AGENDA

FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON

27 FEBRUARY 2024 AT 6.30PM

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 J Botten

REQUIRED STAFF

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

APOLOGIES

LEAVE OF ABSENCE

ADOPTED MINUTES FROM PREVIOUS MEETING

Presentation of the Minutes of the Council Assessment Panel Meeting held on 30 January 2024.

Presentation of the Minutes of the Confidential Special Council Assessment Panel Meeting held on 05 February 2024.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

8.1.1 **23028052** 11

24-30 Kaurna Avenue, Edinburgh SA 5111

Placement of Thirty-One (31) Shipping Containers to southern side of industrial building (for storage of paperwork and office materials) (Amendment to Development Application 22006655)

8.1.2 **23022307** 195

21-77 Globe Derby Drive, Globe Derby Park SA 5110

Staged Land Division comprising creation of Twenty-Three (23) Allotments from Four (4) Allotments, Public Roads, Reserves and associated excavation, filling, retaining walls, acoustic fence and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15, completion of Road including cul-de-sac head and acoustic fence

OTHER BUSINESS

8.2.1 Status of Current Appeal Matters and Deferred Items 1089

8.2.1 Policy Issues Arising from Consideration of Development Applications

8.2.2 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

30 JANUARY 2024

MEMBERS PRESENT

Mr T Mosel (Presiding Member)
Ms C Gill
Mr B Brug
Mr J Botten

STAFF

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

The meeting commenced at 6.30 pm.

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

APOLOGIES

Apologies were received from Mr R Bateup.

LEAVE OF ABSENCE

Nil

ADOPTED MINUTES FROM PREVIOUS MEETING

The Minutes of the Council Assessment Panel Meeting held on 19 December 2023, be taken as read and confirmed.

The Minutes of the Confidential Council Assessment Panel Meeting held on 19 December 2023, be taken as read and confirmed.

DECLARATIONS OF CONFLICTS OF INTEREST

Mr B Brug declared a conflict of interest, being an Elected Member on Council in relation to Item 8.1.1 and advised that he would leave the meeting when the Item is being considered by the Panel. Mr B Brug did not debate or vote on the item.

OTHER BUSINESS

8.2.1 Assessment Manager Quarterly Report - October to December 2023

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

8.2.2 Status of Current Appeal Matters and Deferred Items

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

8.2.3 Policy Issues Arising from Consideration of Development Applications

Nil

8.2.4 Future Meetings & Agenda Items

Next meetings scheduled for Monday 5 February 2024 and Tuesday 27 February 2024.

Mr B Brug left the meeting at 6.38 pm and did not return.

REPORTS

Development Applications

8.1.1 23004431

Sports facility comprising change rooms, kiosk, amenities and verandah, upgrade to car park and landscaping at Hausler Reserve, Paralowie, SA 5108

(Allotment 1130, Greentree Boulevard, Paralowie)
(Allotment 1138, Greentree Boulevard, Paralowie) for Thorne Constructions

REPRESENTORS

Mr A Nelson was not present at the meeting.

APPLICANT

Ms K Shepherd (Thorne Construction) and Mr M Kwiatkowski (Adelaide Planning & Development Solutions Pty Ltd), were present at the meeting, however were not requested to respond to questions from the Panel.

Mr J Botten 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; and

B. Pursuant to Section 102 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to Development Application 23004431 for the construction of a sports facility comprising change rooms, kiosk, amenities and verandah, upgrade to car park and landscaping in accordance with the plans and details submitted with the application and subject to the following conditions:

   Reserved Matters:

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

   1. Amended Site and Drainage Plan (KP Austruct (October 2023)) to address the following matter:
      a. The driveway and carpark area will be paved with barrier kerbing along the perimeter of the area. The detailed design will need to be amended, removing the barrier kerb and replacing it with devices that allow for easier access only to the walkway leading up to the entrance of the new facility for wheelchairs and prams.

2. Detailed plans and specifications in relation to the altered indented on-street parking arrangements on Greentree Boulevard.

3. 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) Pot sizes, confirming the tree planting shall comprise advanced growth species at time of planting; and
d) Maintenance methods including irrigation, barriers and protection from vehicles and pedestrians.

Planning Consent Conditions

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

Drawing No.	Plan Type	Date	Prepared By
A-001	Cover Sheet	15/08/2023	Thorne Constructions
A-101	Proposed Location Plan	01/09/2023	Thorne Constructions
A-102	Demolition Plan	28/06/2023	Thorne Constructions
A-103	Proposed Site and Landscaping Plan	01/09/2023	Thorne Constructions
A-104	Proposed Floor Plan	15/08/2023	Thorne Constructions
A-301	Elevations	15/08/2023	Thorne Constructions
A-302	Elevations	15/08/2023	Thorne Constructions
A-303	Sections	15/08/2023	Thorne Constructions
A-401	Panel Details	15/08/2023	Thorne Constructions
A-402	Panel Details	15/08/2023	Thorne Constructions
A-501	Door and Window Schedule	15/08/2023	Thorne Constructions
A-601	Car Park Site and SW Plan	15/08/2023	Thorne Constructions
A-701	3D Drawings	No Date	Thorne Constructions
A-702	3D Drawings	No Date	Thorne Constructions
N/A	Planning Statement	05/09/2023 Version 1	APDS
N/A	Response to Representations	No Date	APDS
232444R001A	Traffic Impact Assessment	19/12/2023	Tonkin

2. The external surfaces of the building shall:
   a. be of new non-reflective materials; and
   b. be maintained in good condition at all times.

3. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers in accordance with the Landscaping Plan Approved under Reserved Matter 3. All landscaping shall be completed, prior to commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council (including the replacement of diseased or dying plants and the removal of weeds and pest plants).

4. The car parking layout including car park spaces, aisle widths and manoeuvring area shall be designed and constructed to comply with AS 2890.1-2009 – Off-Street Car Parking, Part 1, Austroads "Guide to Traffic Engineering Practice Part 11 – Parking", AS 2890.2 – Facilities for Commercial Vehicles and AS 2890.6 – 2009 – Parking Facilities – Part 6: Off-street parking for people with disabilities.

5. In relation to access, manoeuvring, surface treatments and car parking:

    a. The invert, crossover and driveway shall be constructed with brick paving, concrete or bitumen, in accordance with Council's Heavy-Duty Commercial Entrance, Drawing SD-16; and
    b. All internal driveways, car parking and manoeuvring areas, shall be constructed with brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types; and
    c. All car parking bays shall be clearly line marked; and
    d. The car parking layout including car park spaces, aisle widths and manoeuvring area shall be designed and constructed to comply with AS 2890.1-2009 – Off-Street Car Parking, Part 1, Austroads "Guide to Traffic Engineering Practice Part 11 – Parking", AS 2890.2 – Facilities for Commercial Vehicles and AS 2890.6 – 2009 – Parking Facilities – Part 6: Off-street parking for people with disabilities.
    e. 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.

    All works outlined in points a. to e. shall be implemented prior to the commencement of use and be maintained at all times to the reasonable satisfaction of Council.

6. All waste and rubbish from the activity shall be contained and stored pending removal in covered containers which shall be kept in an area screened from public view.

7. Except where otherwise approved, outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads. All lighting shall be in accordance with Australian Standard 4282 – 1997 'Control of the obtrusive effects of outdoor lighting'.

8. Noise measured at the nearest residential property boundary shall comply with the *Environment Protection (Noise) Policy 2007 at 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).

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;
4. 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.*

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 6.48 pm.

PRESIDING MEMBER: Mr T Mosel

DATE: 30 January 2024
(refer to email approving minutes registered in the City of Salisbury's Record Management System - Document Number 8087646.)

ITEM	8.1.1
	COUNCIL ASSESSMENT PANEL
DATE	27 February 2024
APPLICATION NO.	23028052
APPLICANT	Regent Street Properties Pty Ltd
PROPOSAL	Placement of Thirty-One (31) Shipping Containers to southern side of industrial building (for storage of paperwork and office materials) (Amendment to Development Application 22006655)
LOCATION	24-30 Kaurna Avenue, Edinburgh SA 5111
CERTIFICATE OF TITLE	CT-6011/317
AUTHOR	Chris Carrey, Team Leader Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone	Strategic Employment Zone No Sub-Zone applies
Application Type	Performance Assessed
Public Notification	Representations received: Three Representations to be heard: Two
Referrals - Statutory	Nil
Referrals – Internal	Nil
Planning and Design Code Version (lodgment)	2023.16 – 09/11/2013
Assessing Officer	Chris Carrey – Team Leader Planning
Recommendation	Grant Planning Consent subject to Conditions

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: Representations and Copy of Sign Displayed on the Land
Attachment 3: Applicant's Response to Representations and Acoustic Assessment
Attachment 4: Extract of Planning and Design Code

3. EXECUTIVE SUMMARY

The proposed development seeks consent to amend Development Application No. 22006655, through placement of thirty-one (31) shipping containers to the southern side of the existing industrial building at 24-30 Kaurna Avenue, Edinburgh. The containers are to be used ancillary to the established industrial use, for the long-term storage of office materials, archive paperwork and archived tooling items (such as dies and templates) retained as part of supply agreements.

The application was subject to notification, with three (3) representations received. One (1) representor opposes the proposal, one (1) supports the proposal with some concerns, and one (1) supports the proposal. Two (2) of the representors have advised they wish to be heard in support of their submission.

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

- Represents an appropriate ancillary use, which is appropriate at the periphery of the Strategic Employment Zone;
- Is appropriately sited and designed, and will not have a detrimental impact to visual amenity; and
- Will not result in any negative noise impacts on adjacent development.

For the above reasons, it is recommended the Council Assessment Panel grants Planning Consent for the proposed development subject to Conditions.

4. BACKGROUND

On 28 June 2022, the Panel considered Development Application 22006655 for '*Change of use from Light Industry to General Industry (consisting of four (4) tenancies comprising machinery, equipment and steel fabrication, geo-membrane fabrication, metal pressing and assembly)* at the subject land ('the original application').

More specifically, the original application proposed the co-location of four individual industrial businesses within the existing building on the subject land. These businesses, which operated from various locations around Adelaide, proposed to relocate to the subject land under the management of a single entity. The businesses involved being:

- **Heavymech** – repairs and machines heavy spare parts and/or components used in industrial equipment.
- **QMM** – repairs and fabricates quarry and mining equipment.
- **Fabtech** – prefabricates geomembrane liners.
- **Auspress** – stores prefabricated press-fit plumbing components.

Key aspects of the planning assessment for the original application related to land use appropriateness; potential interface impacts – particularly noise impacts to the residential area to the west; vehicle manoeuvring and parking within the site; and upgrading landscape areas.

In support of their submission, the applicant supplied an Environmental Noise Assessment report and Noise Management Plan, prepared by Resonate Acoustic Engineers, which was peer reviewed by Sonus Acoustic Engineers.

The Panel resolved to grant planning consent to the application, subject to nine (9) conditions of consent, including specific conditions reinforcing outcomes of the Resonate Environmental Noise Assessment Report and Noise Management Plan.

Of particular relevance, the original application placed operational constraints on the area to the southern side of the existing building as follows:

- The area to the south of the existing building will function as a staff car parking area only.
- Access to the southern car park will occur via internal gates that will be locked between 7.00pm and 7.00am to avoid its use during night time periods.
- There shall be no truck or forklift movements to the southern side of the building (with storage, loading and maneuvering occurring to the north (front) and west (side) of the existing building).
- Roller doors on the southern side of the building will be closed at all times, except in emergencies.

The Panel Assessment Report from June 2022 can be found here - CAP Agenda 28 June 2022 and the minutes here - CAP Minutes 28 June 2022

The original application was granted development approval on 23 May 2023, and the land use has commenced.

5. SUBJECT SITE

The subject land is formally described as Lot 303, 24-30 Kaurna Avenue, Edinburgh in Certificate of Title Volume 6011 Folio 317.

The subject land is a large 5.077-hectare site which accommodates a substantial building with a floor area of approximately 1.25 hectares. The building supports industrial activities associated with four (4) businesses (HeavyMech, QMM, FabTech and Auspress) along with their ancillary office activities which are located within the south-west corner of the building. A second building, which is located to the east of the main building, supports storage and plant equipment relating to the operation of the overall site.

A series of hardstand areas are located around the main building. The northern portion of the land functions as a loading and laydown area, while the area to the west of building supports external storage and car parking. Truck movements and maneuvering occurs within these northern and western areas. The area of land to the south side of the building is approved as a staff car parking area, which can be accessed from both the eastern and western sides of the building.

A 2.4-metre-high colorbond fence is located along the western boundary while the remaining boundaries feature a chainmesh security fence.

The site contains established scattered vegetation and trees including along the western and northern boundaries. As an outcome of the original application, the Applicant has recently planted additional trees along part of the western boundary, and adjacent the northern boundary addressing Kaurna Avenue.

The figures on the following pages illustrate the subject land in more detail.

Photo 1.
Main industrial building and entry point from Kaurna Avenue.

Photo 2.
Storage area to the west of the main building, looking north

Photo 3.
Looking south, towards the western side of the main building

Photo 4.
Established trees along the western boundary, looking Northwest.

Photo 5.
New tree planting along the western boundary, adjacent the southern car parking area.

Photo 6.
Looking north across the southern staff car park, towards the main building

Photo 7. *Bank of containers already placed to the western side of the southern staff car park.*

6. LOCALITY

While the subject land forms part of the broader Edinburgh Parks industrial estate, the locality also includes residential development in the adjacent General Neighbourhood Zone. Therefore, the locality features a mixture of land uses and considerable variety in terms of the built form.

More specifically, to the east, south-east, north and north-east of the subject land are other similarly large industrial sites which are serviced by Kaurna Avenue and which generally feature large buildings surrounded by significant expanses of hard stand areas.

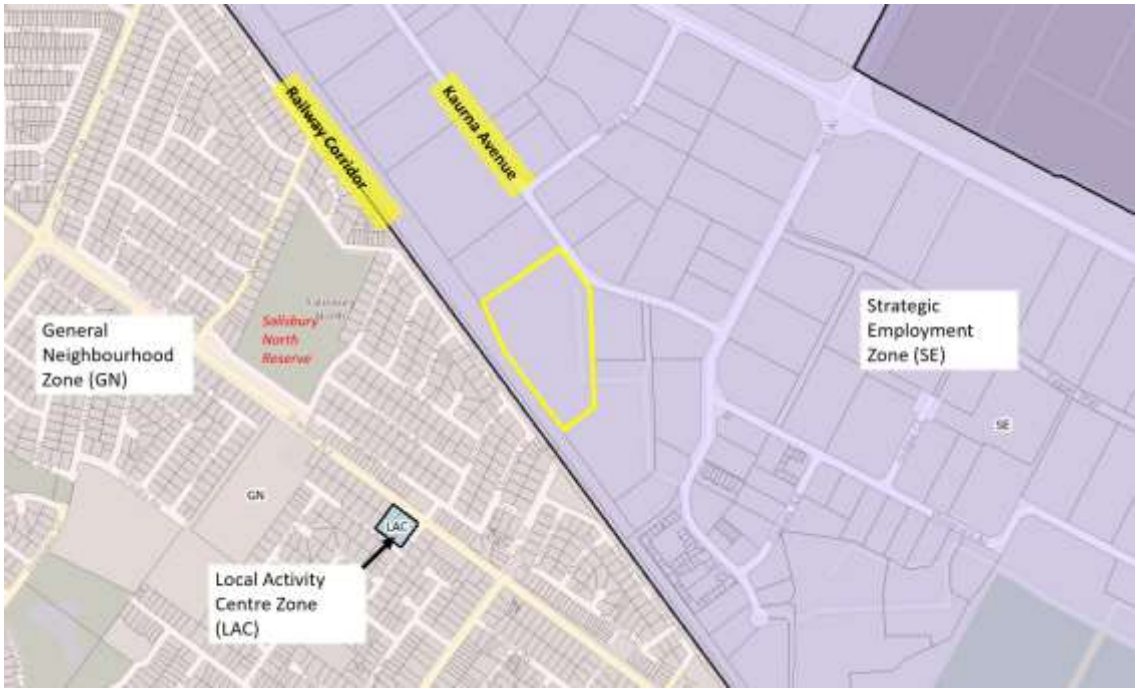
To the immediate west and south-west of the subject land is a linear corridor with a width of approximately 50 metres which contains a drainage reserve as well as a rail-line for freight and passenger trains travelling interstate. An established residential area is located further to the west which generally features low density residential development in the form of single-storey detached dwellings.

A locality plan and contextual plan are provided below.

Locality Plan - Aerial

Legend (Source: NearMap)	
	Site boundary
	Approximate location of proposed containers
	Locality boundary
	Representor

Locality Plan – Cadastre



Legend (Source: SAPPA)	
	Site boundary

Panorama View – Looking North

Legend (Source: Nearmap)	
	Site boundary
	Representor
	Approximate location of proposed containers

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development seeks the placement of thirty-one (31) shipping containers to the western and southern side of the approved staff car parking area, to the southern side of the main building. The Applicant's site plan indicates these to be 40-foot-long containers, however, the supporting cover letter indicates these could be a mix of 20 and 40 foot containers.

The containers are intended to be used for long term storage purposes, specifically for the storage of office materials, archive paperwork and archived tooling items (such as dies and templates) retained as part of supply agreements. The Applicant has advised the stored materials are not to be accessed regularly, however, and contrary to established conditions of approval, truck and forklift movements would be required firstly to place the containers in situ, and then to transfer materials from the main building to the containers.

