval process that ensures continuity in the public realm. This is a significant omission. Councils should be provided the opportunity to add these requirements to any development approval to ensure the construction materials of footpaths and driveways are appropriate with what is established within the street for continuity, and that it is also durable for the public realm.

The information released with the Design Standard does not discuss or provide guidance on ensuring the works are completed in accordance with the standard. This is critically important as the Design Standard should consider the process up to and including construction, as retroactively fixing errors is costly for both councils and the home owners. It is also unclear how public liability insurance will be addressed in this new process.

Role of Accredited Professionals / Deemed to Satisfy Development Applications

Some engineering considerations cannot be adequately assessed by non-engineers. There are some aspects of the assessment that do not fit adequately within this Design Standard – which is intended to be a quantifiable (tick the box) assessment process. The specific clauses that this concern relates to are Design Requirement 5.6 (drainage requirements) and TD-F (flood protection elements).

There should be no variations permitted to the requirements of the Design Standard for Deemed-to-Satisfy (tick the box assessment) development applications. While the stated intent in the Design Standard is that there is no discretion for minor variations in the assessment process, there would be some scope for minor variation where an assessment is linked to the Planning & Design Code. Variations are not supported, given the Design Standard is technical in nature and directly affects public areas. Typically, the expertise of a civil engineer is employed for any such dispensations and this should only be permitted for performance assessed developments (which cannot be assessed by private certifiers) where such advice is required.

The Design Standard proposes that where a proposal does not comply with the Design Standard, the CEO of Council will be consulted. It is not apparent however that the Accredited Professional is compelled to apply the advice from the CEO. As discussed above, variations are not supported for Deemed-to-Satisfy (tick the box assessment) development applications.

Relative Complexity of Design Standard

The Design Standard is complicated, containing some 19 principles / 38 Requirements / 9 technical drawings. It is recommended that the Design Standard undergo road testing to determine its workability. While this is largely an issue for practitioners, a complicated standard increases the risk of errors and therefore the role of Council in compliance, as well as additional costs and delays to future home owners.

Yours faithfully

John Harry
Chief Executive Officer
Ph: 8406 8212
E: jharry@salisbury.sa.gov.au

ENC: Attachment A

Attachment A - Detailed comments on Assessment Provisions

1. Design Requirement 1.0 (b) – *owner* should be replaced with *Council or Commissioner of Highways*.
2. Design Principle 1.2 – delete second part of the statement as it is subjective and open to interpretation. Furthermore, obsoleted crossovers should simply be removed.

Obsolete driveway crossovers are removed. and made good having regard to the context of the streetscape.

3. Design Requirement 1.2(a) – Refers to 'replacement of upright kerb and gutter', should this be less specific so as to include 'rollover' kerb and gutter and any others.
4. Design Requirement 1.2 (b) – second part is too vague, should be to nominated council standard.

Obsolete driveways are returned to Council's nominated verge standard. vegetated street verges and footpaths (or both) consistent with the pattern and form of the existing streetscape

5. Design Requirement 1.4 (b) - seeks to promote *shared driveway cross over*, however this potentially conflicts with a design solution that seeks to separate driveways so that on street parking can be provided in front of the development.
6. Design Requirement 1.5 (a) – does not account for hammerhead allotments that have wider driveway handle requirements.
7. Design Requirement 1.5 (b) – why does this clause not include reference to TD-C, same as in clause (a)?
8. Design Requirements 1.6 – minimum separation distances are inconsistent & notations are incorrect. Furthermore, referencing Australian Standard for regulated trees is very subjective. Not considered to be suitable for Design Standard. This should include advice provided by Council, the manager of the street tree asset.
9. Design Requirement 1.6 – common infrastructure items are not included such as bins, post-boxes, telephone boxes, fire hydrants etc.
10. Design Requirement 2.1 – how is this demonstrated in a DTS assessment? Too subjective
11. Design Principle & Requirement 4.1 – how is this demonstrated in a DTS assessment? Too subjective.
12. Design Principle & Requirement 5.2 – complicated assessment that cannot be completed as DTS desktop assessment.
13. Design Requirement 5.3 – this is not clear – what is an *added lane*?
14. Design Requirement 5.6 – how does an accredited professional make this determination without the advice of a suitably qualified engineer?
15. Design Principle & Requirement 6.1 - Too vague, should be to nominated council standard.
16. *DTS/DPF 19.4(b) retains reference to 'mature' street trees – however, what constitutes 'mature' is subjective and open to interpretation.*
17. All Technical Drawings should be reviewed to ensure consistency with dimensions and requirements contained within the Code. For example:
 - a. TD-A – references crossover widths at boundary of 2.8m – 3.2m (single); or 5.4m – 6.2m (double) – while the Code (Design in Urban Areas DTS/DPF 23.3

suggests widths of 3.0-3.2m (single) and maximum width of 5m (double) at the property boundary

- b. TD -F Driveway Crossover Grades – allotment lower than the road - the drawing includes a note for boundary levels. This will confuse assessment of site levels that is undertaken under the Code. Furthermore, some councils have adopted a reference to boundary level height above road channel invert, as kerb heights vary. Note that Salisbury Council has adopted 250mm above invert. Furthermore, caution should be exercised with the use of 1% AEP flood level, as it does not allow for free board or bow wave surge depths associated with vehicle movements when the roadway is at its stormwater capacity.

Preparation of a design standard

Amendment to the Planning and Design Code

A joint process pursuant to s. 73(13) of the *Planning, Development and Infrastructure Act 2016*

Residential Driveway Crossovers

By the State Planning Commission

July 2023

Contact details

PlanSA

PlanSA@sa.gov.au

1800 752 664

For Consultation



Government of South Australia
Department for Trade
and Investment

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HAVE YOUR SAY

This design standard and the associated Code Amendment is on consultation from 23 August 2023 to 14 November 2023. During this time you are welcome to lodge a submission about the design standard and any of the changes proposed in this Code Amendment.

Written submissions can be made via [yourSAY](#) or sent to PlanSA@sa.gov.au

For further information please contact PlanSA on 1800 752 664 or via email PlanSA@sa.gov.au

1. WHAT IS A DESIGN STANDARD?

A design standard sets out rules for how a development should interact with the public realm and infrastructure. Design standards complement, interact with and work alongside the Planning and Design Code (the Code).

For example, you might lodge a development application for a house and, as part of that application, apply to construct a driveway connecting to the road. The house will be assessed against the Code, while the driveway works within the public realm will be assessed against a relevant design standard.

Over time design standards will become a technical library that provides design guidance to planning professionals, developers and the community as to best practice design for the public realm and infrastructure.

1.1 Preparing design standards

The State Planning Commission may prepare design standards for the public realm or infrastructure. The Act does not provide for any other designated entity to undertake this work.

1.2 What a design standard contains

A design standard contains assessment provisions and technical drawings that provide guidance on good design for a particular matter in relation to the public realm or infrastructure.

1.3 Amending design standards

Design standards are a designated instrument for the purposes of the Act. They can be amended by the same process as described in section 2.6.

2. WHAT IS THE PLANNING AND DESIGN CODE?

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

2.1 Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the PlanSA portal.

2.2 Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

2.3 Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state.

For example, a township zone for Andamooka can be expected to apply to similar townships like Carrieton. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

2.4 Sub zones

Sub zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

2.5 General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

2.6 Amending the Planning and Design Code

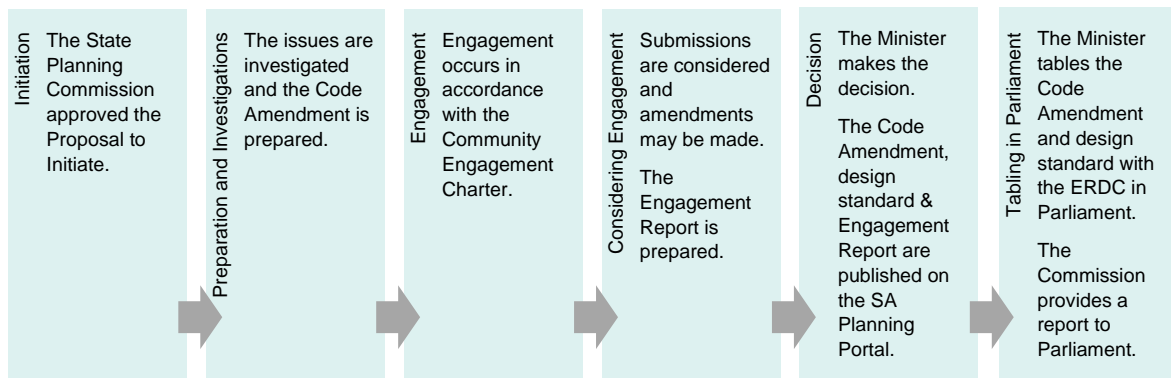
The *Planning, Development and Infrastructure Act 2016* (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning (the Minister), a Council, a Joint Planning Board, Government

Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Amendment and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form.

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister for Planning on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process.



3. WHAT IS PROPOSED?

The State Planning Commission is preparing the first design standard under section 69 of the Act. An associated Code Amendment is proposed to ensure that the design standard will integrate with our planning system.

Section 73(13) of the Act enables the processes associated with the preparation of the design standard and the Code Amendment to be undertaken as a single process.