However, once established, infrequent movements are proposed to and from the containers.

The containers are proposed to be aligned in an L-shaped configuration, as illustrated in ***Figure 1*** below, oriented inwards, with their openings facing the main building. With the exception of two 'gaps' (3m and 4m wide respectively) to facilitate rear access for maintenance and avoid an existing easement alignment - the containers are proposed to abut each other, effectively forming a linear wall.

The containers are to be setback 9 metres from the western side boundary and 4 metres from the southern boundary (at the closest point).
Landscaping along the western boundary, endorsed under the original application, is unchanged.

The containers are proposed to be single height only (not stacked), to be painted in a consistent 'woodland grey' colour.

The Applicant has advised there are no other operational changes to the original application approval.

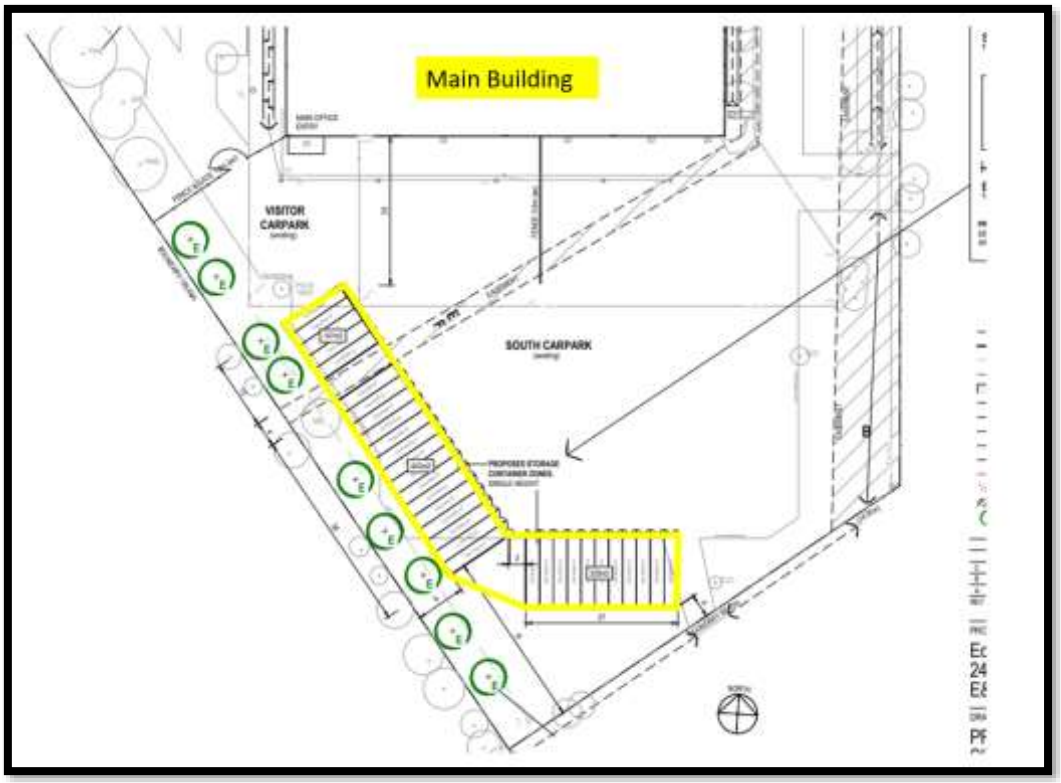


Figure 1 *– Annotated Extract of Applicant's Site Plan – showing location of proposed containers.*

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

8. CLASSIFICATION

The subject land is located within the Strategic Employment 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 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. The proposed development is not excluded from notification by Table 5.

Accordingly, public notification commenced on 27 November 2023 and closed on 15 December 2023. Three (3) representations were received during the notification period, one (1) in support, one (1) in support with some concerns, and one (1) 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	Australian Railtrack Corporation PO Box 10343 Gouger Street, ADELAIDE SA 5000	**Support**	-
2	Jackie Eckert 10 Camira Way, SALISBURY NORTH SA 5108	**Support with some concerns**	√
3	Leanne Coxall 8 Camira Way, SALISBURY NORTH SA 5108	**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, which included an Acoustic Assessment prepared by Resonate Acoustic Engineers is contained in Attachment 3.

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

Summary of Representations	
Representation	**Applicant's Response**
Australian Railtrack Corporation	
ARTC has no issue with the development, however we take the opportunity to advise our requirements ……. • *Development should be contained wholly within the subject land* • *ARTC to be contacted if access to the railway corridor required* • *No stormwater run-off is to be directed to railway land* • *The subject land will be affected by noise and vibration from the railway line*	• Access to the rail track is not required. • Existing stormwater drains away from rail corridor.
Jackie Eckert	
• *Concern over extra noise from business* • *May cause noise to bounce back from railway line to the residential area* • *Fire hazard risk associated with storage of paperwork* • *Have already established some containers without approval*	• Concerns raised can be addressed with the existing approved planning constraints. • The southern car park will continue to be accessed only between 7.00am and 10.00pm daily. • There is potential for noise emissions associated with movement and placement of the shipping containers,

	using a forklift, crane and truck. Resonate assess such noise will continue to comply with the 'Daytime' *Noise Policy* criteria of 52dB(A) applicable at the nearest residential receivers, provided the containers are only moved/placed during the 7.00am to 10.00pm period; no more than one (1) container is moved in any single 15-minute period; and care is taken to ensure containers are not dropped when being moved. • On this basis, noise emissions from container movement is expected to be temporary and infrequent only. • The proposed use of the containers for long term storage does not have the potential to increase noise emissions from the site. • Resonate expect the containers will act as an additional noise barrier which may reduce noise emissions from activities in the southern part of the car park, including vehicles accessing the car parking and laydown areas to the west of the site. • Resonate advise the containers will not result in a noticeable increase in railway noise for dwellings on Camira Way. • Regarding potential fire hazard, the containers are setback from boundaries, respecting the floor areas and separation distances required by the National Construction Code (NCC) and will be formally assessed as part of the Building Rules assessment process. • No additional lighting is proposed.
Leanne Coxall	
• *Existing noise and light issues are already unacceptable* • *Concerned that added noise and movement will negatively impact residences*	Refer above

10. REFERRALS – STATUTORY

The application did not attract any statutory agency referrals.

11. REFERRALS – INTERNAL

The application was not subject of any internal referrals.

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 & Design Code. The following reasons are given in support of this recommendation:

a) The proposed development seeks to support an approved industrial land use, which is an anticipated use within the Strategic Employment Zone; and
b) The proposed development will not have an unreasonable impact on the amenity of the locality, in particular noting the findings of Resonate Acoustic Engineers.

Assessment

A detailed assessment of the application has taken place against the relevant provisions of the Planning and Design Code. However, given the nature of the development proposed, and as there are no proposed changes to the overarching approved land use (industry), hours of operation, vehicle access, maneuvering or car parking – which were all considered at the time of the original application - the assessment is limited to consideration of the intended use of the proposed shipping containers, their siting and design, and potential interface impacts.

A Policy Enquiry extract containing the relevant provisions of the Planning and Design Code is contained in Attachment 4. Having considered the proposal, the policies provided in the extract are considered to be relevant to the assessment of the proposal.

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.
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.
Hazards (Bushfire – Urban Interface)	Not applicable to the proposed form of development.
Hazards (Flooding - General)	Satisfied – the proposed development is not anticipated to cause a flood risk within the subject land or to neighbouring properties.
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.
Water Resources	Satisfied – the proposed development will not affect a watercourse.

Local Variation

It is noted that the subject land is subject to a Technical and Numerical Variation (Local Variation) which requires consideration of 'Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints'.

The Applicant has advised that no additional external lighting is proposed.

Intended Land Use

The Applicant has advised the proposed containers are intended to support the storage of office materials, including archived paperwork records and tooling items (such as dies and templates) which need to be retained for business supply agreement purposes. These activities are ancillary to the approved industrial land use, and no new land use activities are proposed to be introduced.

The Applicant has advised the containers will be accessed on an infrequent basis, during business hours only. In particular, the Applicant has advised that car parking will remain the predominant function to the southern side of the main building, unaffected by the proposed development.

Accordingly, the proposed development seeks to support the approved industrial land use, which is an expected land use under Strategic Employment Zone PO 1.1 and the corresponding DTS/DPF:

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:* *.....* *g) General industry*

Furthermore, and while the proposed development does not seek to introduce a new land use, the intended use of the containers for ancillary storage purposes, can be viewed as akin to the relatively static and low-impact activity typically associated with a 'store' which the Zone contemplates at the zone periphery, when adjacent to another zone which is used for residential purposes:

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:* *.....* *j) Store*

Accordingly, the intended use of the containers for ancillary storage purposes, supporting an established industrial land use, is seen to be appropriate from a land use perspective.

Siting and Design

The proposed site plan makes explicit there will be no container stacking. Accordingly, the containers will have a maximum height of 2.6 metres.

The containers are to be painted in a consistent 'woodland grey' colour, which is considered to be an appropriate neutral colour.

The containers are to be setback 9 metres from the south-western boundary, set behind established onsite landscaping, and trees to be planted as part of the original application. The south-western boundary comprises solid metal fencing, with a height of 2.4 metres.

Given this, the containers will not be highly visible from the residential area to the west and south-west, further noting screening is offered by established vegetation adjacent the railway corridor, as highlighted in ***Figure 2*** below.

Figure 2 *– Aerial image showing location of established vegetation in the railway corridor*

Additionally, the containers are proposed to be setback 4 metres from the south-eastern boundary (at their closest point). As illustrated in ***Figure 2***, this boundary abuts an industrial site to the south-east, adjacent a hardstand storage area. While the containers will be visible from this adjacent industrial property (given open chain mesh fencing along this boundary) - given their low height profile, boundary setbacks and consistent neutral colour scheme, they are not expected to have a detrimental visual impact.

Accordingly, the siting and design of the proposed containers is considered appropriate, aligning with PO 1.5 of the Design – General Development Policies module:

> *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.*

Further, the proposal aligns with the intent of Zone PO 4.1, which seeks to minimize the massing of larger buildings on residential areas:

> *PO 4.1* *Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.*

Interface between Land Uses - Noise

As noted above, PO 1.2 of the Strategic Employment Zone seeks *"... a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone."*

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

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

PO 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).*

DTS/DPF 4.1 *Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.*

PO 4.2 *Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:*

(a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers
(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers
(c) housing plant and equipment within an enclosed structure or acoustic enclosure
(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.

In response to these policies, the applicant provided an Acoustic Assessment by Resonate Acoustic Engineers, who considered the proposal having regard to the acoustic assessment and conditions under the original application.

Key outcomes of the Resonate assessment are summarised as follows:

- There is potential for noise emissions associated with the movement and placement of shipping containers, through use of a forklift or crane, and truck movements.
- However, noise emissions will comply with the *Noise Policy* criteria of 52dB(A) at the nearest residential receivers provided that:
    - Movement of containers (including movement of container contents with forklifts) is undertaken during daytime hours only (7.00am to 10.00pm).
    - No more than one (1) container is moved in any single 15-minute period.
    - Care is taken when moving containers, including avoiding them being dropped onto the ground or trucks.
- Apart from noise associated with moving containers and/or their contents, the proposed activity does not have the potential to increase noise emissions from the site.
- Placement of the containers is expected to provide an additional noise barrier which may reduce noise emissions from activities in the southern part of the site, including movement of vehicles accessing car parking and laydown areas to the west of the site.

Based on the findings of Resonate and considering infrequent use of the containers during daytime hours for long term storage purposes, together with the siting of the containers with openings facing away from the residential areas and that the balance of this area is to be retained for car parking / landscaping; the proposal is not considered to create unreasonable noise impacts.

Accordingly, it is considered the proposed development will satisfy the relevant 'Interface between Land Uses' provisions of the Planning and Design Code and will, in particular, comply with the requirements of the *Environment Protection (Noise) Policy 2007*.

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 the proposed development:

- Represents an appropriate ancillary use, which is appropriate at the periphery of the Strategic Employment Zone;
- Is appropriately sited and designed, and will not have a detrimental impact to visual amenity; and
- Will not result in any negative noise impacts on adjacent development.

Accordingly, it is recommended that Planning Consent be granted, subject to Conditions.

14. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

A. The proposed development is not considered to be seriously at variance with the Planning and Design Code; and

B. Pursuant to Section 102 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to application number 23028052 for Placement of Thirty-One (31) Shipping Containers to southern side of industrial building (for storage of paperwork and office materials) (Amendment to Development Application 22006655) in accordance with the plans and details submitted with the application and subject to the following conditions:

Planning Consent Conditions

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

   Plan Type - Drawing No. – Date - Prepared By
   Supporting Letter - N/A – 09/11/23 - Regent Street Properties (Adam Hopkins)
   Site Plan – 5111-A-03 C – 07/11/23 – AH
   Acoustic Assessment – A230418LT2 – 30/01/24 – Resonate
   Response to Representations – N/A – 30/01/24 - Regent Street Properties (Adam Hopkins)

   This Decision Notification Form shall be read in conjunction with the Decision Notification Form for DA 22006655, and all previous stamped plans, documentation and planning conditions from DA 22006655 are still applicable, except where varied by this application and conditions.

2. The external surfaces of each shipping containers shall be painted in a natural colour tone (such as 'woodland grey) within 1 month from the date of container placement, and maintained in good conditions at all times. All containers shall be painted with the same colour.

3. Noise measured at the nearest residential property boundary shall comply with the *Environment Protection (Noise) Policy 2007* at all times.

Advice Notes

Previous Application Still Applies
All previous stamped plans and documentation, including planning conditions previously granted for Development Application No. 22006655 are still applicable except where varied by this application and conditions.

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;
4. 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.*

ATTACHMENTS

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

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

Appendix 1

Proposal Plans and Supporting Documentation

Regent Street Properties
Unit Trust
ABN: 80 806 518 432
L1, 1 Alexandra Av
Rose Park, 5067 SA
PH: 08 8333 7300

City of Salisbury – Development Services
Attn: Chris Carrey
34 Church Street
Salisbury SA 5108

9th November 2023

Re: Application for Amendment 23028052 (formerly 22006655)
24-30 Kaurna Av, Edinburgh SA 5111

Dear Chris,

Thank you for the initial review of our amendment application for 24-30 Kaurna Av, Edinburgh. Please find amendments made to our submission enclosed and incorporated to the initial letter for clarity.

In reply to your letter requesting additional details regarding the amendment, we submit the following supporting information.

Please note despite several and ongoing efforts by Plan SA to allow this to be related to the previous application, they to date have been unable.
We intend to submit all materials referencing both application numbers to prevent any confusion.

South Car Park Area

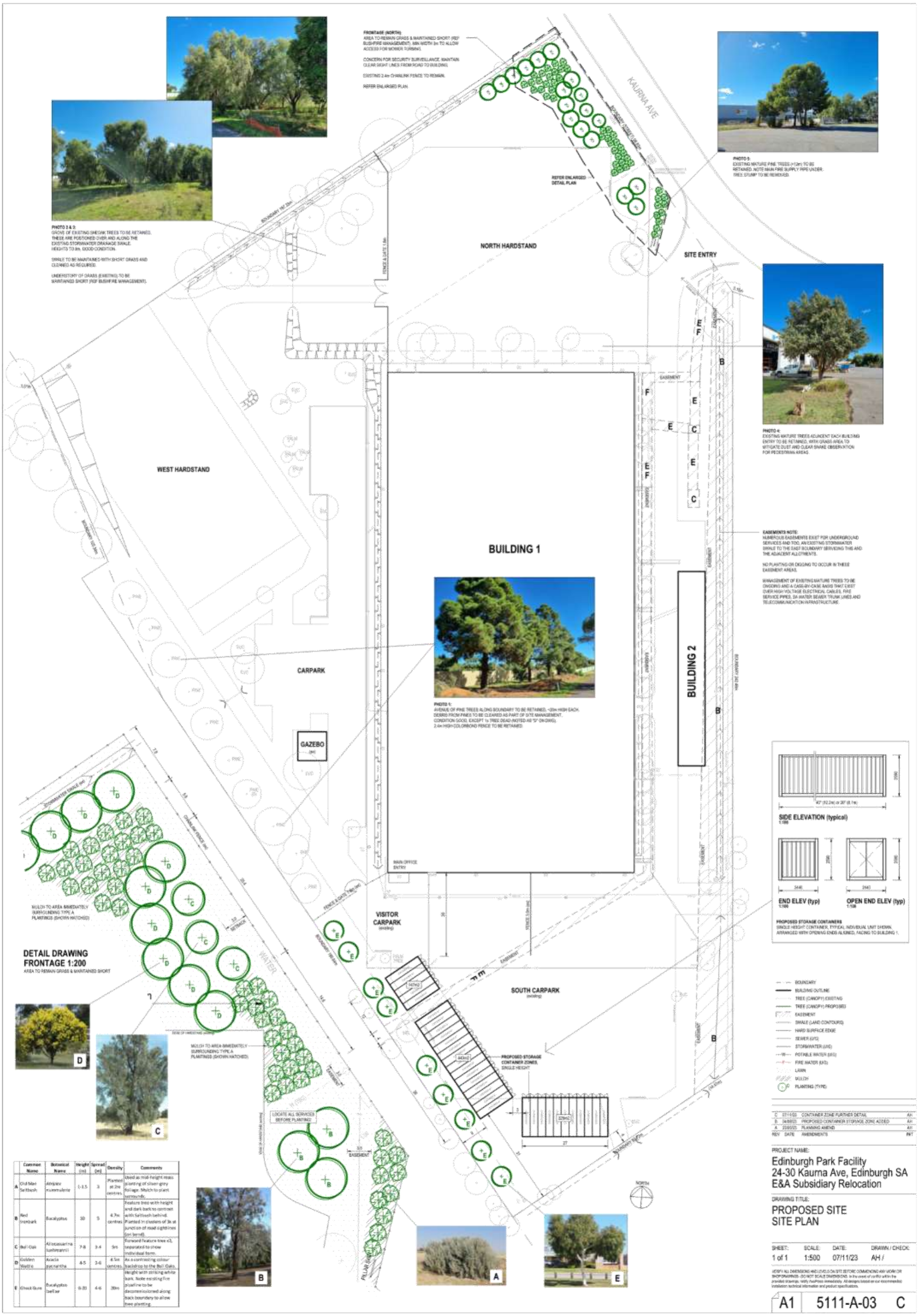
	Current Approval	**Proposed Amendment**
1. Description	Staff & Visitor Car Park Located to the south of the main building.	Staff & Visitor Car Park with Shipping Container Storage at perimeter. Refer drawing plan "5111-A-03 Amt C". Car park capacity is unchanged with proposed positioning of the shipping containers to occur on the existing unsealed areas to the east and south west boundaries, with respect to existing trees, drainage and underground services. Shipping containers quantity: Provision for 31x as per drawing plan, as standard 40" or 20" size (12.1/6.1 x 2.4 x 2.6m each), frontage aligned. External paint finish is Colorbond "Woodland Grey" to all.
2. Hours of Operation	7:00am to 10:00pm inclusive.	No change is requested.

3. Acoustic	Noise Management Plan (NMP) by Resonate "A220039RP2 Rev A". Vehicles to be fitted with "buzz" (broadband), not "beep" (tonal) warning devices.	No change is requested. Noting all site vehicles are fitted with "buzz" (broadband) warning devices.
4. Storage & Use	No materials, goods or containers shall be stored in the designated staff carparking area or driveways.	Proposed positioning of shipping containers to the perimeter of the Staff Car Park area for the long-term storage of required office materials such as archive paperwork records and archived tooling items (such as dies and templates) to be retained for supply agreements. Materials are not required to be accessed regularly and for archive purposes only.
5. Vehicle Movements	No truck or forklift movements. No cutting, welding, grinding or hammering activities. Light vehicle movements and car parking.	Light vehicle movements and car parking to remain. Truck movement for the initial positioning of the shipping containers required. Forklift movement from the office to the shipping container for the initial relocation of storage materials.
6. Lighting	Outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill.	No change is requested. No additional lighting required for container storage.
7. Security	Existing 2.4m high Colorbond boundary fence to remain (unchanged).	No change is requested.
8. Landscaping	As per landscape plan 123453.	No change is requested. The proposed container placement to no interfere with and consider landscape planting design.

I hope this additional information is sufficient in reaching a positive outcome. Please don't hesitate to contact us if you require more information.

Yours faithfully,

Adam Hopkins
E: adam@auspress.com.au
M: 0405 319 677



Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

Resonate

Acoustics • EMF • Structural Dynamics • Vibration

Tuesday, 30 January 2024

Project number: A230418
Reference: A230418LT2

Atif Latif
Tasmea Limited
24-30 Kaurna Avenue
Edinburgh SA

Dear Atif,

24-30 Kaurna Avenue
Amendment to existing DA

1 Introduction

It is understood that an amendment is proposed to the existing Development Approval for 24-30 Kaurna Avenue, Edinburgh. Resonate Consultants previously undertook an assessment of environmental noise associated with the development (as documented in Resonate Report A220039RP1D).

The proposed amendment seeks to allow for placement of shipping containers on the southern side of the property as shown in Appendix A.

Council has requested acoustic advice to confirm that placement of containers will not increase noise emissions received at the nearest noise sensitive receivers.

2 Noise assessment

2.1 Noise emissions from 24-30 Kaurna Avenue

There is potential for noise emissions associated with movement of shipping containers using a forklift or crane and truck. This noise has been assessed using the methodology described in Resonate Report A220039RP1D. Noise emissions from this activity (when assessed cumulatively with other noise emissions from the site) will comply with the Noise Policy daytime criteria of 52 dB(A) applicable at the nearest residential receivers, provided that:

- Movement of containers (including moving any of the contents of containers with forklifts etc) is undertaken during daytime hours of 7 am to 10 pm;
- No more than one container is moved in any single 15 minute period;
- Care is taken when moving containers (i.e. avoid dropping them from height onto the ground or truck beds).

It is understood that the intent is for the area to be used for long-term storage of containers therefore any noise emissions from container movement is expected to be temporary and infrequent.

Resonate

Acoustics • EMF • Structural Dynamics • Vibration

Apart from noise associated with moving containers and/or their contents, the proposed activity does not have the potential to increase noise emissions from the site. Placement of containers along the southern and south-western boundaries is expected to provide an additional noise barrier which may reduce noise emissions from activities in the southern part of the site, including movement of vehicles accessing the car parking and laydown areas to the west of the site.

2.2 Rail noise

It is understood that Council have raised a concern that placement of containers in the location shown in Appendix A may have the potential to increase noise from freight rail movements received at the nearest residences along Camira Way, due to rail noise reflecting off the containers back towards the residences.

Neither the Planning and Design Code, nor the Noise Policy requires consideration of a development's built form reflecting or otherwise altering noise emissions from adjoining infrastructure or development.

Notwithstanding the above, the addition of proposed containers is not expected to result in a noticeable increase in rail noise for dwellings on Camira Way, given the relative distances of the direct path (approximately 20 m from the rail line to residential properties) and the reflected path (approximately 40 m from the rail line to containers, and an additional 60 m from containers to residences). Therefore, noise emissions from trains reflected off the proposed containers and received at Camira Way residences must travel approximately 100 m and is expected to be significantly quieter than the direct noise which only travels 20 m. The reflected noise from containers is therefore expected to result in a negligible increase in overall rail noise levels compared to direct noise only.

Please let me know if you have any queries or wish to discuss the above.

Yours sincerely,

Nick Henrys
Principal Consultant
p +61 8 8155 5888
m +61 481 882 689
nick.henrys@resonate-consultants.com

Resonate

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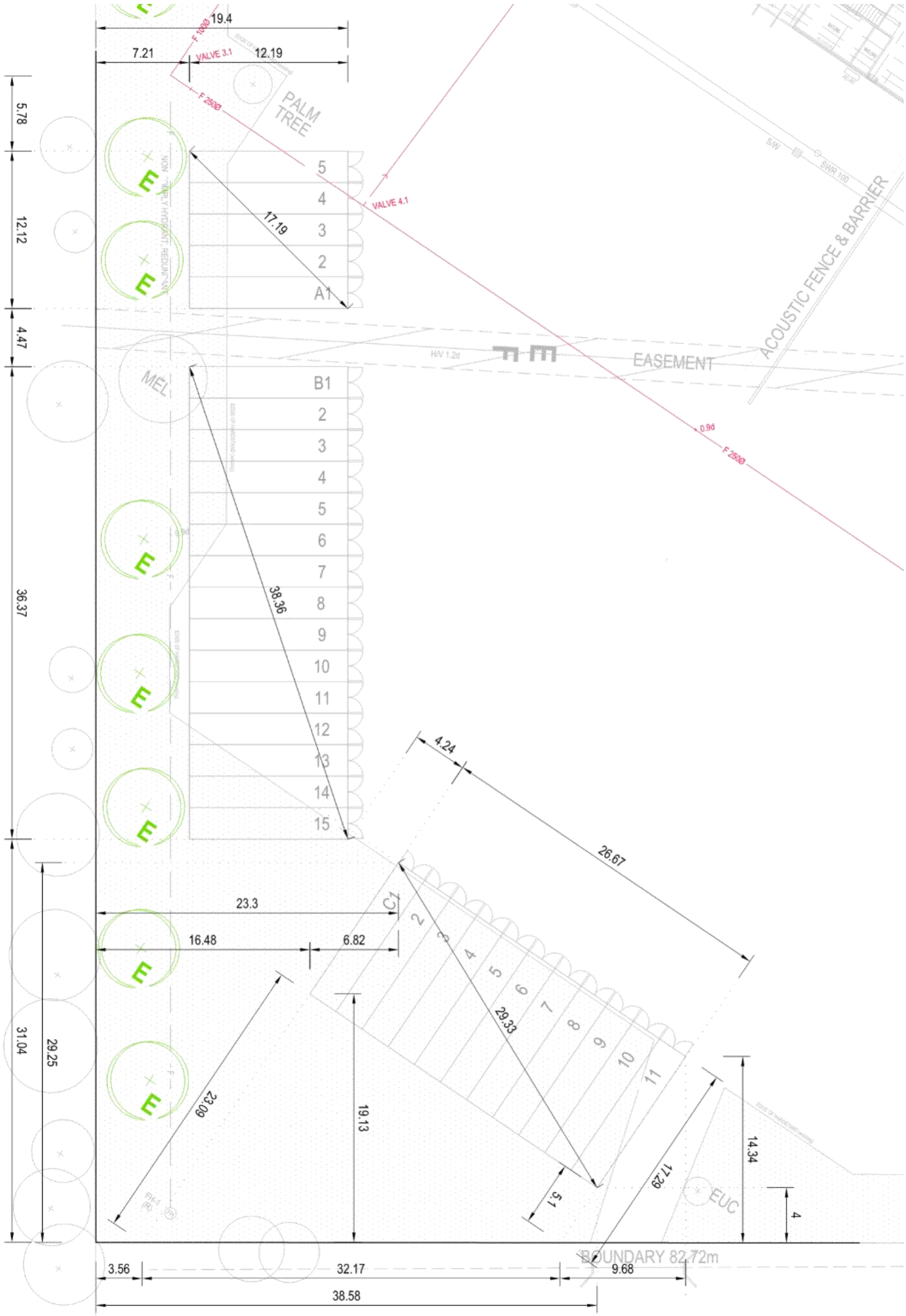
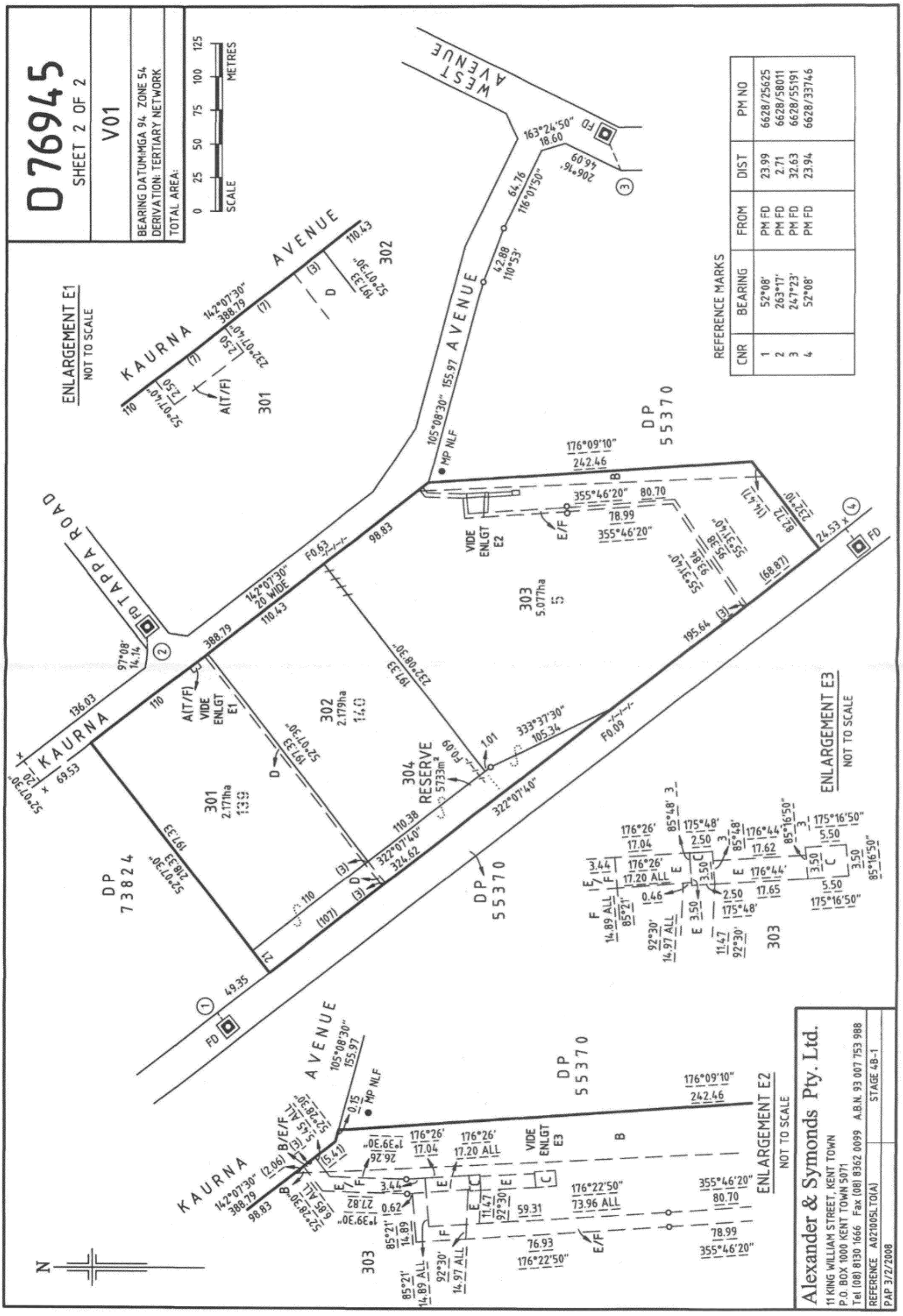
Appendix A – Proposed container layout



Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation



Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

LAND SERVICES SA

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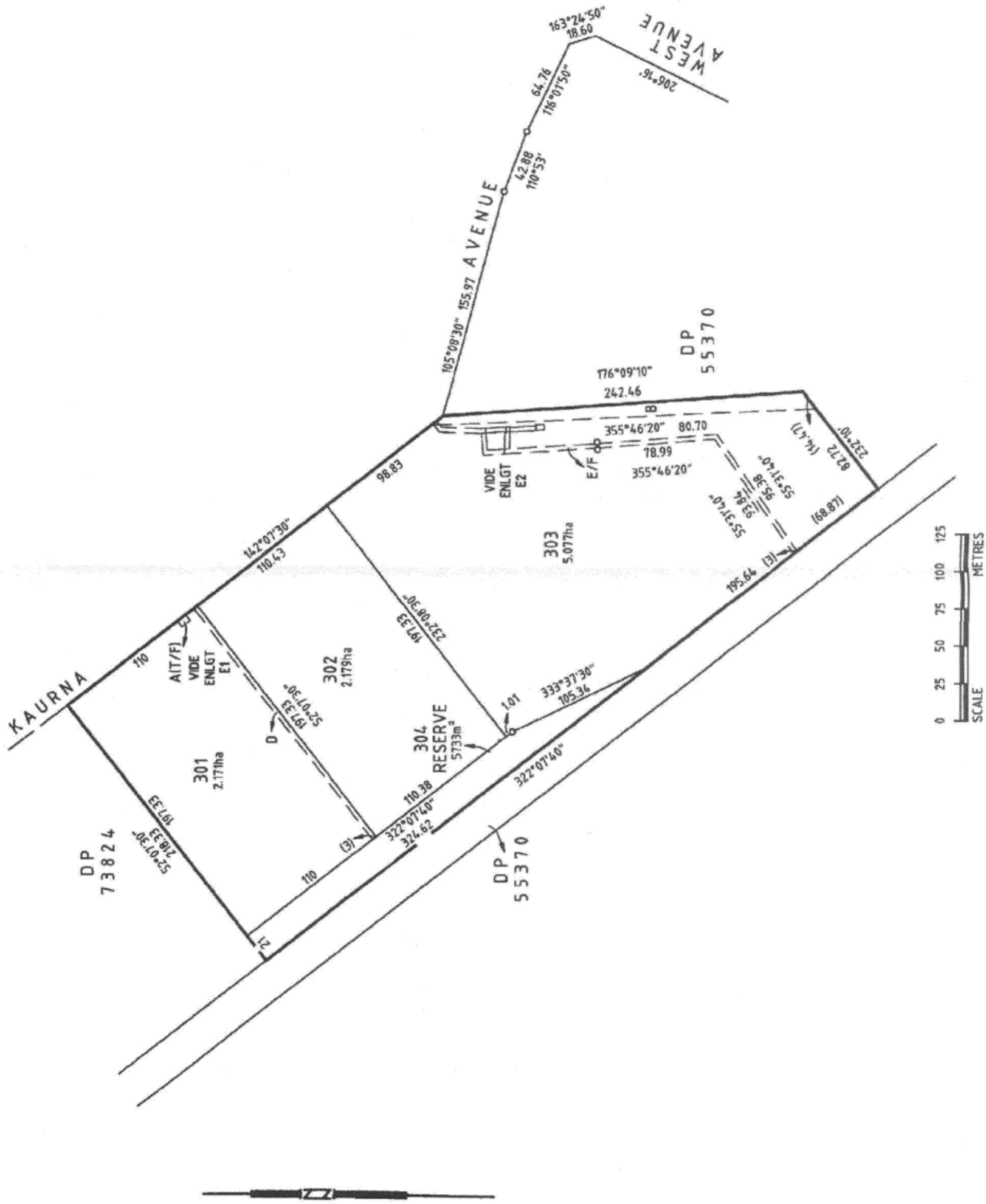
Order ID	20210315001258