3.1 Object of the design standard

The object of this design standard is to prescribe the standards for vehicular access to and from land adjoining a road (including construction of a crossover or driveway and associated or ancillary works) to:

- provide for the safety of all road users
- provide for vehicular access that maximises the provision of on-street carparking
- create attractive streetscapes through the retention of street trees and limiting the amount of hardstand areas
- create driveway crossovers that are durable
- create driveway crossovers that are located to minimise the need to relocate or remove of street infrastructure

3.2 Affected Area

The design standard will apply across the State, with some limitations as to the kind of development that can be assessed against it and the scale of development that can be assessed against it. These limitations include:

- the design standard is for driveway crossovers in association with residential development only, including:
 - detached and semi-detached dwellings
 - row dwellings
 - residential flat buildings
 - group dwellings
 - domestic outbuildings such as garages and carports
- The design standard is not to be used in the assessment of:
 - residential development involving more than 50 dwellings within a single development site
 - residential development of a scale that must be serviced by heavy vehicles that are a Medium Rigid Vehicle or larger (such as residential flat buildings requiring on-site waste collection)
 - mixed-use development with a residential component
 - residential development within the Hazards (Flooding – General) Overlay and Hazards (Flooding) Overlay of the Planning and Design Code

3.3 Scope of the design standard

The first design standard will apply to proposals for residential development involving a driveway crossover anywhere across the State. There is a maximum threshold of dwellings (50) that can be included in an application that is to be assessed using the design standard. The design standard will provide design guidance on matters such as:

- appropriate locations for driveway crossovers
- circumstances in which a driveway crossover must accommodate simultaneous two-way movement
- separation distances between any driveway crossover and roadside infrastructure and/or street furniture
- how driveway crossovers should interact with footpaths

The proposed design standard is in **Attachment A**

3.4 How this design standard will work

Works in the public realm can be proposed as part of a development application. The way that the relevant legislation operates, driveway crossovers are treated differently to other kinds of alterations to the public realm that can form part of a development proposal. Accordingly, this design standard will operate differently to future design standards that deal with other kinds of works within the public realm.

Section 221(3)(b) of the *Local Government Act 1999* (LG Act) currently provides that a person with the benefit of a development authorisation under the *Planning, Development and Infrastructure Act 2016* (PDI Act) does not require an authorisation under the LG Act to undertake the necessary alterations to a road that are approved under the PDI Act to install a driveway crossover. The way that an application for new housing that includes a driveway crossover is currently processed varies depending on the relevant authority as the flow chart in **Attachment D** illustrates.

There are changes to the LG Act that have parliamentary assent but have not been commenced. These changes were contained in the PDI Act and subsequently the *Statutes Amendment (Local Government Review) Act 2021*. Following these changes:

- section 234AA of the LG Act will require that a person who alters a public road vehicular access as part of a development authorisation complies with an applicable design standard.
- section 234AA of the LG Act will also provide that the design standard will prevail in the event of any inconsistency with a code of practice or other applicable requirement under the LG Act to the extent of any inconsistency
- section 221(7)(a) of the LG Act will require that a relevant authority under the PDI Act must consult with the Council for the area that the development proposal is in if it considers the driveway crossover proposed to be inconsistent with the design standard

These changes will affect development application processing. The flow chart in **Attachment E** illustrates how the development assessment process is likely to work following the implementation of this design standard and the commencement of these legislative changes.

3.5 Summary of proposed Code policy changes

Current Code policy exists for driveways. These policies will be updated to link to the design standard for residential driveway crossovers where a DTS/DPF for residential driveway crossovers is appropriate. The existing Code policy will be retained for use in circumstances where the design standard does not apply, particularly where it is called up for assessment of non-residential development, such as shops, offices or mixed-use development. The proposed Code policy changes are shown in **Attachment B**.

4. WHAT ARE THE NEXT STEPS?

4.1 Engagement

Engagement on the design standard and associated Code Amendment must occur in accordance with the Community Engagement Charter principles, which require that:

- engagement is genuine
- engagement is inclusive and respectful
- engagement is fit for purpose
- engagement is informed and transparent
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this design standard and associated Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the PlanSA portal at (plan.sa.gov.au/en/charter).

To ensure that information on the proposed changes is available to the community, the [design standards](#) section on the PlanSA portal will be updated with:

- An introduction to the design standard for residential driveway crossovers
- A fact sheet providing an overview of the design standard, a summary of how design standards fit into the planning system and an overview of the associated changes to the Code. The fact sheet will direct people to the PlanSA portal for further information
- The design standard and Code Amendment
- Link to the YourSAy website consultation page for more information and to provide feedback
- A phone number and email address for all enquiries

Awareness of the Design Standard for Residential Driveway Crossovers and the associated Code Amendment will be raised, and people directed to the consultation page on the YourSAy website via:

- A letter from the State Planning Commission to all key stakeholders
- An article in Planning Ahead
- State Planning Commission, PLUS and YourSAy social media content
- A presentation by the PLUS staff and the opportunity for questions at the PlanSA User Forum and Policy Forum
- Information provided to councils and key industry bodies to share with their networks and communities.

The following information sessions will also be held. These sessions will be hosted and run by PLUS staff:

- Invitations to private online briefing/information sessions extended to the LGA and all South Australian Local Council Mayors, Elected Members and CEs, to the heads of key industry groups, and to planning practitioners/professionals
- Additional targeted information sessions and/or briefings will be offered as required

4.2 How can I have my say on the design standard and/or Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment. This includes:

- Written submissions, which can be made via [yourSAy](#) or sent to PlanSA@sa.gov.au
- Online information sessions will be made available depending on demand

4.3 What changes to the design standard and/or Code Amendment can my feedback influence?

Aspects of the project which stakeholders and the community can influence in this consultation are:

- the policies in the draft design standard, including the specific numerical values proposed
- the way the design standard is presented.

Aspects of the project which stakeholders and the community cannot influence in this consultation are:

- the role of design standards in the planning system
- the scope of the design standard.

4.4 What will happen with my feedback?

The Commission is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by Commission when determining whether the proposed Amendment is suitable and whether any changes should be made.

Each submission will be entered into a register and you will receive an email acknowledging receipt of your submission. Your submission will be published on the PlanSA portal. Personal addresses, email and phone numbers will not be published, however company details will be.

The Commission will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister, and then published on the PlanSA portal.

4.5 How is a decision made on the proposed design standard and Code Amendment?

The Minister may consult with the Commission on any matter that is considered significant prior to determining whether to adopt the design standard and/or amendments to the Code.

The Minister will then either adopt the design standard and Code Amendment (with or without changes) or determine that the design standard and Code Amendment should not proceed. The Minister's decision will then be published on the PlanSA portal.

If adopted, the design standard and Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the design standard and Code Amendment, including the engagement undertaken and its compliance with the Community Engagement Charter.

5. ANALYSIS

5.1 Strategic Planning Outcomes

5.1.1 Summary of Strategic Planning Outcomes

Design standards should be informed by, integrate with and further the objectives of the other planning instruments that make up our planning system. The design standard for driveway crossovers in residential development will contribute to the ongoing development of a high quality public realm in South Australia and align with State Planning Policies, Regional Plans and the Planning and Design Code.

The design standard preparation and Code Amendment process that is underway will ensure that the design standard sits in alignment with the other instruments in our planning system.

5.1.2 Consistency with the Objects of the Act

Design standards are a designated instrument under the PDI Act. They contribute towards the strategic goals and directions set out in our planning system and support the objects of the Act and principles of good planning by:

- Promoting high-quality design for development and public space.
- Promoting integrated delivery of infrastructure and public spaces as it intersects with the private realm.
- Promoting certainty as to the design outcomes sought by the planning system.
- Including minimum design requirements that comply with the intent of the *Disability Discrimination Act 1992*.
- Integrating with the e-planning system established to support the delivery of the Act.
- Promoting integration and collaboration between State and Local Governments.

5.1.3 Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.

These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This design standard and Code Amendment is considered to be consistent with the State Planning Policies as shown in **Attachment C**.

5.1.4 Consistency with the Regional Plan

The directions set out in Regional Plans provide the long term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the *Development Act 1993*, will apply until such time as the new Regional Plans are prepared and adopted. Refer to the PlanSA portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.

This design standard and Code Amendment is considered to be consistent with the Regional Plan as shown in **Attachment C**.

5.1.5 Consistency with other key strategic policy documents

This design standard and Code Amendment aligns with other key policy documents as described in **Attachment C**.

6. Investigations

6.1 Investigations undertaken

The following investigations have been undertaken to inform this design standard and Code Amendment:

Scoping study and initial proposal

MasterPlan were engaged to undertake a scoping study involving the following work:

- Collation and comparison of existing driveway crossover standards
- Correlation of common elements and minimum technical measurements
- Advice from professional traffic engineer (MFY)

The scoping study resulted in the production of a report, including advice on the recommended format and recommended scope of the design standard. A suggested draft design standard, inclusive of suggested technical drawings was also produced.