Land Services SA

Page 2 of 3

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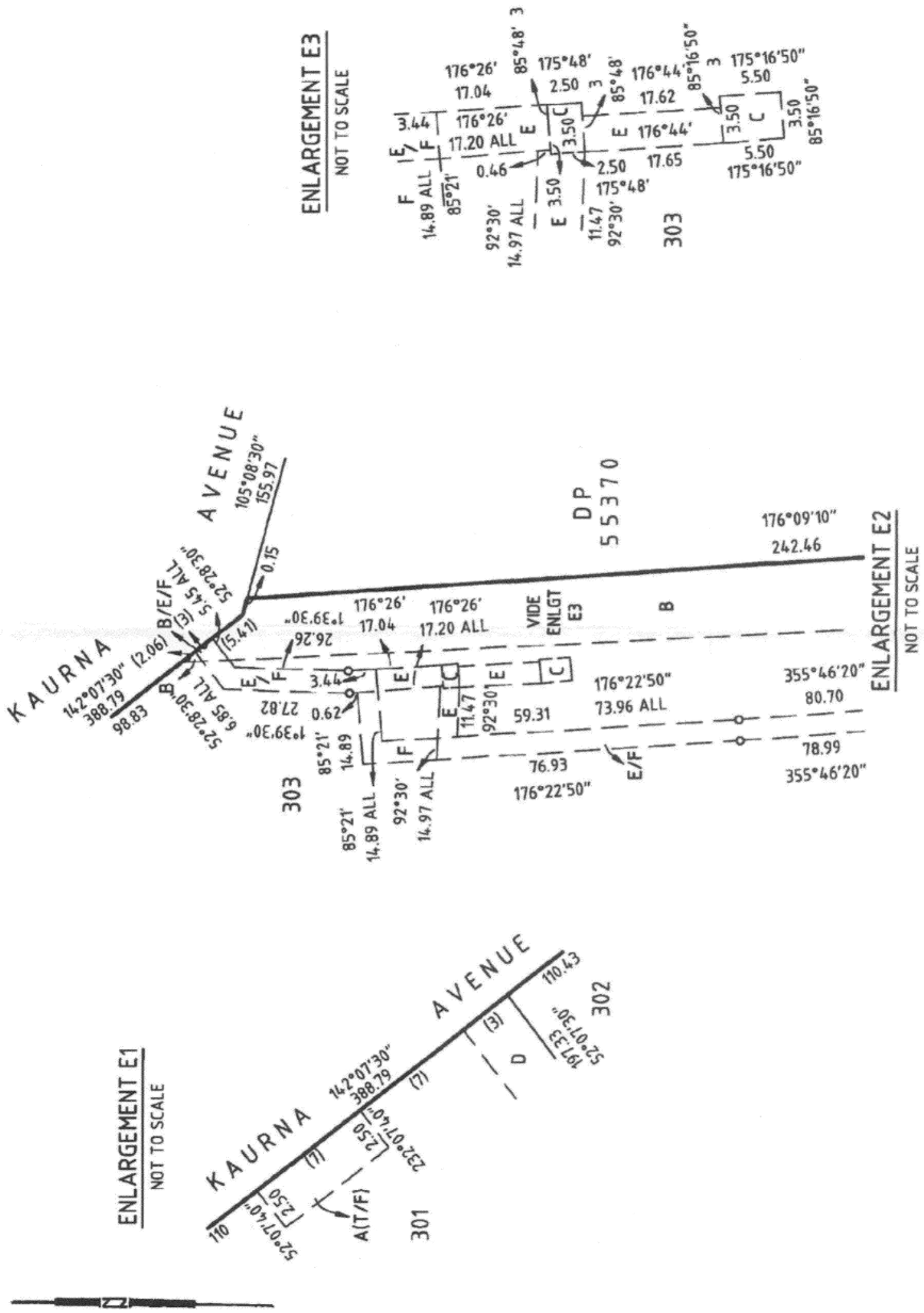
LAND SERVICES SA

Product	Register Search (CT 6011/317)
Date/Time	15/03/2021 09:36AM
Customer Reference	BAR:210626
Order ID	20210315001258



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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

24-30 KAURNA AVE
EDINBURGH SA 5111

PlanSA

APPLICATION NUMBER	NATURE OF DEVELOPMENT
23028052	Placement of Thirty-One (31) Shipping Containers to southern side of industrial building (for storage of paperwork and office materials) (Amendment to Development Application 22006655)

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 15-12-2023

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	23028052
Proposal	Placement of Thirty-One (31) Shipping Containers to southern side of industrial building (for storage of paperwork and office materials) (Amendment to Development Application 22006655)
Location	24-30 KAURNA AV EDINBURGH SA 5111

Representations

Representor 1 - Leanne Coxall

Name	Leanne Coxall
Address	8 CAMIRA WAY SALISBURY NORTH SA, 5108 Australia
Submission Date	29/11/2023 12:33 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

RepresentationDa23028052LeanneCoxall-Received29Nov2023-7047944.pdf

RECEIVED
29 NOV 2023

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Development Number:	23028052
Nature of Development:	Placement of Thirty-One (31) Shipping Containers to southern side of industrial building (for storage of paperwork and office materials) (Amendment to Development Application 22006655)
Zone/Sub-zone/Overlay:	Strategic Employment
Subject Land:	24-30 Kaurna Ave, Edinburgh SA 5111
Contact Officer:	Chris Carrey
Phone Number:	8406 8222 29 NOV 2023
Close Date:	**15 December 2023**

My name*: LEANNE COXALL	My phone number: [redacted]
My postal address*: 8 CAMIRA WAY SALISBURY NTH	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:

THE CURRENT NOISE & LIGHT ISSUES AT THE SITE ARE ALREADY UNACCEPTABLE AND THE OWNER/ OCCUPIER HAS RENEGED ON HIS VERBAL AGREEMENT TO INSTALL ROLLER SHUTTERS ON BOTH OF MY AFFECTED PROPERTIES TO MITIGATE THE ISSUES.
ANY NOISE/MOVEMENT FURTHER TO WHAT WE CURRENTLY ENDURE, WHETHER IT BE FREQUENT OR INTERMITTENT, IS MORE THAN WE SHOULD HAVE TO ENDURE AS LONG STANDING RESIDENTS IN A RESIDENTIAL AREA.

[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: 22/11/23.

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission:
plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments

Representations

Representor 2 - Australian Rail Track Corporation Ltd

Name	Australian Rail Track Corporation Ltd
Address	PO Box 10343 Gouger Street ADELAIDE SA, 5000 Australia
Submission Date	14/12/2023 10:12 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 support the development
Reasons	

Attached Documents

RepresentationDa23028052Artc-Received14Dec2023-7164774.pdf

ARTC

11 Sir Donald Bradman Drive
Keswick Terminal, SA 5035
PO Box 10343 Gouger Street
Adelaide, SA 5000

P. 08 8217 4366
F. 08 8217 4578
E. info@artc.com.au
W. artc.com.au

December 14, 2023

City of Salisbury
34 Church Street
Salisbury SA 5108

Dear DA Team,

RE – Development Application 23028052 – 24-30 Kaurna Ave EDINBURGH SA 5111 SA 5052

Thank you for the opportunity to comment on this development adjacent to the ARTC land (rail corridor land). ARTC has no issue with the development, however we take the opportunity to advise our requirements 1) to your agency for assisting in reaching a decision on the application and 2) as information for the applicant in developing the site, should approval be granted.

1.0 GENERAL REQUIREMENTS:

1.1 Title:

Applicant to ensure property Title and survey searches are undertaken to clearly identify the property boundary between the development and the rail land. No part of the development shall encroach onto the rail land, or any right of way granted in favour of ARTC.

1.2 Access:

Applicant is required to contact ARTC if any access onto the rail land is required in order to perform work on the development and **must not enter onto the rail land without written approval** from ARTC and compliance with all requirements set by ARTC.

1.3 Adjacent Works:

The applicant **must** also prevent any item of plant from escaping or entering onto the rail land or in any other way interfere with ARTC infrastructure or rail operations.

1.4 Drainage:

No stormwater run-off is to be directed to or be allowed to disperse onto the rail land.

1.5 Setbacks and Lighting:

The placement of buildings and structures and lighting on the adjoining land should not interfere with the sighting of railway signals or level crossings.

ARTC

11 Sir Donald Bradman Drive
Keswick Terminal, SA 5035
PO Box 10343 Gouger Street
Adelaide, SA 5000

P. 08 8217 4366
F. 08 8217 4578
E. info@artc.com.au
W. artc.com.au

1.6 Fencing:

Any fencing is the responsibility of applicant. ARTC is not obliged to contribute to the erection or maintenance of boundary fencing under section 15 of the Railways (Operations and Access) Act 1997. If the development involves livestock, suitable fencing must be installed to prevent animals straying onto the rail land.

1.7 Noise and Vibration:

The applicant should give consideration to rail noise and vibration as this may affect the perceptions of prospective persons seeking residential amenity. ARTC, as the track owner, and the various above-rail operators will comply with all legal requirements of their specific EPA Licence terms and conditions regarding noise and vibration, if applicable.

Whilst the proposal does not at this stage appear close to ARTC, it is important to consider the Guidelines for the Assessment of Noise from Rail Infrastructure (SA EPA, April 2013), in addition to the Noise and Air Emissions Overlay and SA8, with new noise sensitive developments neighbouring existing active railway lines. Section 1.3.4 of the Guideline requires that noise and vibration must be predicted and considered in the design of noise sensitive developments proposed within 180m of a railway line.

ARTC further advises that mainline railtrack and the adjacent passing loop form part of the key interstate freight route and an average of 20 services per day currently pass by this location. The Australasian Railway Association's article titled Freight on Rail forecasts that there will be a doubling of the land freight movements by 2020 and a tripling of the movements by 2050.

ARTC recommend that any assessments of rail noise impacts take into consideration both current and future rail traffic. ARTC and its rail industry partners operate vital interstate and intrastate rail operations and must be able to conduct normal business and to grow the business.

1.8 Increased traffic/ traffic issues at adjacent level crossings (e.g. queuing):

The applicant will receive further correspondence from ARTC (or other related bodies) regarding issues relative to the level crossing located at [.....]. ARTC will suggest treatments that will mitigate the issues. Such changes / mitigation strategies shall be at the applicant's cost.

1.9 Upcoming rail projects:

The applicant is advised that a project for an industrial development comprising of ten (10) light industrial tenancies with associated office sand amenities, access, carparking, fencing, landscaping and pylon sign is planned for this location.

2.0 SITE SPECIFIC REQUIREMENTS:

2.1 At this location, Items 1.8 and 1.9 above do not apply.

ARTC

11 Sir Donald Bradman Drive
Keswick Terminal, SA 5035
PO Box 10343 Gouger Street
Adelaide, SA 5000

P. 08 8217 4366
F. 08 8217 4578
E. info@artc.com.au
W. artc.com.au

3.0 FURTHER EXPLANATION & MITIGATION STRATEGIES:

No access to corridor is permitted. Ensure stacking of containers is stable to ensure they do not fall into the corridor.

Yours sincerely

DocuSigned by:
Casey Scaife
4AAAEC3A1EAA4E8...

Casey Scaife
Property Officer – Adelaide
0448 691 037

Representations

Representor 3 - Jackie Eckert

Name	Jackie Eckert
Address	10 CAMIRA WAY SALISBURY NORTH SA, 5108 Australia
Submission Date	14/12/2023 10:22 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 support the development with some concerns
Reasons	

Attached Documents

RepresentationDa23028052JackieEckert-Received14Dec2023-7164984.pdf

RECEIVED
14 DEC 2023

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Development Number:	23028052
Nature of Development:	Placement of Thirty-One (31) Shipping Containers to southern side of industrial building (for storage of paperwork and office materials) (Amendment to Development Application 22006655)
Zone/Sub-zone/Overlay:	Strategic Employment
Subject Land:	24-30 Kaurna Ave, Edinburgh SA 5111
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**15 December 2023**

My name*: JACKIE ECKERT	My phone number: [redacted]
My postal address*: 10 CAMIRA WAY SALISBURY NORTH SA 5108	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:

Possible extra noise from business - constant fork lift manoeuvres.
Possible Fire hazard, already had massive fire in that area - more paperwork to add to it.
Opening to more development that creates more noise.
Some shipping containers already placed in the compound, so they have already started the procedure and yet permission not yet granted!
Could create more noise from trains going past as it bounces off the containers.
We are are worried about this last comment as it will make it unbearably noisy from the trains.

[attach additional pages as needed]

Government of South Australia
Attorney-General's Department

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

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: 13/12/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission:
plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments

Appendix 3

Applicant's Response to Representations and Acoustic Assessment

Regent Street Properties
Unit Trust
ABN: 80 806 518 432
L1, 1 Alexandra Av
Rose Park, 5067 SA
PH: 08 8333 7300

City of Salisbury – Development Services
Attn: Chris Carrey
34 Church Street
Salisbury SA 5108

30th January 2024

Re: Application for Amendment 23028052 (formerly 22006655)
24-30 Kaurna Av, Edinburgh SA 5111

Dear Chris,

Our submission in relation to the responses received from the recent public notification period ending 15/12/2023 are below, supported by the acoustic assessment "A230118LT2" prepared by Resonate dated 30/01/2024 and our amendment correspondence dated 09/11/2023.

We feel the concerns received in the responses can be addressed with the existing approved planning constraints applied to the site, including but not limited to:

- Southern car park area access only between 7:00am to 10:00pm, and
- Ensuring noise is below the 52dB level between these hours.

It is hoped this planning amendment can be submitted to the next assessment panel meeting for a decision to be confirmed with a positive outcome for the location of the containers for storage.

Please don't hesitate to contact us if you require more information.

Yours faithfully,

Adam Hopkins
E: adam@auspress.com.au
M: 0405 319 677

Enc:

- Resonate Assessment A230418LT2 240130.pdf
- Kaurna Ave – Planning Amendment Response 231109.pdf
- Public Notification – Reponses.pdf

Concern Raised	Proposed Action
Increase in Noise	Acoustic tests during operations have shown noise levels are well below the planning constraints of the original application, with this amendment not seeking to change these constraints nor add to the creation of noise. The existing planning controls are to be maintained.
Boundary Confirmation (Rail)	No work on or near the boundary is sought. The proposed container positions are greater than 7m from rail corridor boundary and existing solid boundary fence.
Access (Rail)	No access required nor sought in amendment.
Drainage (Rail)	Proposed works do not add to, nor drain towards the rail corridor. Existing hardstand surface drains to grated sumps and connected to council stormwater system at road (away from rail corridor).
Lighting (Rail)	No lighting is proposed or part of this amendment.
Fencing (Rail)	No work is proposed or part of this amendment to the existing (solid) fencing.
Noise (Rail)	Refer acoustic assessment enclosed for independent review of the proposed amendment.
Container Stacking	Containers are single level, setback from the property boundary and cannot fall into the rail corridor as they are not stacked.
Possible Extra Noise from Constant Forklift Movements	Constant forklift movement is not part of the planning amendment sought and not necessary for the long-term storage of business materials in the containers.
Fire Hazard	This has been considered with the proposed placement respecting the floor areas and separation distances required by the National Construction Code (NCC) Vol 1, Part C2 as a "Deemed-to-Satisfy" solution and will be formally part of the Building Consent application with acceptance of this planning amendment.
Existing Containers	Empty containers are placed onsite as a temporary measure as existing assets from businesses relocating to the Kaurna Ave address.
Reflected Rail Noise	Refer acoustic assessment enclosed for independent review of the proposed amendment. Noting the height of single level containers is lesser than the existing tree height and set back behind the existing solid boundary fence.

Resonate

Acoustics • EMF • Structural Dynamics • Vibration

Tuesday, 30 January 2024

Project number: A230418
Reference: A230418LT2

Atif Latif
Tasmea Limited
24-30 Kaurna Avenue
Edinburgh SA

Dear Atif,

24-30 Kaurna Avenue
Amendment to existing DA

1 Introduction

It is understood that an amendment is proposed to the existing Development Approval for 24-30 Kaurna Avenue, Edinburgh. Resonate Consultants previously undertook an assessment of environmental noise associated with the development (as documented in Resonate Report A220039RP1D).

The proposed amendment seeks to allow for placement of shipping containers on the southern side of the property as shown in Appendix A.

Council has requested acoustic advice to confirm that placement of containers will not increase noise emissions received at the nearest noise sensitive receivers.

2 Noise assessment

2.1 Noise emissions from 24-30 Kaurna Avenue

There is potential for noise emissions associated with movement of shipping containers using a forklift or crane and truck. This noise has been assessed using the methodology described in Resonate Report A220039RP1D. Noise emissions from this activity (when assessed cumulatively with other noise emissions from the site) will comply with the Noise Policy daytime criteria of 52 dB(A) applicable at the nearest residential receivers, provided that:

- Movement of containers (including moving any of the contents of containers with forklifts etc) is undertaken during daytime hours of 7 am to 10 pm;
- No more than one container is moved in any single 15 minute period;
- Care is taken when moving containers (i.e. avoid dropping them from height onto the ground or truck beds).

It is understood that the intent is for the area to be used for long-term storage of containers therefore any noise emissions from container movement is expected to be temporary and infrequent.

Apart from noise associated with moving containers and/or their contents, the proposed activity does not have the potential to increase noise emissions from the site. Placement of containers along the southern and south-western boundaries is expected to provide an additional noise barrier which may reduce noise emissions from activities in the southern part of the site, including movement of vehicles accessing the car parking and laydown areas to the west of the site.

2.2 Rail noise

It is understood that Council have raised a concern that placement of containers in the location shown in Appendix A may have the potential to increase noise from freight rail movements received at the nearest residences along Camira Way, due to rail noise reflecting off the containers back towards the residences.

Neither the Planning and Design Code, nor the Noise Policy requires consideration of a development's built form reflecting or otherwise altering noise emissions from adjoining infrastructure or development.

Notwithstanding the above, the addition of proposed containers is not expected to result in a noticeable increase in rail noise for dwellings on Camira Way, given the relative distances of the direct path (approximately 20 m from the rail line to residential properties) and the reflected path (approximately 40 m from the rail line to containers, and an additional 60 m from containers to residences). Therefore, noise emissions from trains reflected off the proposed containers and received at Camira Way residences must travel approximately 100 m and is expected to be significantly quieter than the direct noise which only travels 20 m. The reflected noise from containers is therefore expected to result in a negligible increase in overall rail noise levels compared to direct noise only.

Please let me know if you have any queries or wish to discuss the above.

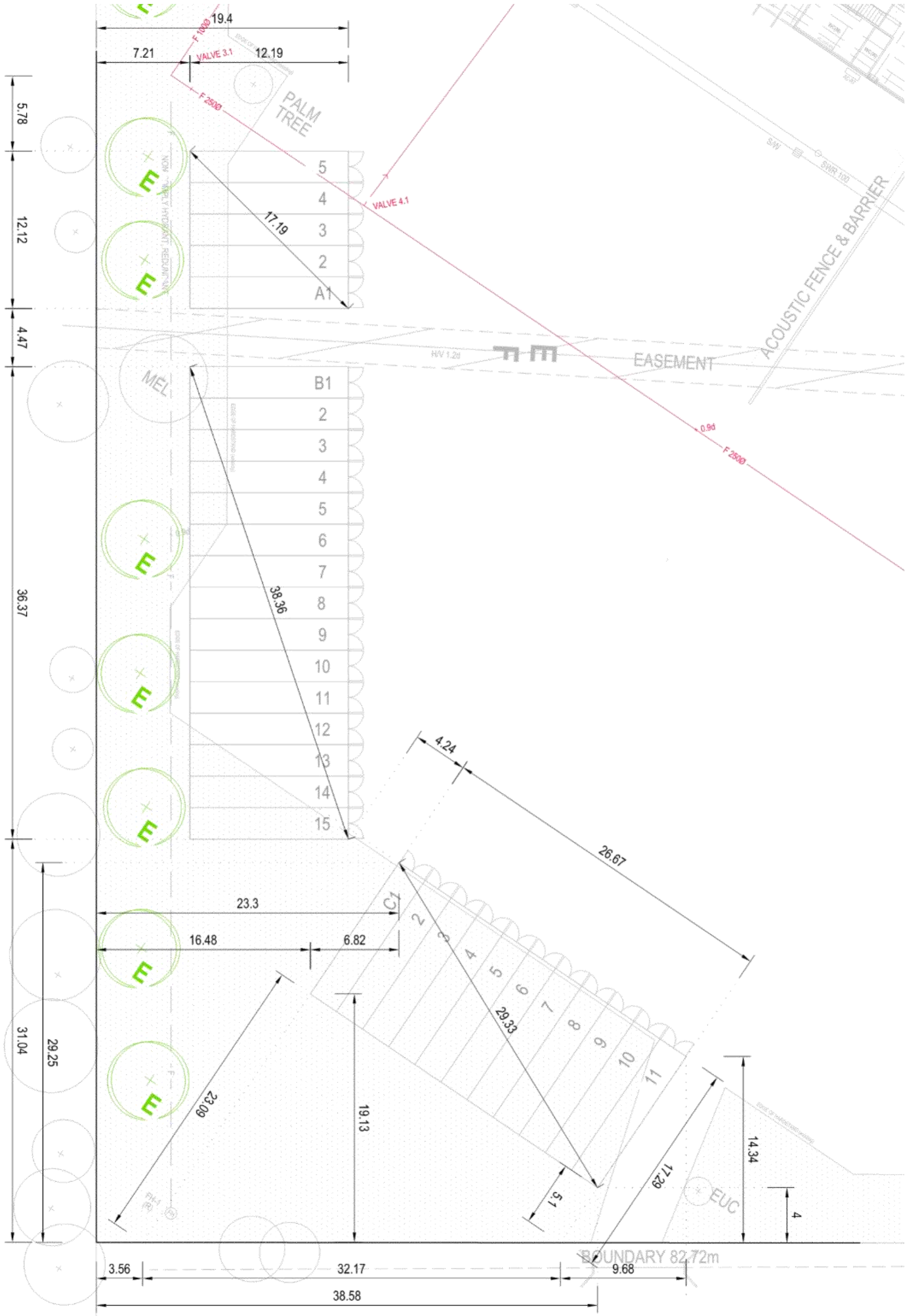
Yours sincerely,

Nick Henrys
Principal Consultant
p +61 8 8155 5888
m +61 481 882 689
nick.henrys@resonate-consultants.com

Resonate

Acoustics • EMF • Structural Dynamics • Vibration

Appendix A – Proposed container layout


19.4
7.21
12.19
VALVE 3.1
F 100Ø
F 250Ø
PALM TREE
5.78
12.12
4.47
36.37
31.04
29.25
5
4
3
2
A1
17.19
VALVE 4.1
ACOUSTIC FENCE & BARRIER
EASEMENT
MEL
B1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
38.36
0.9d
F 250Ø
4.24
26.67
23.3
16.48
6.82
C1
29.33
23.09
19.13
5.1
17.29
14.34
4
EUC
BOUNDARY 82.72m
3.56
32.17
9.68
38.58

Appendix 4

Extract of Planning and Design Code

Address: 24-30 KAURNA AV EDINBURGH SA 5111

Click to view a detailed interactive SAILIS in SAILIS

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

Property Zoning Details

Zone

Strategic Employment

Overlay

Building Near Airfields
Defence Aviation Area *(All structures over 15 metres)*
Hazards (Flooding)
Hazards (Flooding - General)
Prescribed Wells Area
Regulated and Significant Tree
Water Resources

Local Variation (TNV)

Concept Plan *(Concept Plan 97 - Edinburgh Defence Airfield Lighting Constraints)*

Development Pathways

- Strategic Employment

1. Accepted Development
   Means that the development type does not require planning consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.
   - Building alterations
   - Building work on railway land
   - Excavation
   - Filling of land
   - Ground intruding activity
   - Partial demolition of a building or structure
   - Shade sail
   - Solar photovoltaic panels (roof mounted)
   - Storage of material or equipment
   - Temporary stockpiling
   - 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
   - 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.

Part 2 - Zones and Sub Zones

Strategic Employment Zone

Assessment Provisions (AP)

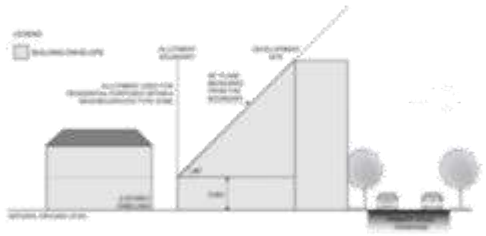
Desired Outcome (DO)

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

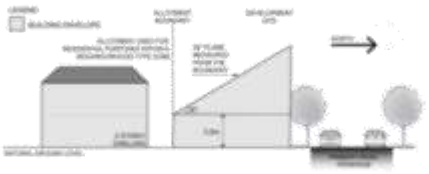
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.	**DTS/DPF 1.1** Development comprises one or more of the following: (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.
PO 3.3 Buildings are set back from the primary street boundary to contribute to a consistent streetscape.	**DTS/DPF 3.3** Buildings setback from the primary street boundary in accordance with the following table: Development Context: There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building. — Minimum setback: The average setback of the existing buildings. Development Context: There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site. — Minimum setback: The setback of the existing building.

	There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site. — (a) Where the existing building shares the same primary street frontage – the setback of the existing building. (b) Where the existing building has a different primary street frontage: (i) 6m or more for proposed buildings up to 6m high (ii) not less than 10m for proposed buildings greater than 6m high.
	There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building. — (a) 6m or more for proposed buildings up to 6m high (b) not less than 10m for proposed buildings greater than 6m high.
	For the purposes of **DTS/DPF 3.3:** (a) the setback of an existing building on an abutting site to the street boundary that it shares with the site of the proposed building is to be measured from the closest building wall to that street boundary at its closest point to the building wall and any existing projection from the building such as a verandah, porch, balcony, awning or bay window is not taken to form part of the building for the purposes of determining its setback. (b) any proposed projections such as a verandah, porch, balcony, awning or bay window may encroach not more than 1.5 metres into the minimum setback prescribed in the table
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 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 (except where this boundary is a street boundary):



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 any 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 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 6m² 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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does 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.

Policy24	P&D Code (in effect) - Version 2023.16 - 09/11/2023
2. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) telecommunications facility (c) temporary public service depot.	Except development that does not satisfy any of the following: 1. Strategic Employment Zone DTS/DPF 4.1 2. Strategic Employment Zone DTS/DPF 4.2.
3. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) general industry (c) light industry (d) office (e) motor repair station (f) retail fuel outlet (g) store (h) warehouse.	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
4. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	None specified.
5. Building for the purposes of railway activities.	None specified.
6. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
8. 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.
9. 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

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Building Near Airfields Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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 8 of the Planning, Development and Infrastructure (General) Regulations 2017.

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

Hazards (Flooding) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	

PO 1.1 Land division is limited to areas where the consequences to buildings and safety are low and can be readily managed or overcome.	DTS/DPF 1.1 None are applicable.
Land Use	
PO 2.1 Development sited and designed to minimise exposure of people and property to unacceptable flood risk.	DTS/DPF 2.1 None are applicable.
PO 2.2 Buildings housing vulnerable people, community services facilities, key infrastructure and emergency services are sited away from flood prone areas to enable uninterrupted operation of services and reduce likelihood of entrapment.	DTS/DPF 2.2 Child care facilities, educational facilities, retirement and supported accommodation, emergency services facilities, hospitals and prisons are not located within the Overlay area.
Flood Resilience	
PO 3.1 Development avoids the need for flood protection works.	DTS/DPF 3.1 None are applicable.
PO 3.2 Development does not cause unacceptable impacts on any adjoining property by the diversion of flood waters or an increase in flood velocity or flood level.	DTS/DPF 3.2 None are applicable.
PO 3.3 Development does not impede the flow of floodwaters through the allotment or the surrounding land, or cause an unacceptable loss of flood storage.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development avoids frequently flooded or high velocity areas, other than where it is part of a flood mitigation scheme to reduce flood impact.	DTS/DPF 3.4 Other than a recreation area, development is located outside of the 5% AEP principal flow path.
PO 3.5 Buildings are sited, designed and constructed to prevent the entry of floodwaters in a 1% AEP flood event where the entry of floodwaters is likely to result in undue damage to, or compromise ongoing activities within, buildings.	DTS/DPF 3.5 Buildings comprise one of the following: (a) a porch or portico with at least 2 open sides (b) a verandah with at least 3 open sides (c) a carport or outbuilding with at least 2 open sides (whichever elevations face the direction of the flow) (d) any post construction with open sides (e) a building with a finished floor level that is at least 300mm above the height of a 1% AEP flood event.
PO 3.6 Fences do not unreasonably impede floodwaters.	DTS/DPF 3.6 A post and wire fence (other than a chain mesh fence).
Environmental Protection	
PO 4.1 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 4.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.

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

Procedural Matters (PM) - Referrals

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

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

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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 Child care facilities, educational facilities, 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

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	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*.

has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.	

Procedural Matters (PM) - Referrals

The following table identifies classes of development / activities that require referral to 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) commercial 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

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	**DTS/DPF 1.2** None are applicable.

and / or (f) form a notable visual element to the landscape of the local area.	
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 (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

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 capable of natural regeneration are fenced off to limit stock access.	**DTS/DPF 1.4** 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 1.6 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)

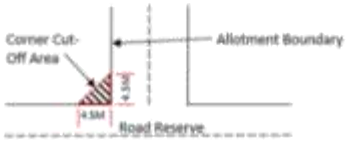
Desired Outcome (DO)

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
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	
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 80km/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)

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.
Waste	
PO 4.1 Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.	DTS/DPF 4.2 Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.

Aquaculture

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land-based Aquaculture	
PO 1.1 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 or

	The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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** The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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** The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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** The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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** The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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** The development does not include toilet facilities located over water.
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 or The development is the subject of an aquaculture lease and/or licence (as

	applicable) granted under the *Aquaculture Act 2001*.
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** The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
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** The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
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** The development does not include any onshore facilities in conjunction with a proposal for marine aquaculture.
Navigation and Safety	
PO 3.1 Marine aquaculture sites are suitably marked to maintain navigational safety.	**DTS/DPF 3.1** The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.

PO 3.2 Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	DTS/DPF 3.2 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.

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.
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 (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.
Wharves, Wharves and Pontoons	
PO 4.1	**DTS/DPF 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.	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)

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	**DTS/DPF 1.1**

Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	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.
Landscaping	
PO 3.1	**DTS/DPF 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.	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.
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: **(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	DTS/DPF 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.	None are applicable.

Ancillary Development

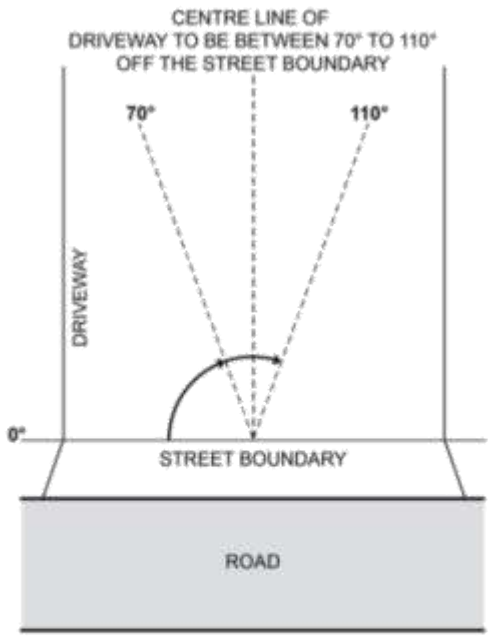
PO 13.1	DTS/DPF 13.1
Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 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 60% 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 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.
PO 13.4 *Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.*	**DTS/DPF 13.4** Non-residential ancillary buildings and structures: **(a)** are ancillary and subordinate to an existing non-residential use on the same site **(b)** have a floor area not exceeding the following: Allotment size: ≤500m²; Floor area: 60m² Allotment size: >500m²; Floor area: 80m² **(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 main building 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 **(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 **(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 (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.
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	**DTS / DPF 16.1**

Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.	Dwelling additions: (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical height of 2m or more (iv) less Private Open Space than specified in Design Table 1 - Private Open Space (v) less on-site parking than specified in Transport Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (vi) upper level windows facing side or rear boundaries unless: A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or B. have sill heights greater than or equal to 1.5m above finished floor level or C. incorporate screening to a height of 1.5m above finished floor level (vii) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land B. 1.7m above finished floor level in all other cases.
Private Open Space	
PO 17.1 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	**DTS/DPF 19.2**

Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.	Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
PO 19.3 Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages 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 of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site
PO 19.6 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.
Outdoor 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	**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.

safe and convenient manner.	
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 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	**DTS/DPF 27.1** None are applicable.

disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	
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 overlooking into habitable room windows or onto the usable 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.
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.
Decks	
Design and Siting	
PO 33.1 Decks are designed and sited to: (a) complement the associated building form	**DTS/DPF 33.1** Decks: (a) where ancillary to a dwelling:

(b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space)

(c) minimise cut and fill and overall massing when viewed from adjacent land.

(i) are not constructed, added to or altered so that any part is situated:

A. in front of any part of the building line of the dwelling to which it is ancillary

or

B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)

(ii) are set back at least 900mm from side or rear allotment boundaries

(iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling

(iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less:

A. a total area is determined by the following table:

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. the amount of existing soft landscaping prior to the development occuring.

(b) where in association with a non-residential use:

(i) are set back at least 2 metres from the boundary of an allotment used for residential purposes.

(ii) are set back at least 2 metres from a public road.

(iii) have a floor area not exceeding 25m^2

(c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.

PO 33.2 Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	**DTS/DPF 33.2** Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 33.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	**DTS/DPF 33.3** Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land 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.

Table 1 - Private Open Space

Dwelling Type	Minimum Rate

Dwelling (at ground level)	Total private open space area: (a) Site area <301m^2: 24m^2 located behind the building line. (b) Site area ≥ 301m^2: 60m^2 located behind the building line. Minimum directly accessible from a living room: 16m^2 / 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 (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 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 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.
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.

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.

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

Overlooking/Visual Privacy

PO 16.1	DTS/DPF 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 intercept 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.	None are applicable.

All residential development

Front dwellings and passive surveillance

PO 17.1	DTS/DPF 17.1
Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	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	DTS/DPF 18.1
Living rooms have an external outlook to provide a high standard of amenity for occupants.	A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.
PO 18.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 18.2 None are applicable.