Further development

PLUS undertook extensive further development work on the draft design standard and Code Amendment on behalf of the Commission. This has included:

- Producing a revised draft design standard based on contemporary technical documents such as:
 - Australian Standards
 - Austroads Guides
 - Institute for Public Works Engineering Australasia (IPWEA) *Infrastructure Guidelines for South Australia*
- Meeting with the Design Standards Reference Group (DRG) and refining the draft assessment provisions in the design standard with the assistance of the DRG
- Reviewing the relevant legislation, including the provisions of the:
 - PDI Act and Regulations
 - *Local Government Act 1999*
 - *Statutes Amendment (Local Government Review) Act 2021*
- Settling procedural matters in relation to development assessment, including:
 - Meeting with local government staff to discuss procedural matters in relation to development assessment
 - Meeting with PlanSA staff to forecast future requirements for development assessment processing
- Drafting changes to the Planning and Design Code to ensure integration across the planning system
- Producing an engagement plan in accordance with the requirements of section 73 of the PDI Act

**ATTACHMENT A – PROPOSED DESIGN STANDARD FOR RESIDENTIAL
DRIVEWAY CROSSOVERS**

DESIGN STANDARD
 DRIVEWAY CROSSOVERS
 RESIDENTIAL DEVELOPMENT



STATE
 PLANNING
 COMMISSION

This design standard was prepared by the State Planning Commission under section 69(1) and 73(1)(a) of the *Planning, Development and Infrastructure Act 2016* (the PDI Act).

Introduction

Section 69 of the *Planning, Development and Infrastructure Act 2016* (the PDI Act) allows the State Planning Commission to prepare design standards that relate to the public realm or infrastructure. Design standards form part of the Planning Rules and may supplement the Planning and Design Code by:

- (a) specifying design principles; and
- (b) specifying design standards for the public realm or infrastructure; and
- (c) providing design guidance with respect to any relevant matter.

A design standard may:

- (a) be linked to any spatial layer in the Planning and Design Code; and
- (b) apply to any location specified in the Planning and Design Code, an infrastructure delivery scheme under Part 13 Division 1, or a scheme established under Part 15 Division 2.

Where relevant to the particular development, design standards must be considered in relation to any application:

- (a) for planning consent under s 102(1)(a); and
- (b) for land division consent under s 102(1)(c)(ii) and s 102(1)(d)(ii) and (iii); and
- (c) involving encroachments under s 102(1)(d)(iii) and s 102(1)(e);
- (d) involving an alteration to a public road for vehicular access as part of a development authorisation under s 221(3)(b) and s 234AA of the *Local Government Act 1999*.

In accordance with the above, this design standard specifies design principles and design standards for vehicular access to and from land adjoining a road (including construction of a crossover or driveway and associated or ancillary works) in the applicable areas identified in this standard.

How this design standard applies in relation to public roads

Section 221(3)(b) of the *Local Government Act 1999* provides that a person with the benefit of a development authorisation under the *Planning, Development and Infrastructure Act 2016* (PDI Act) does not require an authorisation under the *Local Government Act 1999* to undertake the necessary alterations to a road that are approved under the PDI Act to install a driveway crossover.

There are changes to the *Local Government Act 1999* that have parliamentary assent but have not been commenced. Following these changes section 234AA *Local Government Act 1999* will require that a person who alters a public road vehicular access as part of a development authorisation complies with an applicable design standard. This section also provides that the design standard will prevail in the event of any inconsistency with a code of

practice or other applicable requirement under the *Local Government Act 1999* to the extent of any inconsistency.

To avoid doubt, the uncommenced section 234AA of the *Local Government Act 1999* requires compliance with a relevant design standard in respect of all applications for development authorisation.

design standard - Driveway Crossovers for Residential Development

Part 1 – Preliminary

1. Citation

The design standard may be cited as *Design Standard 1 – Driveway Crossovers for Residential Development* [year].

2. Commencement of the design standard

This Design Standard will come into operation on the day on which it is published on the SA Planning Portal.

3. Object of the design standard

The object of this design standard is to prescribe the standards for vehicular access to and from land adjoining a road (including construction of a crossover or driveway and associated or ancillary works) to:

- a. provide for the safety of all road users
- b. provide for vehicular access that maximises the provision of on-street carparking
- c. create attractive streetscapes through the retention of street trees and limiting the amount of hardstand areas
- d. create driveway crossovers that are durable
- e. create driveway crossovers that are located to minimise the need to relocate or remove street infrastructure

4. Interpretation

In this design standard, unless the contrary intention appears –

Act means the *Planning, Development and Infrastructure Act 2016*.

Adjoining site means properties accessed via the same public road or laneway sharing a boundary or opposite (including directly and diagonally opposite properties) to a subject site but does not include properties that share a rear boundary with the subject site.

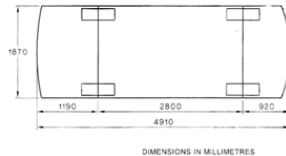
Alley, Lane or Right-of-way means a narrow (6 metres wide or less) road, which provides access to the side or rear of lots for servicing adjoining land uses.

Code means the Planning and Design Code.

Common infrastructure means infrastructure provided between the road edge and property boundary, including but not limited to stobie poles, light poles, signs, street furniture, pram ramps, stormwater pits and stormwater outlets or drains, telecommunications or other service infrastructure, bus stops or shelters or other public transport infrastructure.

Council means a council constituted under the *Local Government Act 1999*.

Design Vehicle means a B85 Design Vehicle as specified in *AS/NZS 2890.1:2004* as depicted below:



Driveway crossover means the section of driveway located between the road edge and property boundary of the subject site.

Regulated tree means a regulated tree as that term is defined under the Act and the Regulations.

Regulations means the *Planning, Development and Infrastructure (General) Regulations 2017*.

Relevant Authority has the same meaning as that term is defined in section 82 of the Act

Residential development means development involving:

- detached and semi-detached dwellings
- row dwellings
- residential flat buildings
- group dwellings
- the division of land to accommodate new housing
- a domestic outbuilding

Road width means:

- On kerbed roads – the distance from kerb to kerb
- On un-kerbed roads – the width of the sealed carriageway
- On unsealed roads – the width of the formed road surface

State Maintained Road means a road under the care, control and management of the Commissioner of Highways as shown on the State Maintained Roads layer in the South Australian Property and Planning Atlas (SAPPA)

Street Tree means a street tree planted between the road edge and property boundary but does not include Regulated and Significant Trees as specified under the Act and Regulations.

Significant tree means a significant tree as that term is defined under the Act and the Regulations.

Traffic control device has the same meaning as that term is defined in section 5 of the *Road Traffic Act 1961*

Part 2 – Compliance

5. Compliance

In order for a development proposal to have complied with a Design Standard, the Relevant Authority must be satisfied that all relevant Design Requirements and Design Principles are met.

For the avoidance of doubt, the relevant authority may determine that one or more of the Design Requirements and/or Design Principles policies are not relevant to a particular development.

Notwithstanding that a development proposal may be taken to comply with this design standard, a person having the benefit of a development authorisation that involves construction works on land owned by a Council must notify the Council at least 10 business days in advance that they intend to undertake the proposed works.

Part 3 – Design Standard

Residential Driveway Crossovers

6. Scope of this design standard

This design standard applies to all applications for planning consent and/or land division consent involving residential development, except:

- a. residential development involving more than 50 dwellings within a single development site
- b. residential development of a scale that must be serviced by heavy vehicles that are a Medium Rigid Vehicle or larger (such as residential flat buildings requiring on-site waste collection)
- c. mixed-use development with a residential component
- d. Within the Hazards (Flooding – General) Overlay or Hazards (Flooding) Overlay of the Planning and Design Code

7. Assessment Provisions

Design Standard 1: Driveway Crossovers for Residential Development	
Interpretation	
<p>Design Principle (DP) A design principle is the qualitative element of a design standard.</p> <p>Design Requirement (DR) This requirement must be met to satisfy the design standard.</p> <p>Technical Drawing (TD) Provides context to the design principle and/or details the associated design requirement.</p>	
Driveway Crossover	
<p>Design Principle 1.0 Driveway crossovers are limited in number to create attractive streetscapes, promote pedestrian safety and amenity and maximise the provision of on-street parking.</p>	<p>Design Requirement 1.0 Driveway crossovers satisfy the following:</p> <ul style="list-style-type: none"> (a) not more than one driveway crossover is provided per site, including where multiple dwellings are proposed upon a site (b) are not located within an indented car parking bay unless an agreement is made with the owner for alteration of the car parking bay
<p>Design Principle 1.2 Obsolete driveway crossovers are removed and made good having regard to the context of the streetscape.</p>	<p>Design Requirement 1.2 Removal of obsolete driveway crossovers (including kerb inverts) achieves the following:</p> <ul style="list-style-type: none"> (a) where the road has an existing upright kerb and gutter, any obsolete driveway crossovers (i.e., driveway crossovers that are being removed to comply with DR 1.0(a)) are replaced with an upright kerb and gutter (b) obsolete driveways are returned to vegetated street verges and footpaths (or both) consistent with the pattern and form of the existing streetscape
<p>Design Principle 1.3 Driveway crossovers have a functional relationship with associated driveways.</p>	<p>Design Requirement 1.3 Driveway crossovers:</p> <ul style="list-style-type: none"> (a) connect to a driveway within a development site, or (b) obsolete driveway crossovers are removed in accordance with DR 1.2
<p>Design Principle 1.4 Driveway crossovers are located to:</p> <ul style="list-style-type: none"> (a) maximise land available for street tree preservation and planting and landscaped street frontages (b) maximise separation to existing or planned driveways to preserve opportunities for on-street car parking 	<p>Design Requirement 1.4 Driveway crossovers satisfy the following:</p> <ul style="list-style-type: none"> (a) driveway crossovers do not result in the removal of street trees unless an agreement is made with the owner of the street tree for it to be relocated, removed or replaced (b) where a development site includes more than two (2) dwellings a single shared driveway crossover arrangement is utilised