Ancillary Development

PO 19.1	DTS/DPF 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.	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 for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less:

(i) a total area as determined by the following table:

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%

(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.

PO 19.4

Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.

DTS/DPF 19.4

Non-residential ancillary buildings and structures:

(a) are ancillary and subordinate to an existing non-residential use on the same site

(b) have a floor area not exceeding the following:

Allotment size	Floor area
<500m²	60m²
>500m²	80m²

(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 main building 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 (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 (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 (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.
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.

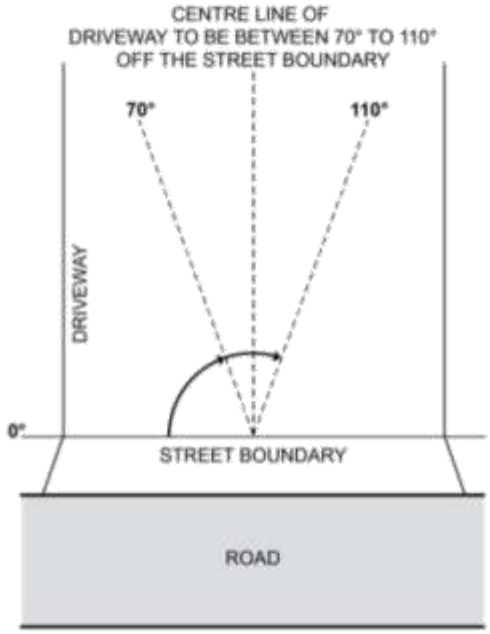
Landscaping

PO 22.1	DTS/DPF 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.	Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area for the entire development site, including any common property, as determined by the following table: (b) at least 30% of any land between the primary street boundary and the primary building line.

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

Car parking, access and manoeuvrability

PO 23.1	DTS/DPF 23.1
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	DTS/DPF 23.2
Uncovered car parking space 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 23.3	DTS/DPF 23.3
Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages and on-street parking.	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 of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site.
PO 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 2m² with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
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) operable 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 6m² (b) 1 bedroom dwelling / apartment: not less than 8m² (c) 2 bedroom dwelling / apartment: not less than 10m² (d) 3+ bedroom dwelling / apartment: not less than 12m².
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 50m² (c) 2 bedroom dwelling / apartment with a floor area of at least 65m² (d) 3+ bedroom dwelling / apartment with a floor area of at least 80m², and any dwelling over 3 bedrooms provides an additional 15m² 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:

Number of bedrooms	Minimum internal floor area
Studio	35m²

	1 bedroom: $50m^2$ 2 bedroom: $65m^2$ 3+ bedrooms: $80m^2$ and any dwelling over 3 bedrooms provides an additional $15m^2$ for every additional bedroom
PO 31.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	**DTS/DPF 31.2** None are applicable.
PO 31.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	**DTS/DPF 31.3** None are applicable.
PO 31.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	**DTS/DPF 31.4** Dwelling sites/allotments are not in the form of a battle-axe arrangement.
Communal Open Space	
PO 32.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	**DTS/DPF 32.1** None are applicable.
PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	**DTS/DPF 32.2** Communal open space incorporates a minimum dimension of 5 metres.
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	**DTS/DPF 32.3** None are applicable.
PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	**DTS/DPF 32.4** None are applicable.
PO 32.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	**DTS/DPF 32.5** None are applicable.
Car parking, access and manoeuvrability	
PO 33.1 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	**DTS/DPF 33.2** Access to group dwellings or dwellings within a residential flat building is provided via

interruption of the footpath and positively contribute to public safety and walkability.	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 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	DTS/DPF 39.3

Communal open space is of sufficient size and dimensions to cater for group recreation.	Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	**DTS/DPF 39.4** None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	**DTS/DPF 39.5** None are applicable.
PO 39.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	**DTS/DPF 39.6** None are applicable.
Site Facilities / Waste Storage	
PO 40.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric-powered vehicles.	**DTS/DPF 40.1** None are applicable.
PO 40.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	**DTS/DPF 40.2** None are applicable.
PO 40.3 Provision is made for suitable external clothes drying facilities.	**DTS/DPF 40.3** None are applicable.
PO 40.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.	**DTS/DPF 40.4** None are applicable.
PO 40.5 Waste and recyclable material storage areas are located away from dwellings.	**DTS/DPF 40.5** Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 40.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	**DTS/DPF 40.6** None are applicable.
PO 40.7 Services, including gas and water meters, are conveniently located and screened from public view.	**DTS/DPF 40.7** None are applicable.
Student Accommodation	
PO 41.1	**DTS/DPF 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.	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 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	**DTS/DPF 44.1** Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

(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.

Decks

Design and Siting

PO 45.1

Decks are designed and sited to:

(a) complement the associated building form

(b) minimize impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space)

(c) minimise cut and fill and overall massing when viewed from adjacent land.

DTS/DPF 45.1

Decks:

(a) where ancillary to a dwelling:

(i) are not constructed, added to or altered so that any part is situated:

A. in front of any part of the building line of the dwelling to which it is ancillary or

B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)

(ii) are set back at least 900mm from side or rear allotment boundaries

(iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling

(iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less:

A. a total area is determined by the following table:

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. the amount of existing soft landscaping prior to the development occurring.

(b) where in association with a non-residential use:

(i) are set back at least 2 metres from the boundary of an allotment used for residential purposes.

(ii) are set back at least 2 metres from a public road.

(iii) have a floor area not exceeding 25m^2

(c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.

PO 45.2

Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones

DTS/DPF 45.2

Decks with a finished floor level's 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone

through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 45.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	**DTS/DPF 45.3** Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land 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.

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: 16m², 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:	15m² / minimum dimension 3m
	Dwellings above ground level:	
	Studio (no separate bedroom)	4m² / minimum dimension 1.8m
	One bedroom dwelling	8m² / minimum dimension 2.1m
	Two bedroom dwelling	11m² / minimum dimension 2.4m
	Three + bedroom dwelling	15 m² / minimum dimension 2.6m

Forestry

Assessment Provisions (AP)

Desired Outcome (DO)

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

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.
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. Note: Firebreaks prescribed above (as well as access tracks) may be included within the setback buffer distances prescribed by other policies of the Code.
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 Clearance	
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)

The Housing Renewal General Development Policies are only applicable to dwellings or residential flat building 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.

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 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 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 in accordance with the following: (a) where the wall height does not exceed 3m - at least 900mm (b) for a wall that is not south facing and the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings (c) for a wall that is south facing and the wall height exceeds 3m - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.
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

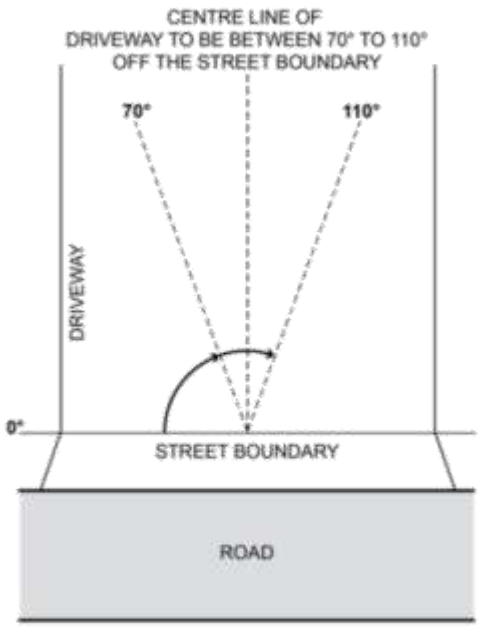
PO 10.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	**DTS/DPF 10.1** Private open space is provided in accordance with the following table: **Dwelling Type** | **Dwelling / Site Configuration** | **Minimum Rate**

	Dwelling (at ground level)		Total area: 24m² located behind the building line Minimum adjacent to a living room: 16m² with a minimum dimension 3m
	Dwelling (above ground level)	Studio	4m² / minimum dimension 1.8m
		One bedroom dwelling	8m² / minimum dimension 2.1m
		Two bedroom dwelling	11m² / minimum dimension 2.4m
		Three + bedroom dwelling	15 m² / 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	
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)) | Minimum percentage

	average site area) (m²) / 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.
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 movable 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 of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:

	 (c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site.
PO 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: (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 17.5 Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	**DTS/DPF 17.5** 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 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 6m³

	(b) 1 bedroom dwelling / apartment: not less than 8m^2 (c) 2 bedroom dwelling / apartment: not less than 10m^2 (d) 3+ bedroom dwelling / apartment: not less than 12m^2.
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 *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.
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 tuts.	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
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 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	**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

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.	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.

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	**DTS/DPF 1.2** None are applicable.

operations where animals are kept.	
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) 600m 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)

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: 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 3.2** 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 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 — Less than 8dB above the level of background

	existing or envisaged noise sensitive location noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)
Air Quality	
PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.	**DTS/DPF 5.1** None are applicable.
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (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	**DTS/DPF 9.2** None are applicable.

continued operation of these activities.	
PO 9.3 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.	**DTS/DPF 9.3** Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.
PO 9.4 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage and disposal facilities and do not prejudice the continued operation of these activities.	**DTS/DPF 9.4** Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other ownership.
PO 9.5 Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.	**DTS/DPF 9.5** Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (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 Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	**DTS/DPF 2.1** None are applicable.
PO 2.2 Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	**DTS/DPF 2.2** None are applicable.
PO 2.3 Land division maximises the number of allotments that face public open space and public streets.	**DTS/DPF 2.3** None are applicable.
PO 2.4 Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.	**DTS/DPF 2.4** None are applicable.
PO 2.5 Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.	**DTS/DPF 2.5** None are applicable.
PO 2.6 Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	**DTS/DPF 2.6** None are applicable.
PO 2.7 Land division results in legible street patterns connected to the surrounding street	**DTS/DPF 2.7** None are applicable.

network.	
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 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	**DTS/DPF 3.8** None are applicable.
PO 3.9 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	**DTS/DPF 3.9** None are applicable.
PO 3.10 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	**DTS/DPF 3.10** 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 (Code) [illegible]	
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 6.5m.
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 driveway and site boundary (excluding along the perimeter of a passing point).
Major Land Divisions (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 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 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 10.2** 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.
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.
Gradility	
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 (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 localities (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.

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 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.
Centres and Tourist Parks	
PO 2.1	DTS/DPF 2.1

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Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.	None are applicable.
PO 2.2 Occupants are provided privacy and amenity through landscaping and fencing.	**DTS/DPF 2.2** None are applicable.
PO 2.3 Communal open space and centrally located recreation facilities are provided for guests and visitors.	**DTS/DPF 2.3** 12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.
PO 2.4 Perimeter landscaping is used to enhance the amenity of the locality.	**DTS/DPF 2.4** None are applicable.
PO 2.5 Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.	**DTS/DPF 2.5** None are applicable.
PO 2.6 Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	**DTS/DPF 2.6** None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 3.1 Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	**DTS/DPF 3.1** None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	**DTS/DPF 3.2** None are applicable.
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	**DTS/DPF 3.3** None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings 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.
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	DTS/DPF 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.	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) 3m 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 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 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (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	**DTS/DPF 8.1**

Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	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:
Heavy Vehicle Parking	
PO 11.1 Heavy vehicle parking and access is designed and sited so that the activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.	**DTS/DPF 11.1** Heavy vehicle parking occurs in accordance with the following: (a) the site is not located within a Neighbourhood-type zone (except a Rural Living Zone) (b) the site is a minimum of 0.4 ha (c) where the site is 2 ha or more, no more than 2 vehicles exceeding 3,000 kilograms each (and trailer(s) are to be parked on the allotment at any time (d) where the site is between 0.4 ha and 2 ha, only one vehicle exceeding 3,000 kilograms (and one trailer) are to be parking on the allotment at any time (e) the vehicle parking area achieves the following setbacks: (i) behind the building line or 30m, whichever is greater (ii) 20m from the secondary street if it is a State Maintained Road (iii) 10m from the secondary street if it is a local road (iv) 10m from side and rear boundaries (f) parking and access areas (including internal driveways) should be sealed or have a surface that can be treated and maintained to minimise dust and mud nuisance (g) does not include refrigerated trailers or vehicles (h) vehicles only enter and exit the property in accordance with the following hours: (i) Monday to Saturday 6:00am and 9:30pm (ii) Sunday and public holidays between 9:30 am and 7:00 pm (i) the handling or trans-shipment of freight is not carried out on the property.

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PO 11.2 Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 11.2 Heavy vehicles: (a) can enter and exit the site in a forward direction; and (b) operate within the statutory mass and dimension limited for General Access Vehicles (as prescribed by the National Heavy Vehicle Regulator).
PO 11.3 Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.	DTS/DPF 11.3 None are applicable.

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 facility	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 and 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.

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	A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation other than a caravan and tourist park	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction rooms' depot	1 space per 100m2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Motor repair station	3 spaces per service bay.
Office	For a call centre, 8 spaces per 100m2 of gross leasable floor area In all other cases, 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	
Community facility	For a library, 4 spaces per 100m2 of total floor area. For a hall/meeting hall, 0.2 spaces per seat. In all other cases, 10 spaces per 100m2 of total floor area.
Educational facility	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.
Place of worship	1 space for every 3 visitor seats.
Child care facility	For a child care centre, 0.25 spaces per child In all other cases, 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	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m2 of total floor area in a public bar plus 1 space for every 6m2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m2 of total floor area for a Fitness Centre 4.5 spaces per 100m2 of total floor area for all other indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m2 total floor area 1 spaces per 100m2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m2 of total floor area.
Store	0.5 spaces per 100m2 of total floor area.
Timber yard	1.5 spaces per 100m2 of total floor area 1 space per 100m2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m2 of total building floor area.

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

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

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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.	6 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 (except for Bowden)
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 in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Suburban Activity Centre Zone when the site is also in a high frequency public transit area Suburban Business Zone when the site is also in a high frequency public transit area Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area Suburban Main Street Zone when the site is also in a high frequency public transit area Urban Activity Centre Zone
Non-residential development excluding tourist accommodation	3 spaces per 100 square metres of	3 spaces per 100 square metres of	Urban Neighbourhood Zone in Bowden

	gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	gross leasable floor area	
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 when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden)
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 in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden)
Residential component of a multi-storey building	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
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 when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden)
Residential flat building	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Row dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Semi-detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden

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 facility	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.
Child care facility	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 200 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)

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	DTS/DPF 3.3

Litter control measures minimise the incidence of windblown litter.	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.
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.
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	DTS/DPF 1.4 None are applicable.

requirements of workers.	

Part 12 - Concept Plans

Playford

Concept Plan 81 Edinburgh Defence Airfield Lighting Constraints

No light above the horizontal is permitted

Runways

Dept of Defence Property

EXTRANEOUS LIGHTING (CASA) LEGEND

Restrictions on the amount of upward light emitted to comply with the criteria outlined in paragraphs 703b, 704b and 705b of Part 5, Chapter 7 of Australian Defence Force Publication 602 (ADFP 602)

- A Zone A 0 candelas
- B Zone B 50 candelas
- C Zone C 150 candelas
- D Zone D 450 candelas

Controlled Light Installation Area (8km buffer from runways)

Maximum intensity of light source measured at 3 degrees above the horizontal

Concept Plan 81
EDINBURGH DEFENCE AIRFIELD LIGHTING CONSTRAINTS

Admin - No criteria applies to this land use

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

Address: 24-30 KAURNA AV EDINBURGH SA 5111

Click to view a detailed interactive PAIS in SAILIS

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

Property Zoning Details

Zone

Strategic Employment

Overlay

Building Near Airfields
Defence Aviation Area *(All structures over 15 metres)*
Hazards (Flooding)
Hazards (Flooding - General)
Prescribed Wells Area
Regulated and Significant Tree
Water Resources

Local Variation (TNV)

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

Selected Development(s)

Store

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.
If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Store - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Strategic Employment Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.	**DTS/DPF 1.1** Development comprises one or more of the following: (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.
Built Form and Character	

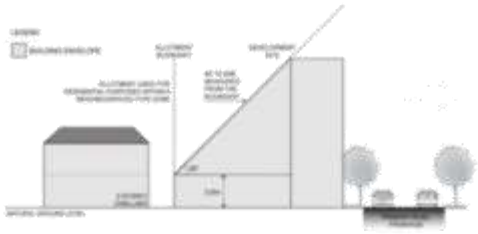
PO 3.1 Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.	**DTS/DPF 3.1** None are applicable.
PO 3.2 Building facades facing a boundary of a zone primarily intended to accommodate sensitive receivers, a public road, or public open space incorporate design elements to add visual interest by considering the following: (a) using a variety of building finishes (b) avoiding elevations that consist solely of metal cladding (c) using materials with a low reflectivity (d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.	**DTS/DPF 3.2** None are applicable.
PO 3.3 Buildings are set back from the primary street boundary to contribute to a consistent streetscape.	**DTS/DPF 3.3** Buildings setback from the primary street boundary in accordance with the following table:

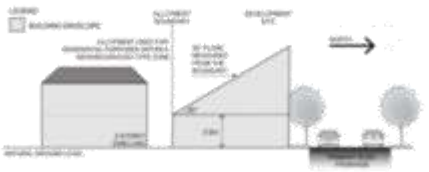
Development Context	Minimum setback
There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.	The average setback of the existing buildings.
There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.	The setback of the existing building.
There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.	(a) Where the existing building shares the same primary street frontage – the setback of the existing building (b) Where the existing building has a different primary street frontage: (i) 8m or more for proposed buildings up to 6m high (ii) not less than 10m for proposed buildings greater than 6m high.
There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building.	(a) 8m or more for proposed buildings up to 6m high (b) not less than 10m for proposed buildings greater than 6m high.

For the purposes of **DTS/DPF 3.3:**

(a) the setback of an existing building on an abutting site to the street boundary that it shares with the site of the proposed building is to be measured from the closest building wall to that street boundary at its closest point to the building wall and any existing projection from the building such as a verandah, porch, balcony, awning or bay window is not taken to form part of the building for the purposes of determining its setback.

(b) any proposed projections such as a verandah, porch, balcony, awning or bay window may encroach not more than 1.5 metres into the minimum setback.

	prescribed in the table
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 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 (except where this boundary is a street boundary):



PO 4.3	DTS/DPF 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.	None are applicable.

Landscaping

PO 5.1	DTS/DPF 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.	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 any 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 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.
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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does 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	None specified.

land in the locality of the site of the development.	
2. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) telecommunications facility (c) temporary public service depot.	Except development that does not satisfy any of the following: 1. Strategic Employment Zone DTS/DPF 4.1 2. Strategic Employment Zone DTS/DPF 4.2.
3. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) general industry (c) light industry (d) office (e) motor repair station (f) retail fuel outlet (g) store (h) warehouse.	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
4. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	None specified.
5. Building for the purposes of railway activities.	None specified.
6. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
8. 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.
9. 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

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.

Procedural Matters (PM) - Referrals

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

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

Defence Aviation Area Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operations of Defence Aviation Areas.	**DTS/DPF 1.1** Building height does not exceed the relevant height specified by the *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) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 3.1 Development avoids the need for flood protection works.	**DTS/DPF 3.1** None are applicable.
PO 3.2 Development does not cause unacceptable impacts on any adjoining property by the diversion of flood waters or an increase in flood velocity or flood level.	**DTS/DPF 3.2** None are applicable.
PO 3.3 Development does not impede the flow of floodwaters through the allotment or the surrounding land, or cause an unacceptable loss of flood storage.	**DTS/DPF 3.3** None are applicable.
PO 3.4 Development avoids frequently flooded or high velocity areas, other than where it is part of a flood mitigation scheme to reduce flood impact.	**DTS/DPF 3.4** Other than a recreation area, development is located outside of the 5% AEP principal flow path.
Environmental Protection	
PO 4.1 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 4.1** Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.
PO 4.2 Development does not create or aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood.	**DTS/DPF 4.2** None are applicable.
Site Earthworks	

PO 5.1 The depth and extent of filling required to raise the finished floor level of a building does not cause unacceptable impact on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or an unacceptable loss of flood storage.	**DTS/DPF 5.1** None are applicable.
PO 5.2 Driveways, access tracks and parking areas are designed and constructed to minimise excavation and filling.	**DTS/DPF 5.2** Filling for ancillary purposes: **(a)** does not exceed 300mm above existing ground level **(b)** is no more than 5m wide.
Access	
PO 6.1 Development does not occur on land: **(a)** from which evacuation to areas not vulnerable to flood risk is not possible during a 1% AEP flood event **(b)** which cannot be accessed by emergency services vehicles or essential utility service vehicles during a 1% AEP flood event.	**DTS/DPF 6.1** None are applicable.
PO 6.2 Access driveways and tracks to significant development (i.e. dwellings, places of work, etc.) consist of a safe, all-weather trafficable surface that is accessible during a 1% AEP flood event.	**DTS/DPF 6.2** None are applicable.

Procedural Matters (PM) - Referrals

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

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

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria /

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

Procedural Matters (PM) - Referrals

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

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

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 1.5 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

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)

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 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.	**DTS/DPF 1.5** None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	**DTS/DPF 6.1** Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1 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 7.4 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.

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
Water Supply	
PO 11.1 Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	**DTS/DPF 11.1** Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
Wastewater Services	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service	**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

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.	instead capable of being serviced by an on-site waste water treatment system in accordance with the following: (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	**DTS/DPF 12.2** Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

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
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 4.5 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.
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.

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 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	**DTS/DPF 1.4** All vehicle manoeuvring occurs onsite.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	**DTS/DPF 3.1** The access is: (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 3.5 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.
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 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	**DTS/DPF 6.1** Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	**DTS/DPF 6.6** Loading areas and designated parking spaces are wholly located within the site.

Table 1 - General Off-Street Car Parking Requirements

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.
Industry/Employment Uses	
Store	0.5 spaces per 100m2 of total floor area.

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

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	
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 (except for Bowden)

ITEM	8.1.2
	COUNCIL ASSESSMENT PANEL
DATE	27 February 2024
APPLICATION NO.	23022307
APPLICANT	The South Australian Harness Racing Club Inc.
PROPOSAL	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Four (4) Allotments, Public Roads, Reserves and associated excavation, filling, retaining walls, acoustic fence and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15, completion of Road including cul-de-sac head and acoustic fence
LOCATION	21-77 Globe Derby Drive, Globe Derby Park SA 5110
CERTIFICATE OF TITLE	Allotment 100 in Deposited Plan 131963 Allotment 25 – CT-6160/752 Allotment 35 – CT-6160/757 Allotment 507 – CT-6160/752
AUTHOR	Chris Carrey, Team Leader Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Subzone	Employment Zone Community Facilities Zone No sub-zone applies
Application Type	Performance Assessed
Public Notification	Representations received: Fifty-Two (52) Representations to be heard: Thirty-Three (33)
Referrals - Statutory	Commissioner of Highways Native Vegetation Council
Referrals – Internal	Development Engineering City Infrastructure (Traffic) City Infrastructure (Streetscape and Open Space Assets)
Planning & Design Code Version (at lodgment)	Version 2023.11 Application lodged - 7 August 2023
Assessing Officer	Chris Carrey – Team Leader Planning
Recommendation	Grant Planning Consent subject to Conditions

2. REPORT CONTENTS

Attachment 1: Proposal Plans and Supporting Documentation
Attachment 2: Copy of Sign on the Land and Representations
Attachment 3: Applicant's Response to Representations
Attachment 4: Agency Referral Response

Attachment 5: Extract of Planning and Design Code
Attachment 6: Land Division Consent Requirements (Draft)

3. EXECUTIVE SUMMARY

The development seeks the creation of twenty-two (22) allotments for future commercial purposes, the creation of new internal roads and two (2) reserve areas, within the eastern portion of the subject site. The South Australian Harness Racing Club (SAHRC) is to be retained on a 23.86-hectare allotment to the west of the subject land (Allotment 100).

The application is performance assessed, requiring public notification given the extent of site filling required within a Hazards (Flooding) Overlay – which is not excluded for notification. The application was subject of statutory referral to the Department of Infrastructure and Transport (DIT) and Native Vegetation Council (NVC).

Fifty-two representations were received during the notification period, with forty-six representors in opposition to the proposal.

Through an amended layout and design the proposal has positively responded to concerns raised by representors, by removing road access to Daniel Avenue and providing an acoustic barrier to mitigate noise impacts to those adjacent sensitive receivers to the north.

The proposed commercial allotments are of a form and design which are suitable for their intended use, as anticipated by the Employment Zone. Similarly, the SAHRC is retained on a substantial allotment, retaining its core facilities and existing access arrangements, which are appropriate within the Community Facilities Zone.

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:

- Will result in allotments which are suitable for their future intended use;
- Satisfies key relevant Overlays of the Code, in particular the Major Urban Transport Routes Overlay and the Native Vegetation Overlay, with support confirmed by the Department of Infrastructure and Transport (DIT) and Native Vegetation Council, via State Agency Referrals;
- Has been appropriately designed from a flood mitigation perspective, creating allotments that will be protected from flooding, without causing unacceptable impacts downstream or to adjacent properties, thus addressing Flooding Overlays of the Code;
- The layout and design has effectively managed potential noise interface impacts to surrounding sites, including establishment of an acoustic fence along Daniel Avenue to mitigate impacts to those sensitive receivers to the north;
- Roads and access have been appropriately designed to cater for the intended commercial vehicles, while integrating with the existing road network;
- All allotments can be serviced by required infrastructure, including electricity, water sewer and stormwater;
- While earthworks in the form of filling and accompanying retaining walls are required to facilitate the stormwater and flood solutions, retaining walls are to be appropriately located and designed to minimize impacts to visual amenity;

- Provides appropriate areas of open space and landscaping to assist with management of stormwater and provide a positive visual amenity; and
- Offsets the removal of regulated and significant trees and native vegetation through substantial tree planting across the development area.

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

4. BACKGROUND

The subject land is occupied by the South Australian Harness Racing Club (SAHRC).

In 2015, the *Globe Derby Park Surplus Land Development Plan Amendment* (DPA) was approved which re-zoned the eastern portion of the land from Community Zone to Commercial Zone. The driver for re-zoning was the SAHRC's desire to upgrade club facilities, by realizing the development value of surplus land to the east of the land holding, providing opportunities for a range of future land uses, including commercial, bulky goods, offices, showroom and licensed club facilities.

The DPA introduced a zone pattern as shown in ***Figure 1*** below (subject land outlined in red).

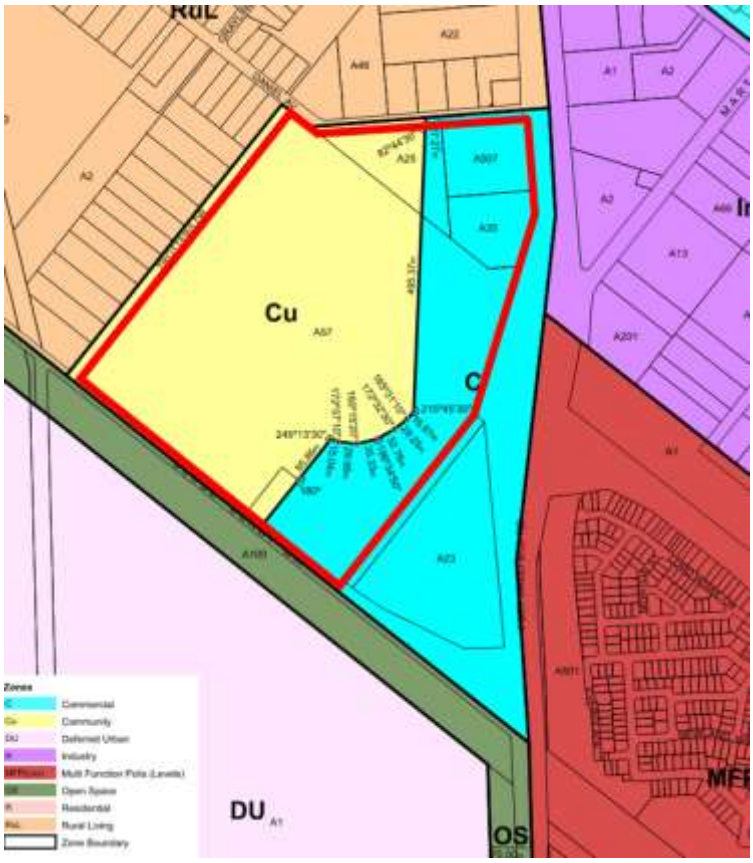


Figure 1 *– DPA Zoning – gazette 10 September 2015*

With the transition to the Planning and Design Code in March 2021, the zone pattern was retained, with the eastern portion of the land being designated as an 'Employment Zone' (refer ***Figure 2***).

Figure 2 *– Zoning arrangement – P&D Code*

The layout of the current land division proposal has been informed by previous investigations. In particular, the site is subject to a land swap arrangement with the City of Salisbury. The land swap is in its final stages and consists of exchanging a portion of land along the Port Wakefield Road reserve identified in Green in ***Figure 3*** below, with a similarly sized portion of land to be dedicated as road reserve as part of this proposal, as shown in Orange in ***Figure 3***.

The land to be dedicated as road reserve is located in the southern portion of the site and is planned to secure allowance for a potential link road from Elder Smith Road to the Northern Connector.

Accordingly, the whole of the site, inclusive of the additional land obtained from the Port Wakefield Road reserve, is identified in yellow in ***Figure 4*** below.

Figure 3 *– Land Swap Arrangement*

Figure 4 *– Subject Site – Inclusive of Land Swap*

5. SUBJECT SITE

The subject site comprises four parcels of land, which are all captured under the street address of 21-77 Globe Derby Drive, Globe Derby Park, SA 5110 as follows:

- Allotment 100 in Deposited Plan 131963
- Allotment 25 – CT-6160/752
- Allotment 35 – CT-6160/757
- Allotment 507 – CT-6160/752

It should be noted that at the time of application lodgment, the subject site comprised five (5) land parcels (reflected in development documentation at the time of public notification), however, subsequently (former) Allotments 29 and 75 in Certificate of Title Volume 6160 Folio 754, have been amalgamated into Allotment 100 in Deposited Plan 131963 – refer ***Figure 5***.

Figure 5 *– Allotment Configuration (Source: SAPPA)*

Collectively, the site has a total land area of 37.92 hectares, generally bounded by Port Wakefield Road to the east (a State Maintained Road), Daniel Avenue to the north, Trotters Drive to the east, and Globe Derby Drive to the south.

The site is relatively flat, however there is an overall land fall from north to south, towards Globe Derby Drive.

The western side of the site contains facilities associated with the SAHRC. With the exception of the training track located within the north-eastern portion of the site, existing SAHRC facilities are to be retained.

The *Career Employment Group (CEG)* is located within Allotment 100 (on former Allotment 29) which comprises a small commercial building and car parking area, accessed via Globe Derby Drive. CEG is a recruitment, training and employment provider which is to be retained.

Scattered vegetation is located across the eastern side of the site, which comprises a mix of native vegetation, seven (7) significant trees and twenty-three (23) regulated trees.

The site is subject to two (2) easements for electricity infrastructure purposes, with overhead powerlines following the south-west boundary of the site.

Site photos are provided below.

Photo 1.

Looking North-West along Globe Derby Drive, from in front of the separate CEG Facility

Photo 2.

Looking West along Daniel Avenue. Subject land on left. Intersection with the Port Wakefield Service Road on right.

Photo 3.

Looking West into Daniel Avenue, from Port Wakefield Road. Subject land on the left.

Photo 4.

View of 51 Daniel Avenue – adjacent the northern boundary of the subject land.

Photo 5.

View of 57 Daniel Avenue – adjacent the northern boundary of the subject land.

Photo 6.

View North along Trotters Drive. Subject land on right.

Photo 7.

View south on Port Wakefield Road, from Daniel Avenue intersection. Subject land on right.

Photo 8.

Looking South into the subject land, from in front of 51 Daniel Avenue.

Photo 9.

Existing Access point to the SAHRC on Daniel Avenue.

Photo 10.

View North across the Subject Land, from Globe Derby Drive.

Photo 11.

View North across the Subject Land, from the bike track to the south of Globe Derby Drive.

Photo 12.

View South-East, along the Bike Track with views of Dry Creek and the Salt Fields.

Photo 13.

Globe Derby Drive/Port Wakefield Road intersection – view East along Globe Derby Drive.

6. LOCALITY

The locality to the west and north of the subject land comprises rural living allotments. These generally contain single storey dwellings with associated large sheds, with many of the allotments supporting horse keeping activities. Dwellings are setback from allotment boundaries, allowing for open and landscaped yards (refer photographs 4-6). Daniel Avenue and Trotters Drive both support single lanes of traffic in either direction, with a 50km/h speed limit.

Port Wakefield Road to the east of the subject land forms a significant visual element of the locality, supporting high traffic volumes in a northern and southern direction. Adjacent the subject land to the east, on the opposite side of Port Wakefield Road, there are a range of established commercial and industrial activities, located within the Employment Zone (north of Martins Road) and Strategic Employment Zone (south of Martins Road).

The George Street wetlands are located to the southern side of the industrial/commercial area (east of Port Wakefield Road), with the Mawson Lakes ('The Sanctuary') residential estate located south of the wetlands.

Adjoining the subject land to the south-east is a vacant triangular portion of land, also located within the Employment Zone (1-19 Globe Derby Drive – refer *Locality Plan* image below). A separate land division approval has been granted across this adjoining land which will create nine (9) commercial/industrial allotments, public road and reserve – intended to be accessed via Port Wakefield Road and Globe Derby Drive (DA 361/1753/2018 refers). There is no proposed connection between this division and the current proposal. However, the land developer for the proposed development has control of both land parcels, and, as will be discussed further in this report, flood mitigation and stormwater design for the proposed development has been considered with impacts to No. 1-19 Globe Derby Drive in mind. While not yet acted upon, the earlier land division approval remains valid until 8 July 2024. This land division arrangement is illustrated in ***Figure 6*** below.

South of the subject land, on the opposite side of Globe Derby Drive are the Dry Creek Salt fields. A separated and raised bicycle track is located immediately to the south of Globe Derby Drive which follows the Dry Creek drainage corridor (refer Photograph 12) providing additional east-west cycling connection.

Globe Derby Drive presently supports two lanes of traffic in an eastern direction, and a single traffic lane in a western direction. This arrangement is intended to support the flow of traffic as vehicles leave the Harness Racing Club on race days. A 40km/h speed limit applies.

Signalized traffic lights are provided at the Globe Derby Drive/Port Wakefield Road intersection (refer Photograph 13).