<p>(c) minimise the impact on serviceability of the street/road (e.g., on-street bin collection)</p> <p>(d) avoid alteration to traffic control devices such as slow points or speed humps</p>	<p>(c) driveway crossovers meet the requirements specified in TD-C</p> <p>(d) driveway crossovers do not result in the removal or alteration of traffic control devices unless an agreement is made with the owner of the traffic control device for it to be relocated, removed or replaced</p>																														
<p>Design Principle 1.5 The width of driveway crossovers:</p> <p>(a) facilitates safe access and egress for vehicles that are expected to commonly access the site as well as anticipated vehicle movement numbers</p> <p>(b) is minimised to promote the retention of on-street car parking along residential streets</p>	<p>Design Requirement 1.5 Driveway crossovers satisfy the following:</p> <p>(a) sites with a frontage to a public road of 10m or less, have a single-width driveway crossover that complies with TD-A and is no more than 3.2 metres in width at the property boundary</p> <p>(b) sites with a frontage to a public road of greater than 10m may have a double-width driveway provided that the driveway crossover complies with TD-A, TD-C and DR 1.0</p> <p>(c) where a driveway crossover is to serve more than:</p> <ul style="list-style-type: none"> i) two (2) dwellings on a <u>State Maintained Road</u>, or ii) three (3) dwellings on other roads, the crossover design must accommodate simultaneous traffic movement of the design vehicle as shown in TD-B 																														
<p>Design Principle 1.6 Driveway crossovers are designed and located to minimise impacts on, and potential for damage to, <u>common infrastructure</u> and <u>street trees</u>, including <u>Regulated trees</u></p>	<p>Design Requirement 1.6 Driveway crossovers are located in accordance with Table 1 and TD-C</p> <table border="1" data-bbox="794 1160 1313 1776"> <thead> <tr> <th colspan="2">Table 1 – separation distances for <u>Common Infrastructure</u></th> </tr> <tr> <th><u>Common Infrastructure</u></th> <th>Minimum Separation Distance</th> </tr> </thead> <tbody> <tr> <td>Existing crossover - no on-street parking provided</td> <td>1.0m</td> </tr> <tr> <td>Existing crossover – on-street parking provided</td> <td>5.4m</td> </tr> <tr> <td>Stormwater pit</td> <td>1.0m</td> </tr> <tr> <td>Stobie pole, light pole</td> <td>0.5m</td> </tr> <tr> <td>Street tree (non-regulated)</td> <td>2.0m</td> </tr> <tr> <td>Street tree (regulated)²</td> <td>See Note 2</td> </tr> <tr> <td>Kerb tangent point</td> <td>6.0m</td> </tr> <tr> <td>Stormwater outlet</td> <td>0.3m</td> </tr> <tr> <td>Telecommunications or electrical pit (non-trafficable)</td> <td>0.5m</td> </tr> <tr> <td>Pedestrian invert / kerb ramp</td> <td>0.5m</td> </tr> <tr> <td>Traffic control device³</td> <td>6.0m</td> </tr> <tr> <td>Pedestrian activated crossing</td> <td>Clear of marked lines</td> </tr> <tr> <td>Bus stop⁴</td> <td>10.0m (approach side) / 2.0m (departure side)</td> </tr> </tbody> </table>	Table 1 – separation distances for <u>Common Infrastructure</u>		<u>Common Infrastructure</u>	Minimum Separation Distance	Existing crossover - no on-street parking provided	1.0m	Existing crossover – on-street parking provided	5.4m	Stormwater pit	1.0m	Stobie pole, light pole	0.5m	Street tree (non-regulated)	2.0m	Street tree (regulated) ²	See Note 2	Kerb tangent point	6.0m	Stormwater outlet	0.3m	Telecommunications or electrical pit (non-trafficable)	0.5m	Pedestrian invert / kerb ramp	0.5m	Traffic control device ³	6.0m	Pedestrian activated crossing	Clear of marked lines	Bus stop ⁴	10.0m (approach side) / 2.0m (departure side)
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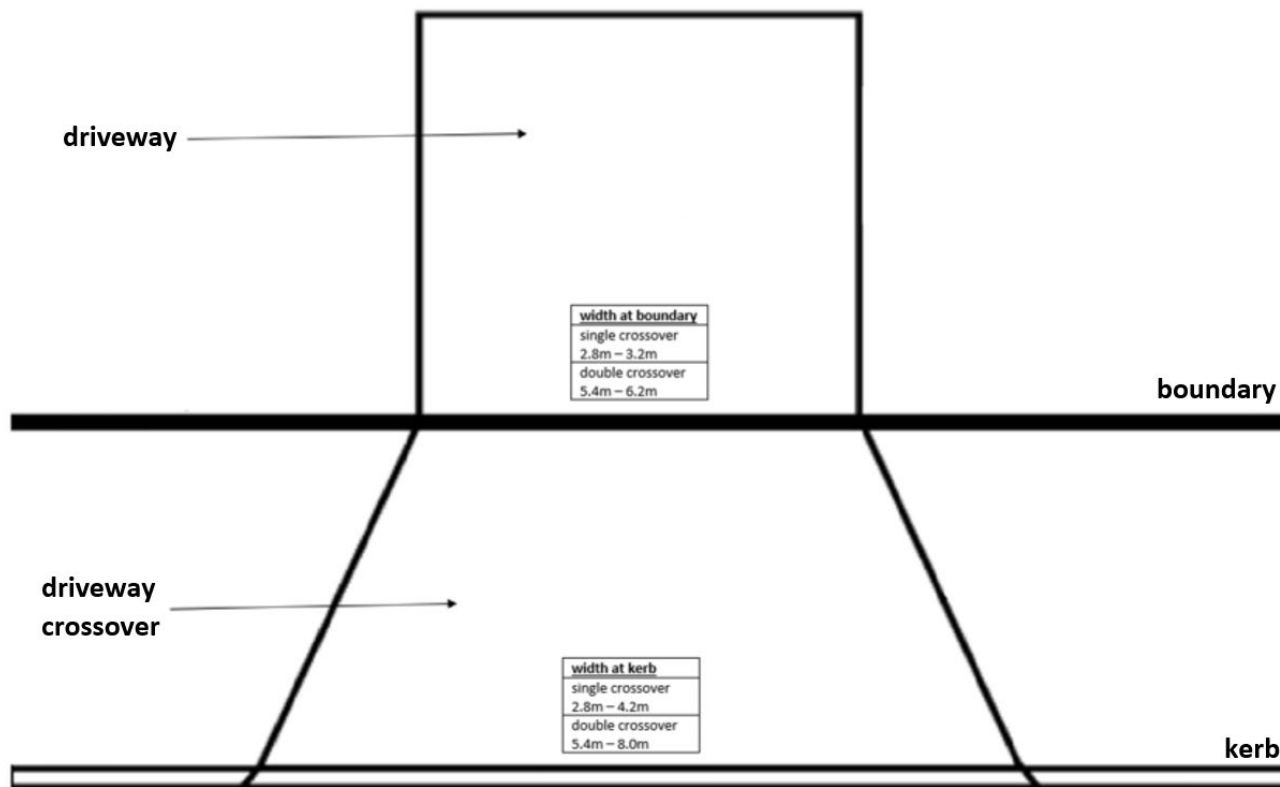
	<p>Notes:</p> <ol style="list-style-type: none"> 1. Tree protection radius in accordance with AS 4970:2009 (Attachment X) 2. Traffic control devices can include speed humps, speed limit signs, parking control signs, traffic signals. A lesser distance may be negotiated with the relevant asset owner. 3. DIT Master Specification
<p>Design Principle 1.7 Driveway crossovers on sloping land are designed and constructed to allow safe and convenient access and egress to the corresponding development site.</p>	<p>Design Requirement 1.7 Driveway crossovers on 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 crossover (b) are constructed with an all-weather trafficable surface</p>
<p>Design Principle 1.8 The driveway crossover is of sufficient width to permit convenient access from constrained roads such as laneways.</p>	<p>Design Requirement 1.8 If the driveway crossover is located on an <u>alley, lane or right of way</u> - the crossover is a minimum of 6.2 metres wide along the boundary of the allotment / site</p>
Vehicle Dimensions	
<p>Design Principle 2.1 Driveway crossovers are designed to accommodate vehicles that are expected to commonly access the corresponding development site.</p>	<p>Design Requirement 2.1 Driveway crossovers for residential development are designed to accommodate a minimum of a B85 <u>Design Vehicle</u></p>
Footpaths	
<p>Design Principle 3.1 Footpath and driveway crossover gradients: (a) allow vehicles to access and egress the corresponding development site without bottoming out or scraping (b) maintain safe pedestrian movement along public footpaths.</p>	<p>Design Requirement 3.1 Footpath and driveway crossovers achieve the following: (a) driveway crossover grades and transitions meet the requirements specified in TD-F or TD-G (whichever is relevant) (b) where there is a public footpath adjacent to a driveway crossover, the footpath is maintained as continuous legible footpath with no changes to levels or camber at the footpath's intersection with the driveway crossover (c) The footpath transition grades and crossfalls in TD-H are achieved</p>
Kerb Crossover (Invert)	
<p>Design Principle 4.1 Any invert installed in the kerbing for a driveway crossover is trafficable for the design vehicle.</p>	<p>Design Requirement 4.1 None specified</p>

Safety and Accessibility	
<p>Design Principle 5.1 Driveway crossovers are located as far as practical from road intersections to minimise points of vehicle, bicycle and pedestrian conflict.</p>	<p>Design Requirement 5.1 Driveway crossovers are located in accordance with TD-C</p>
<p>Design Principle 5.2 To maximise road safety, driveway crossovers should be located and aligned, to accommodate unobstructed site lines.</p>	<p>Design Requirement 5.2 Driveway crossovers satisfy the following:</p> <ul style="list-style-type: none"> (b) the centreline of the driveway crossover has an angle of no less than 70 degrees and no more than 110 degrees from the road edge to which it takes its access (c) on State Maintained Roads, lines of sight to and from a new access point for drivers approaching and exiting the site of the development (measured at a height of 1.1m above the surface of the road) are unobstructed in accordance with the following distances: <ul style="list-style-type: none"> i) 110 km/h road - 285m ii) 100 km/h road - 248m iii) 90 km/h road - 214m iv) 80 km/h road - 181m v) 70 km/h road - 151m vi) 60 km/h road - 123m vii) 50km/h road - 97m viii) 40km/h or less road - 73m <p>Note: see TD-D for information on calculating sightlines</p> (d) on all other roads, lines of sight to and from a new access point for drivers approaching and exiting the site of the development (measured at a height of 1.1m above the surface of the road) are unobstructed in accordance with the following distances: <ul style="list-style-type: none"> i) 110 km/h road - 190m ii) 100 km/h road - 160m iii) 90 km/h road - 130m iv) 80 km/h road - 105m v) 70 km/h road - 85m vi) 60 km/h road - 65m vii) 50km/h road - 45m viii) 40km/h or less road – 35m <p>Note: see TD-D for information on calculating sightlines</p>
<p>Design Principle 5.3 Site access does not interfere or impact on the safe operation of road acceleration / deceleration lanes.</p>	<p>Design Requirement 5.3 A driveway crossover is not located within road acceleration / deceleration lanes or, if the acceleration lane is in the form of an ‘added’ lane, not within the first 50 metres of the added lane measured from the property boundary</p>

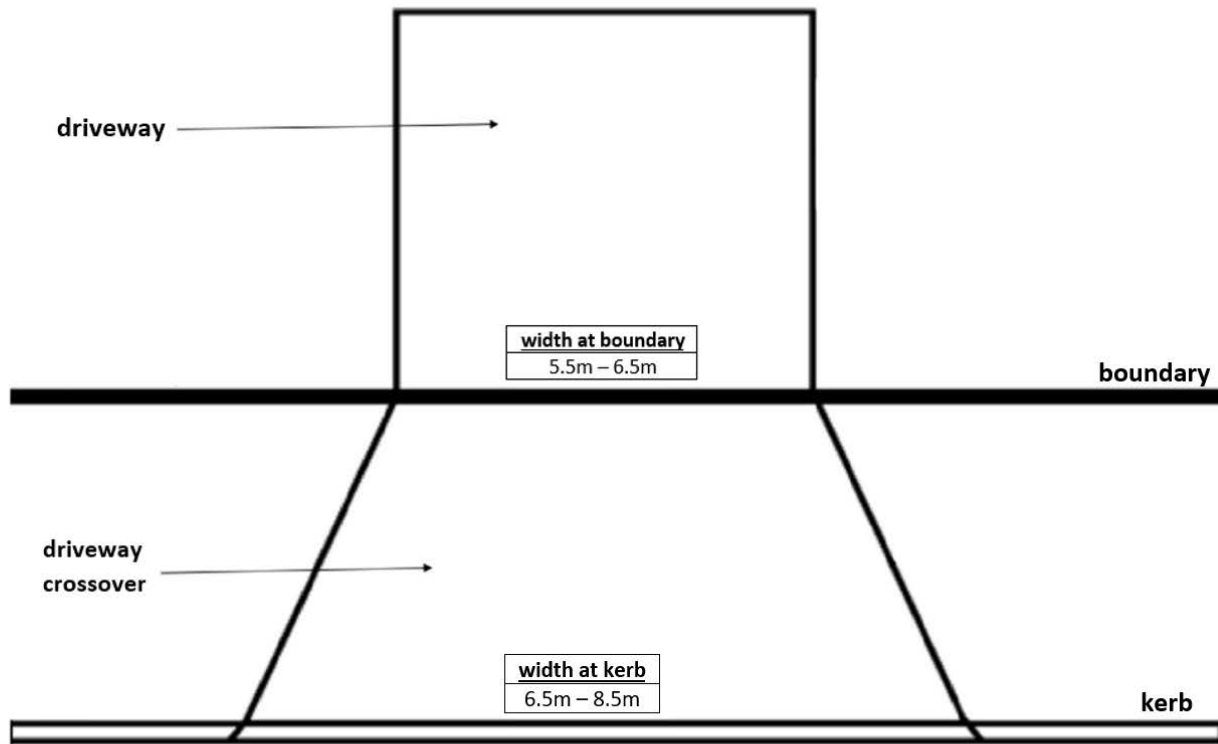
<p>Design Principle 5.4 Driveway crossovers are designed to be accessible by firefighting vehicles in areas of high bushfire risk.</p>	<p>Design Requirement 5.4 Driveway crossovers and vehicle clearance from vegetation in areas of high bushfire risk meet the requirements specified in TD-I</p>
<p>Design Principle 5.5 Driveway crossovers located on rural high-speed road (speed limit >80km/h) are designed to maximise safety and provide access for larger vehicles.</p>	<p>Design Requirement 5.5 Driveway crossovers located on rural high-speed roads (speed limit >80km/h) meet the requirements of TD-E</p>
<p>Design Principle 5.6 Driveway crossovers are designed to minimise negative impact on roadside drainage of water.</p>	<p>Design Requirement 5.6 The design of driveway crossovers: (a) maintains longitudinal drainage along roadsides such as swales (b) does not result in any decrease in the capacity of an existing drainage point (c) does not restrict or prevent the flow of stormwater to an existing drainage point and system.</p>
<p>Design Principle 5.7 Site access does not interfere or impact on the safe operation of a railway crossing.</p>	<p>Design Requirement 5.7 Development does not involve a new or modified 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</p>
<p>Form and Materials</p>	
<p>Design Principle 6.1 Driveway crossover materials and colours are consistent with that used in the immediate streetscape, particularly in areas of historical or character importance.</p>	<p>Design Requirement 6.1 The colour and materials used in driveway crossover construction aligns with that of driveway crossovers on <u>adjoining sites</u>.</p>

8. Technical Drawings (TD)

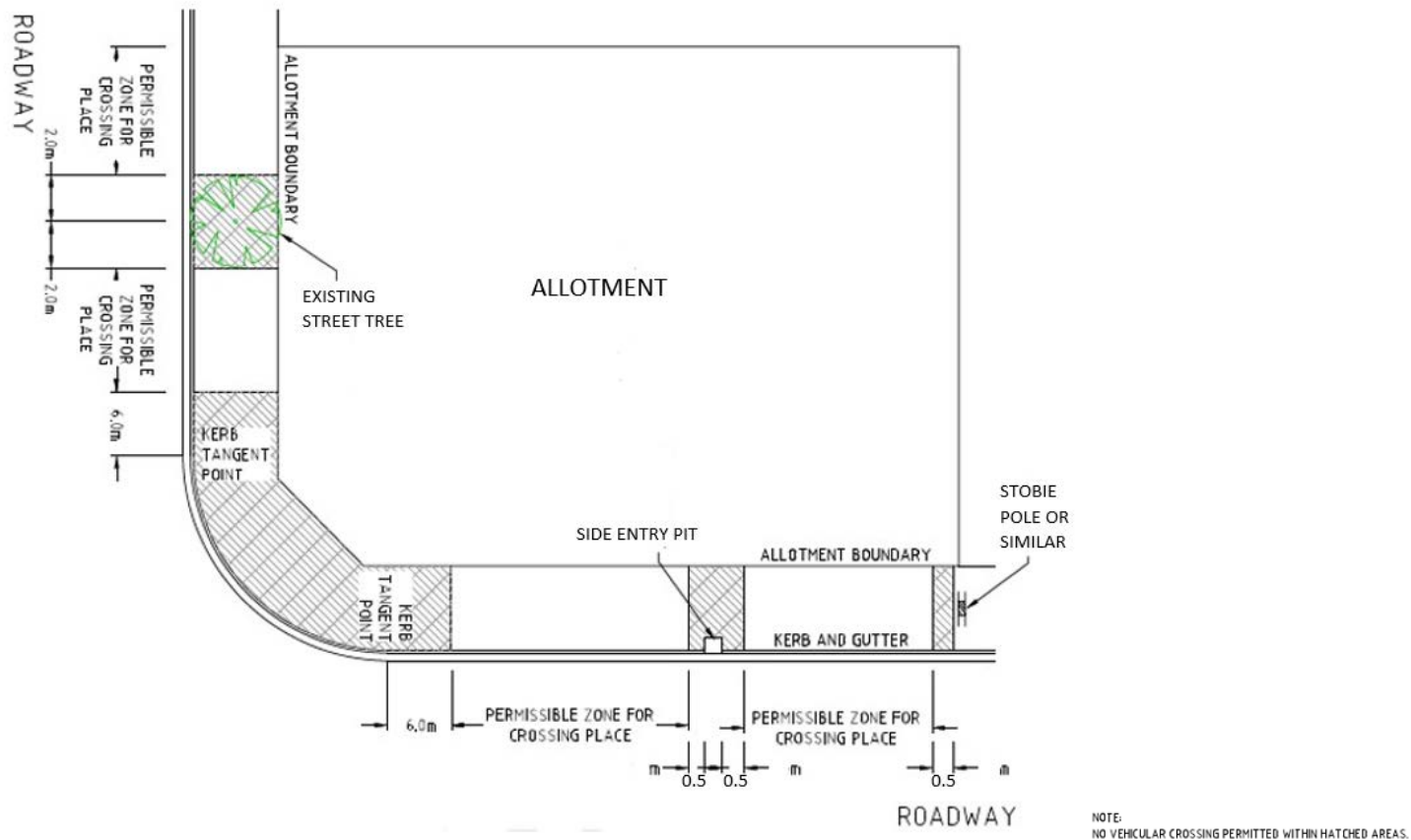
TD-A Urban driveway Crossover Widths – servicing one dwelling



TD-B Urban driveway Crossover Widths – servicing three (3) or more dwellings

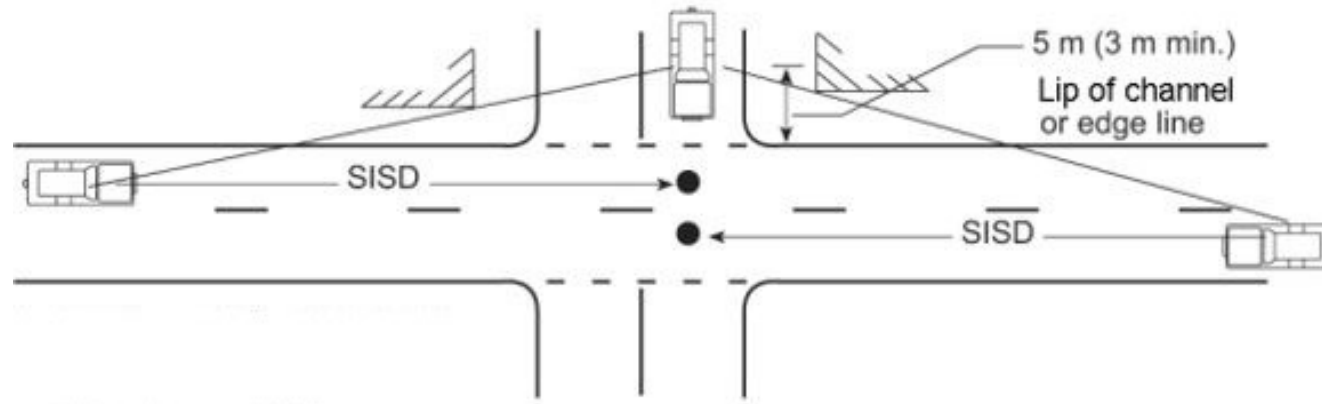


TD-C Urban Driveway Crossover Locations

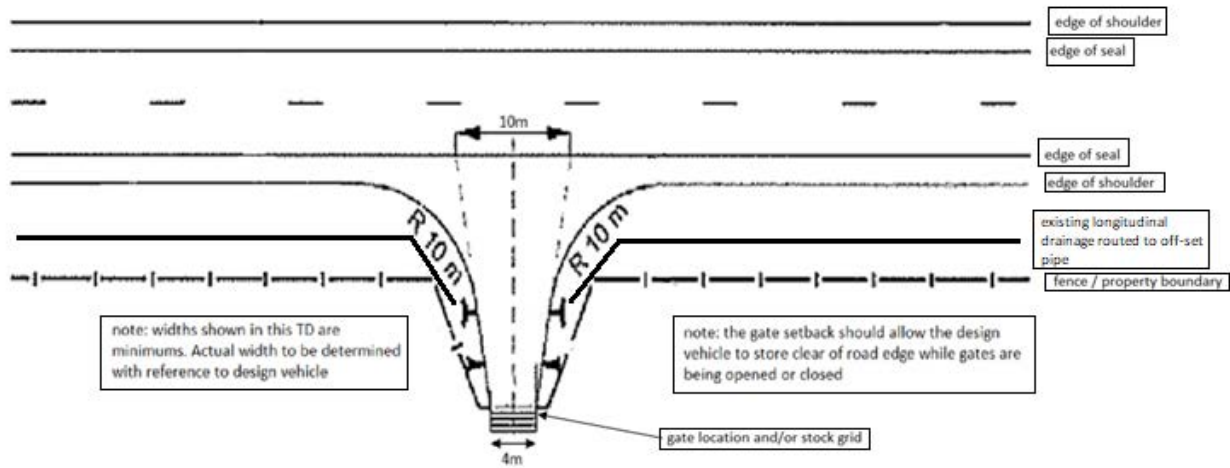


Item 1.1.1 - Attachment 2 - Residential Driveways Crossover Design Standard

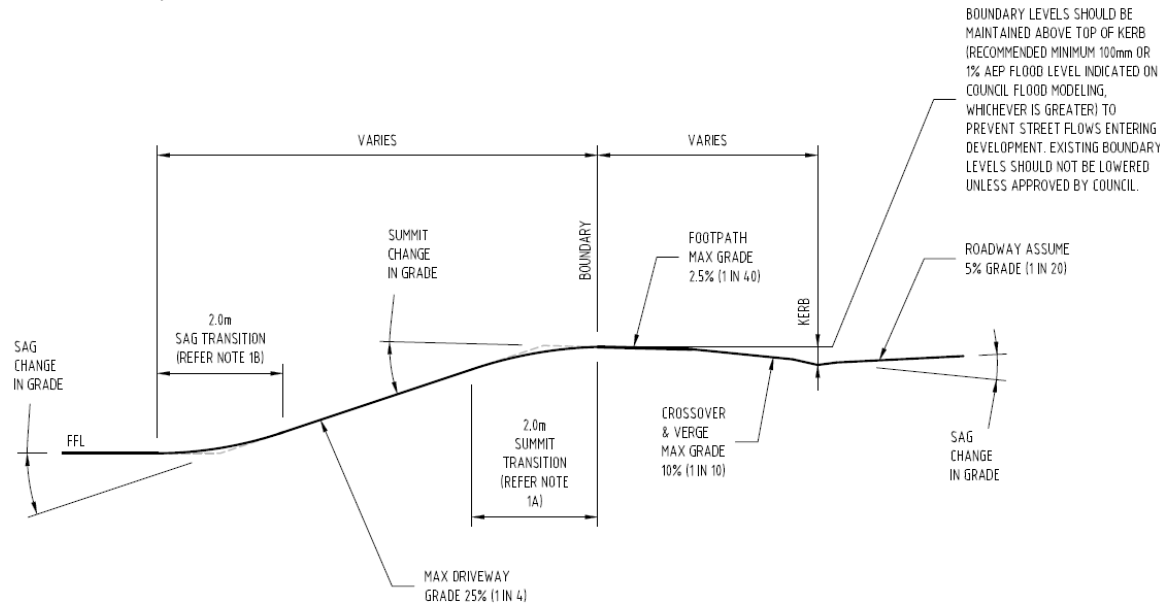
TD-D Sightlines



TD-E Rural Property Access - un-kerbed road >80km/h



TD-F Driveway Crossover Grades – allotment lower than the road

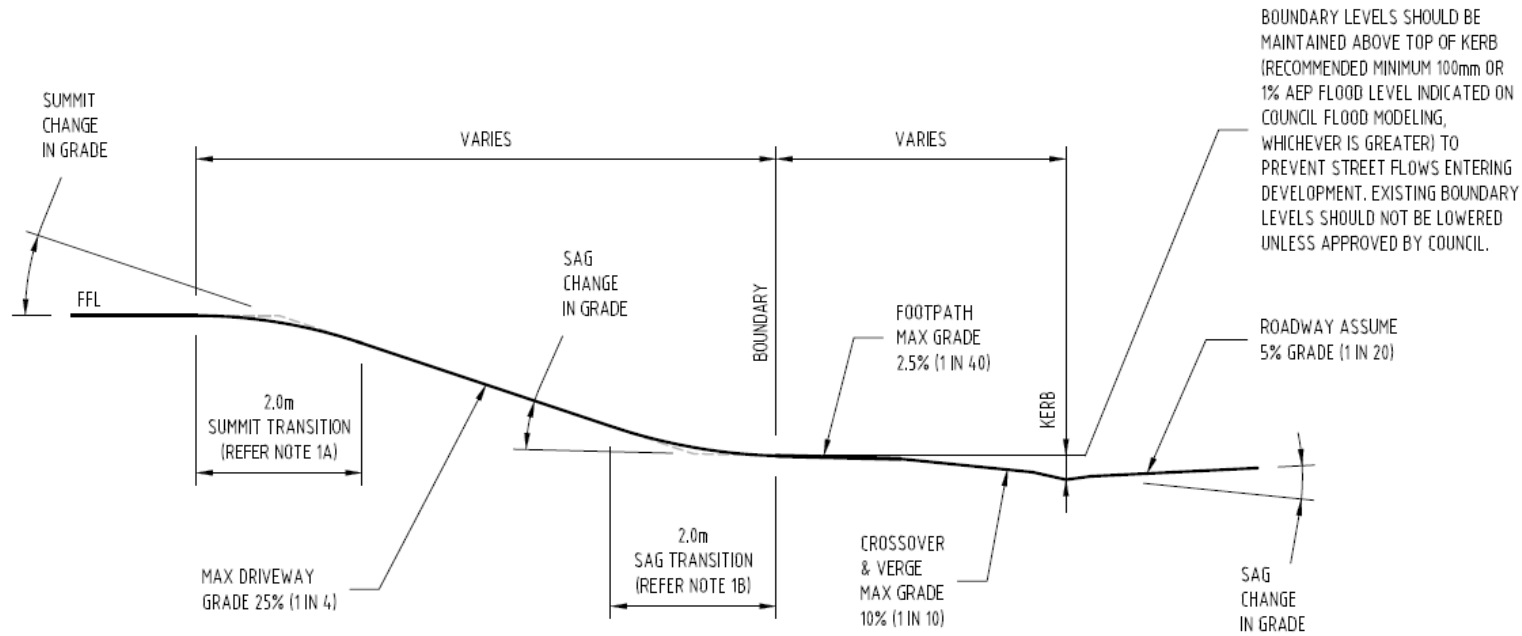


**TECHNICAL DRAWING TD3: MAXIMUM CROSSOVER & DRIVEWAY GRADES
(ALLOTMENT LOWER THAN ROAD)**

NOTES:

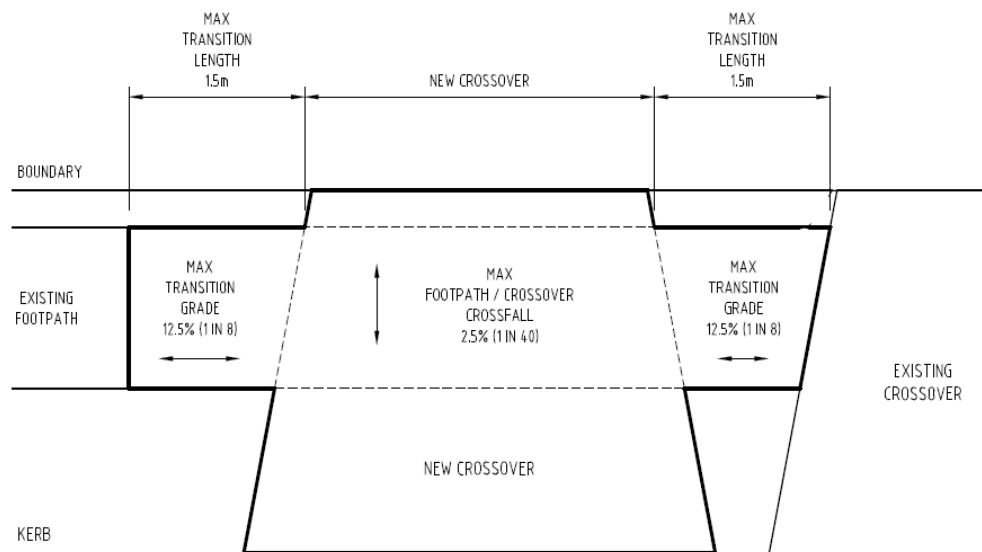
- WHERE A PROPOSED DRIVEWAY AND CROSSOVER CANNOT MEET THE ABOVE REQUIREMENTS, OR ALTERATIONS TO THE VERGE ARE REQUIRED THAT DO NOT COMPLY WITH THE REQUIREMENT OUTLINED ABOVE, THE DESIGN STANDARD APPROACH CANNOT BE USED.
- 2.0m TRANSITIONS SHALL BE PROVIDED WHERE INSTANTANEOUS CHANGES IN GRADE EXCEED:
 - (A) AT SUMMIT LOCATIONS: 15% (1 IN 6.7).
 - (B) AT SAG LOCATIONS: 12.5% (1 IN 8).
 EXAMPLE CHANGE IN GRADE CALCULATION:
 25% (DRIVEWAY GRADE) MINUS 2.5% (FOOTPATH GRADE) = INSTANTANEOUS CHANGE IN GRADE 22.5% THEREFORE TRANSITIONS REQUIRED.
- DRIVEWAY GRADES ABOVE HAVE BEEN DEFINED IN ACCORDANCE WITH AS2890.1:2004.

TD-G Driveway Crossover Grades – allotment higher than the road

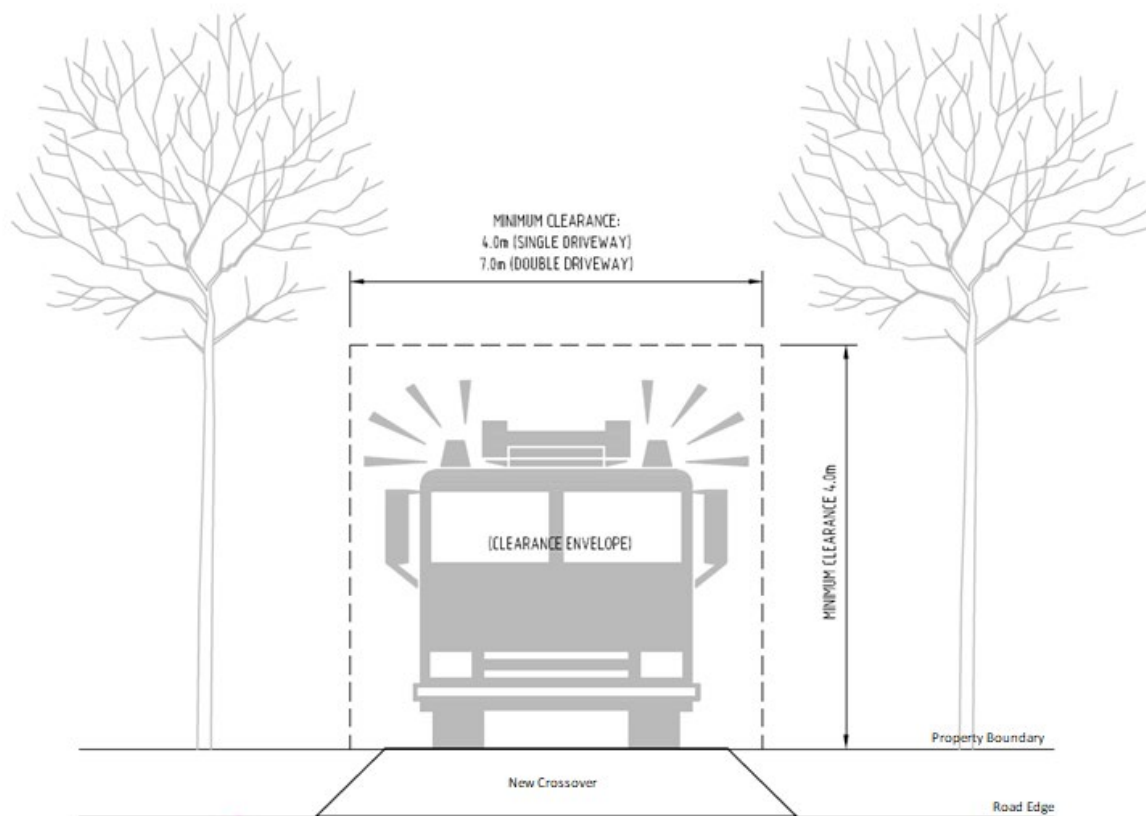


**TECHNICAL DRAWING TD2: MAXIMUM CROSSOVER & DRIVEWAY GRADES
(ALLOTMENT HIGHER THAN ROAD)**

TD-H – Footpath transitions and crossfalls



TD-I – Requirements for crossovers in high bushfire risk areas



ATTACHMENT B – SUMMARY OF AFFECTED CODE POLICY

Part 4 - General Development Policies

Design

All Residential development	
Car parking, access and manoeuvrability	
<p>PO 19.3</p> <p>Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.</p>	<p>DTS/DPF 19.3</p> <p>Driveways and access points on sites with a frontage to a public road of 10m or less:</p> <ul style="list-style-type: none"> (a) have a width between 3.0 and 3.2 metres measured at the property boundary (b) are the only access point provided on the site (c) comply with the <u>design standard for residential driveway crossovers</u>. <p>Drafting note – provide a link to the design standard where underlined throughout</p>
<p>PO 19.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 19.4</p> <p>The design of the driveway complies with the <u>design standard for residential driveway crossovers</u>, if applicable</p> <p>Or</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land or (b) where newly proposed, : <ul style="list-style-type: none"> (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
<p>PO 19.5</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 19.5</p> <p>The design of the driveway complies with the <u>design standard for residential driveway crossovers</u>, if applicable</p> <p>Or</p> <p>Driveway crossovers satisfy the following:</p> <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor

	<p>level at the front of the garage or carport is not steeper than 1:4 on average</p> <p>(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</p> <p>(c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site</p>
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Design in Urban Areas

All residential development	
Car parking, access and manoeuvrability	
<p>PO 23.3</p> <p>Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.</p>	<p>DTS/DPF 23.3</p> <p>The design of the driveway complies with the design standard for residential driveway crossovers, if applicable</p> <p>Or</p> <p>Driveways and access points satisfy (a) or (b):</p> <p>(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</p> <p style="text-align: center;">or</p> <p>(b) sites with a frontage to a public road greater than 10m:</p> <p style="margin-left: 20px;">(i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site;</p> <p style="margin-left: 20px;">(ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.</p>
<p>PO 23.4</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>DTS/DPF 23.4</p> <p>The design of the driveway complies with the design standard for residential driveway crossovers, if applicable</p> <p>Or</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p>

	<p>(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</p> <p>or</p> <p>(b) where newly proposed complies with the design standard for residential driveway crossovers is set back:</p> <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
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Housing Renewal

Vehicle Access	
<p>PO 17.1</p> <p>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.</p>	<p>DTS/DPF 17.1</p> <p>None are applicable.</p> <p>The design of the driveway complies with the <u>design standard for residential driveway crossovers</u>, if applicable</p>
<p>PO 17.2</p> <p>Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.</p>	<p>PO 17.2</p> <p>The design of the driveway complies with the <u>design standard for residential driveway crossovers</u>, if applicable</p> <p>Or</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <p>(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</p> <p>or</p> <p>(b) where newly proposed, is set back:</p> <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure

	<p>unless consent is provided from the asset owner</p> <ul style="list-style-type: none"> (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 17.3</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p>	<p>DTS/DPF 17.3</p> <p>The design of the driveway complies with the <u>design standard for residential driveway crossovers</u>, if applicable</p> <p>Or</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not 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.
<p>PO 17.5</p> <p>Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.</p>	<p>DTS/DPF 17.5</p> <p>The design of the driveway complies with the <u>design standard for residential driveway crossovers</u>, if applicable</p> <p>Or</p> <p>Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:</p> <ul style="list-style-type: none"> (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.

Transport, Access and Parking

Vehicle Access	
<p>PO 3.1</p> <p>Safe and convenient access minimises impact or interruption on the operation of public roads.</p>	<p>DTS/DPF 3.1</p> <p>The design of the driveway complies with the <u>design standard for residential driveway crossovers</u>, if applicable</p> <p>Or</p> <p>The access is:</p> <p>(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</p> <p>or</p> <p>(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.</p>
<p>PO 3.5</p> <p>Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p>	<p>DTS/DPF 3.5</p> <p>The design of the driveway complies with the <u>design standard for residential driveway crossovers</u>, if applicable</p> <p>Or</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <p>(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</p> <p>or</p> <p>(b) where newly proposed, is set back:</p> <p>(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</p> <p>(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</p> <p>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</p> <p>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</p>

ATTACHMENT C – STRATEGIC PLANNING OUTCOMES

1. State Planning Policies

The State Planning Policies (SPPs) require that the Principles of Good Planning are considered in the preparation of any designated instrument, including a design standard or Code Amendment.

SPP Key Principles

There are 16 SPPs that include Objectives, Policies and Principles for Statutory Instruments (including design standards and the Planning and Design Code). The most critical SPPs in the context of this Code Amendment are:

Design Quality

Objective: To elevate the design quality of South Australia's built environment and public realm.

SPP 2.1 Promote best practice in the design of buildings, places and the public realm by applying the principles of Good Design.

SPP 2.2 Promote best practice in access and inclusion planning in the design of buildings and places by applying the principles of Universal Design (Figure 4), Crime Prevention Through Environmental Design and Access and Inclusion.

SPP 2.9 Respect the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers existing and desired future context of a place.

SPP 2.10 Facilitate development that positively contributes to the public realm by providing active interfaces with streets and public open spaces.

SPP 2.11 Manage the interface between modern built form of different scales with more traditional dwelling forms, including through the management of streetscape character, access to natural light, visual and acoustic privacy, massing and proportions.

SPP 2.12 Create design solutions for infill development that improves the relationship between buildings and public spaces, and the interface with neighbours.

Alignment:

The design standard for residential driveway crossovers seeks to integrate planning for the public realm and private realm. The proposal will also enhance planning for infrastructure delivery and maximise the quality of infrastructure.

The design standard also seeks to improve the way streets and places function, making them more sustainable, accessible, safer and healthier by introducing integrated design solutions for the public realm and infrastructure.

2. Regional Plans

The Regional Plan

The policies and targets of 30-Year Plan for Greater Adelaide that are most relevant to this design standard and Code Amendment are:

Design Quality

P29 Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.

Health, wellbeing and inclusion

A29 State and local government to develop design standards for public realm and infrastructure to support well-designed, liveable neighbourhoods.

Alignment:

Implementing the design standard for residential driveway crossovers will result in an architecture for design standards and enable the preparation of future design standards.

The design standard for residential driveway crossovers will provide design guidance that ensures new driveway crossovers have complementary materiality in heritage areas and are of an appropriate width to accommodate the traffic movements to/from a development, thus promoting higher levels of safety and amenity. The design standard is drafted with Universal Design and sustainability principles in mind, supporting good design in new and existing neighbourhoods.

3. Other Relevant Documents

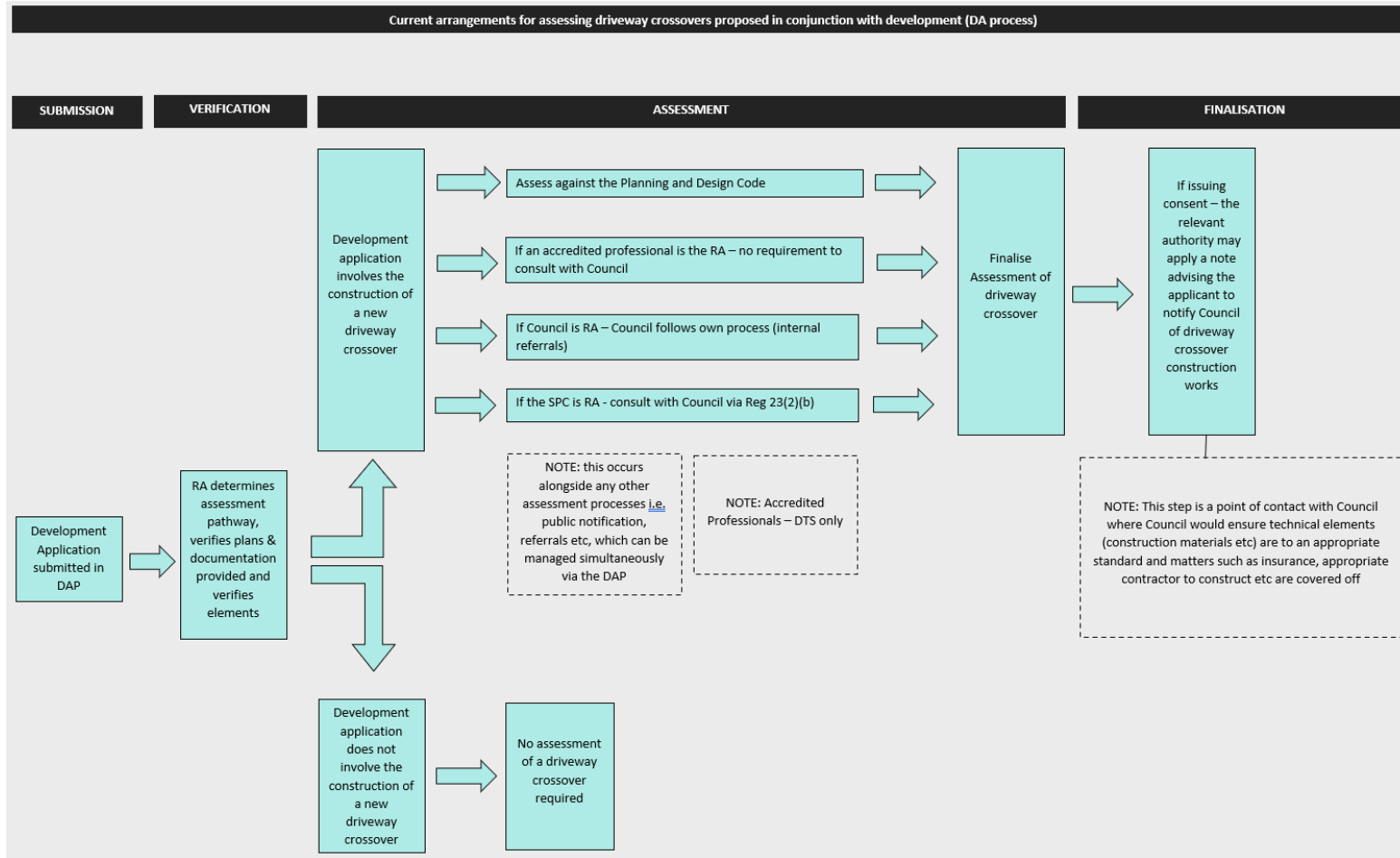
Planning and Design Code (the Code)

Policies in the proposed design standard complement policies in the Code and do not seek conflicting outcomes. The design standard and the Code will be integrated via the Code Amendment being undertaken as part of this process.

Australian and New Zealand Standards

The design standard utilises appropriate Australian and New Zealand Standards to underpin minimum design requirements to promote safety within the public realm.

**ATTACHMENT D – CURRENT DEVELOPMENT APPLICATION
PROCESSING - RESIDENTIAL DRIVEWAY CROSSOVERS**



**ATTACHMENT E – FUTURE DEVELOPMENT APPLICATION
PROCESSING - RESIDENTIAL DRIVEWAY CROSSOVERS FOLLOWING
IMPLEMENTATION OF THIS DESIGN STANDARD**