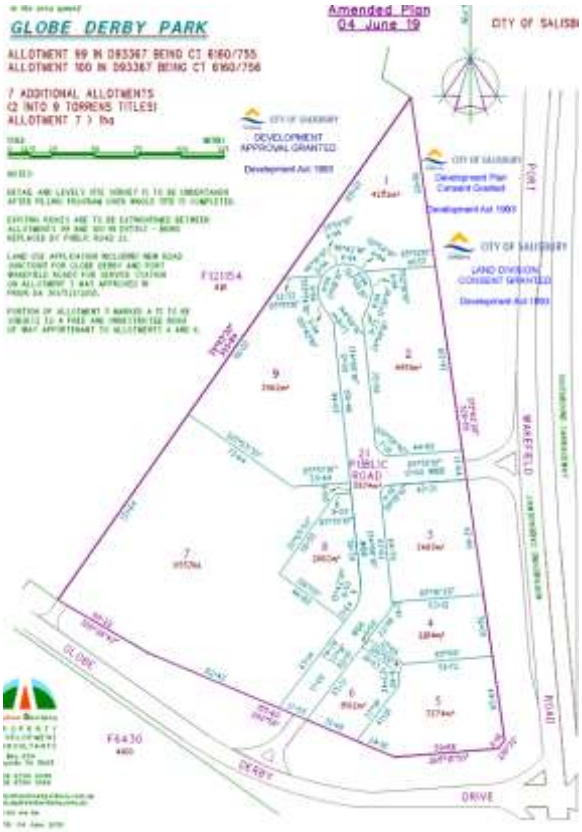


Figure 6 *– Approved Land Division at 1-19 Globe Derby Drive*

A locality plan, contextual plan and various panorama views are provided below.

Locality Plan – Aerial

Legend (Source: NearMap)	
	Subject Land Boundary
	Proposed Commercial Allotments and Roads
	Locality boundary
	Representor – Oppose
	Representor – Support or Support with Concerns

Contextual Plan

Legend (Source: SAPPA)	
	Site boundary

Panorama View Looking North from the Northern End of the Subject Land

Source: NearMap

Panorama View Looking North from the Western End of the Subject Land

Source: NearMap

Google Earth View Looking North Across the Eastern Side of the Subject Land

Source: Google Earth

Google Earth View Looking North-West Across the Subject Land

Source: Google Earth

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The assessment of the application relates to amended plans received on 31 January 2024.

The amended plans respond to interface and traffic concerns raised by Council administration and by representors during the public notification period, as well as additional flood investigations undertaken by Tonkin Engineers on behalf of the Applicant. In particular, the amendment includes the removal of a proposed road connection/intersection with Daniel Avenue (replaced with an internal cul-de-sac), inclusion of a 2.7 metre tall acoustic fence along the northern boundary facing Daniel Avenue and the western boundary of Allotment 1; and extending the proposed landscape buffer along the entire length of the adjoining race track and increasing the extent of fill across the land for stormwater and flood mitigation purposes.

The proposed development seeks the creation of twenty-two (22) allotments for future commercial purposes, the creation of new internal roads and two (2) reserve areas, within the eastern portion of the subject site. The SA Harness Racing Club is to be retained on a 23.86-hectare allotment to the west of the subject land (Allotment 100).

To support future commercial uses, a range of allotment sizes are proposed from 2450m^2 to 9252m^2. The majority of proposed allotments are unconstrained with the exception of Allotment 8 (2450m^2) which will contain a 5-metre-wide stormwater drainage easement, and Allotment 19 (9252m^2) which contains the existing electricity easement. A drainage easement is proposed across Allotment 100, to facilitate drainage to the existing Globe Derby Drive network.

The development is to be delivered over two stages:

- Stage 1 will create Allotments 6-11 and Allotments 16-22, the two reserve areas and the internal roads, including new road connections to Port Wakefield Road and Globe Derby Drive.
- Stage 2 will create the remaining allotments, complete the internal road (including a terminating cul-de-sac head at the northern end of the land and acoustic fence.

The proposal is underpinned by the following elements.

Road Layout

The application is accompanied by a *Traffic and Parking Report* prepared by MFY Traffic Consultants, which has informed the road layout and design.

An internal road network comprising a 20-metre-wide road reserve that provides connection to Globe Derby Drive and culminates at a cul-de-sac head; and 22-metre-wide road reserve that provides connection to Port Wakefield Road.

The road network has been designed to accommodate simultaneous movements of PBS Level 2 vehicles (B-Doubles), while allowing for future safe access to each new allotment, as well as street tree planting and on-street parking opportunities.

The Port Wakefield Road intersection will allow for left in/left out movements only, and includes the creation of a channelized left turn lane on Port Wakefield Road.

A channelized right turn lane is proposed on Globe Derby Drive, to facilitate all turning movements into the development.

Acoustic Fence

A 2.7-metre-tall acoustic fence is proposed along the Daniel Avenue interface, and along the western boundary of Allotment 1.

Facing Daniel Avenue, the acoustic fence will be setback behind a 2-metre-wide landscape strip which is to become a Council reserve strip.

The fence placement and design is supported by an *Environmental Noise Assessment* prepared by Echo Consulting, which identifies the fence should be constructed of sheet steel, with a minimum base material thickness (BMT) of 0.42mm, sealed airtight at all junctions including between sheets and with the ground. The fence is intended as a pro-active measure to ensure there are no adverse noise impacts to sensitive receivers within the Rural Living Zone.

Removal of Regulated and Significant Trees

In order to facilitate the proposed development, 20 Regulated Trees and 6 Significant Trees are proposed to be removed.

To support this aspect of the proposal, the Applicant provided a *Preliminary Arboricultural Assessment* prepared by Tree Vision. The report identifies that the trees proposed for removal are rated as being of 'low-medium' landscape significance. As discussed further below, tree planting is proposed across the development to offset this removal.

Three (3) trees were identified as having a 'high' landscape significance located along the Port Wakefield Road frontage (Trees 10, 11 and 12). These trees are to be retained.

Stormwater, Earthworks and Retaining Walls

The application is supported by a *Preliminary Infrastructure Servicing and Stormwater Management Plan Report*, and civil design plans, prepared by Greenhill Engineers.

The proposed stormwater strategy includes a combination of pit and pipe road drainage infrastructure, together with an open channel system and two (2) stormwater detention basins (within the Reserve areas).

To treat the quality of stormwater runoff and achieve Water Sensitive Urban Design stormwater quality targets, the stormwater open channel system is proposed to incorporate vegetated swale plantings and the stormwater detention basins will include bioretention basins.

The stormwater management system has been designed to respond to the existing flood risk which applies across the southern portion of the land. The design ensures the pre-development peak flow rates are achieved for both the 10% and 1% Annual Exceedance Probability (AEP) storm events.

Key features of the design include:

- Raised site levels to ensure each allotment is capable of providing finished floor levels that can achieve a minimum 300mm freeboard above the 1% AEP floor water level, and vehicle access via the new road network during the 1% AEP.
- Utilizing the corridor between the subject land and the neighboring land at No. 1-19 Globe Derby Drive to provide a critical flow path to allow the floodwaters overtopping Port Wakefield Road to be conveyed to the west.
- Lowering the embankment adjacent the proposed eastern basin, to provide a flow path through the site.
- Providing a 40 metre setback from the southern edge of the Globe Derby Drive road pavement to the southern boundary of proposed Allotment 22, to alleviate upstream flood impacts, and allow for generous landscape planting.

To support the civil design, the site will be filled, particularly to the south, closer to Globe Derby Drive. The fill will be supported by a combination of battering and retaining walls, which will reach a maximum height of 1.8 metres in the southern portion of the site (at Allotment 22).

Open Space and Landscaping

Approximately 1.25 hectares of reserve is to be vested with Council. This represents approximately 9% of the area being developed for commercial lots (14.06ha). The open space extent predominantly comprises two reserves located to the east and west of the internal road network, within the proposed Stage 1 area.

Whilst the majority of the reserve areas will be dedicated to stormwater management, the supporting *Landscape Masterplan* prepared by GD Studio demonstrates that open, grassed areas are to be provided for visual amenity and future usability by workers and visitors of the area.

The Landscape Masterplan also proposes grassed swales and detention basins, tree planting and low under storey shrub plantings to create canopy cover and biodiversity opportunities, together with large native street trees to both sides of the internal road network.

In particular, the development proposes:

- a 2-metre-wide landscape buffer along Daniel Avenue, to allow for planting of native and hardy species to screen the proposed acoustic fence.
- A tree planting buffer to the west of Allotments 1-7, to accommodate species with a maximum height of 9 metres, to assist to screen activities from the harness racing track.
- Approximately 600 tree plantings of various sizes and species are intended to be provided, together with retaining existing vegetation where possible, particularly the regulated trees of 'high landscape significance' along Port Wakefield.

Services and Infrastructure

The *Preliminary Infrastructure Servicing and Stormwater Management Plan Report* prepared by Greenhill Engineers identifies the allotments will be serviced by water, sewer, electricity and stormwater infrastructure.

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

8. CLASSIFICATION

The subject land is located within the Employment Zone and Community Facilities Zone.

The proposed industrial/commercial allotments, roads and reserves are primarily located within the Employment Zone, with a small intrusion into the Community Facilities Zone.

The Harness Racing Club is to be retained within the Community Facilities Zone.

Land Division, Tree Damaging Activity, Excavation and Filling, Retaining Walls and Fence are not listed as 'Accepted', 'Deemed to Satisfy' or 'Restricted' in either Zone. Accordingly, the proposed development is a Performance Assessed development which must be assessed against the relevant provisions of the Planning and Design Code.

9. PUBLIC NOTIFICATION

Land Division, Tree Damaging Activity, Retaining Wall and Fence are excluded from notification within Table 5 of the Employment Zone and Community Facilities Zone.

However, the associated civil works which comprise excavation and filling exceeding 9 cubic metres within the Hazards (Flooding) Overlay, are a form of 'development' and are not excluded from notification within Table 5 of either Zone, and therefore public notification is required.

Public notification commenced on 16 August 2023 and concluded on 5 September 2023. Fifty-two (52) valid representations were received during the notification period, with forty-six (46) in opposition, four (4) in support with some concerns, and two (2) in support.

The representors are listed below:

	Representations received		
Representations received		**Support or Oppose**	**Wish to be Heard** **to be represented by Des Nolan*
1	Heather Stevens 18 Grayling Court, Globe Derby Park	**Support with Concerns**	**No**
2	James Herman 25 Trotters Drive, Globe Derby Park	**Support with Concerns**	**No**
3	Michael Norman 69 Daniel Avenue, Globe Derby Park	**Oppose**	**No**
4	Isabelle Zmuda 11 Trotters Drive, Globe Derby Park	**Oppose**	**Yes**
5	Sue Chhen 96 Daniel Avenue Globe Derby Park	**Support**	**No**
6	Mary Anne Harding 15 Trotters Drive Globe Derby Park	**Support**	**No**
7	Cheryl James 27 Caroline Drive Paralowie	**Oppose**	**Yes***
8	Sharon Newman 21 Trotters Drive Globe Derby Park	**Oppose**	**Yes***
9	Greg Allen 91 Globe Derby Drive, Globe Derby Park	**Oppose**	**Yes***
10	Heinz Wetkowski 12 Grayling Court Globe Derby Park	**Oppose**	**Yes***

11	Howard Searle 2 Alabar Crescent Globe Derby Park	**Oppose**	**Yes***
12	Jim Smith 89 Daniel Avenue Globe Derby Park	**Support with some concerns**	**No**
13	Peter Badenoch 72 Daniel Avenue Globe Derby Park	**Oppose**	**Yes***
14	Chris Laird 6-8 Manfred Street, Plympton	**Oppose**	**Yes***
15	Bronte Giorgio 1-5 Alabar Crescent, Globe Derby Park	**Oppose**	**Yes***
16	Tiffany Lee 21 Alabar Crescent Globe Derby Park	**Oppose**	**Yes***
17	Steve Allen 72 Daniel Avenue, Globe Derby Park	**Oppose**	**Yes***
18	Benjamin Adams 14 Grayling Court, Globe Derby Park	**Oppose**	**Yes***
19	Hayley Adams 14 Grayling Court, Globe Derby Park	**Oppose**	**Yes***
20	Suzanne Davey 14 Grayling Court, Globe Derby Park	**Oppose**	**Yes***
21	Shaun Adams 14 Grayling Court, Globe Derby Park	**Oppose**	**Yes***
22	Janice Anne Sowden 51 Daniel Avenue, Globe Derby Park	**Oppose**	**Yes***
23	Luke Gaskin 181-187 Ryans Road, Globe Derby Park	**Oppose**	**Yes***
24	Angelina Yang 12 Alabar Crescent, Globe Derby Park	**Oppose**	**Yes***
25	Darren McInnes 32 Alabar Crescent, Globe Derby Park	**Oppose**	**Yes***
26	Kaela Hryhorec 32 Alabar Crescent Globe Derby Park	**Oppose**	**Yes***
27	Joshua Varley and Jasmine Iliadis-Joyce	**Oppose**	**Yes***

	7 Alabar Crescent Globe Derby Park		
28	Ann-Marie Sciberras 57 Daniel Avenue Globe Derby Park	**Oppose**	**Yes***
29	Stephen A'Court 74 Daniel Avenue Globe Derby Park	**Oppose**	**Yes**
30	Angela Nolan 9 Alabar Crescent Globe Derby Park	**Oppose**	**Yes**
31	Luke O'Neill 680 Whites Road Globe Derby Park	**Oppose**	**Yes***
32	Philip and Lynne Pavlovich 24 Grayling Court Globe Derby Park	**Oppose**	**Yes***
33	J Wallis 68 Daniel Avenue Globe Derby Park	**Oppose**	**No**
34	Vaughn Newman 15 Grayling Court Globe Derby Park	**Oppose**	**Yes***
35	Louie Trotta 97 Daniel Avenue Globe Derby Park	**Oppose**	**No**
36	Philip Bagnato 657-663 Port Wakefield Road Globe Derby Park	**Oppose**	**Yes***
37	Rosa Bagnato 657-663 Port Wakefield Road Globe Derby Park	**Oppose**	**Yes***
38	Sarah McKiernan 12 Alabar Crescent Globe Derby Park	**Oppose**	**Yes***
39	Nathan Horne 11 Alabar Crescent Globe Derby Park	**Oppose**	**Yes***
40	Jason Dolan 11 Trotters Drive Globe Derby Park	**Oppose**	**Yes**
41	Dave Moore 105 Daniel Avenue Globe Derby Park	**Oppose**	**Yes***
42	Marian Wytkin 105 Daniel Avenue Globe Derby Park	**Oppose**	**Yes***
43	Thomas Pye 683 Whites Road Globe Derby Park	**Oppose**	**Yes***
44	Des Nolan 9 Alabar Crescent Globe Derby	**Oppose**	**Yes**

	Park		
45	Ivan Limmer 193 Ryans Road, Globe Derby Park	**Oppose**	**Yes***
46	Ryan Norman 63 Daniel Avenue Globe Derby Park	**Oppose**	**No**
47	Anthony and Lynette Copeland 95 Daniel Avenue Globe Derby Park	**Oppose**	**No**
48	Desmond and Lyn Farrow 9 Grayling Court Globe Derby Park	**Oppose**	**No**
49	John Lee 21 Alabar Crescent Globe Derby Park	**Oppose**	**No**
50	Joe Scaffidi 107 Daniel Avenue Globe Derby Park	**Support with some concerns**	**No**
51	Jade Vigar 93 Daniel Avenue Globe Derby Park	**Oppose**	**No**
52	Angela Noonan 6 Grayling Court Globe Derby Park	**Oppose**	**No**

A copy of the public notice and representations received are contained in Attachment 2.

The applicant's response is contained in Attachment 3.

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

Summary of Representations	**Applicant's Response - Summary**
Allotment Configuration and Land Use • There should be less and larger allotments, supporting lighter commercial uses • Lack of overall planning in relation to parking, amenities, infrastructure • Landscape buffer should be extended to provide separation to the Harness Racing Club • Lack of community amenities within proposal • Proposal will not benefit the community • Earlier re-zoning that occurred is not supported • The proposed layout is at odds with an earlier Masterplan released by	The Applicant, via the Future Urban Group, provided a detailed response, assembled under the below headings. ***Zoning and Future Land Uses:*** • Application is for land division only • Proposed allotments intended to accommodate future uses consistent with the intent of the Employment Zone • All future land uses will be subject of a separate assessment process, where their merits and potential impacts can be considered ***Interface Impacts – General*** • The existing harness racing club is not a 'sensitive receiver'. In any event, the representors who raised concern regarding

the SA Harness Racing Club • Will restrict future expansion of race track, and impact the horse racing industry more generally ***Impact to Horse Related Activities*** • Increased traffic will pose a risk to horses and riders • Noise from future uses could impact horses, creating health and safety concerns • The 'warm up track' will be displaced, and no certainty over future location • Development is too close to the race track ***Amenity and Environmental Concerns*** • Noise Pollution • Potential for ground water pollution • Potential for dust and air pollution • Odour from the pumping station • Loss of trees and vegetation • Reduced visual amenity/outlook • Contamination concerns associated with future uses • Concerns over management of drainage and flooding, including the volume of earthworks and infrastructure required • Sewerage provision • Lack of green / open space • Destruction of ecosystem including established birdlife • Increased temperatures and climate impacts • Potential for dumped rubbish ***Traffic Impact Concerns*** • Increased traffic within residential streets – amenity and safety concerns • There should be no road connection with Daniel Avenue • Daniel Avenue intersection should be right turn only towards Port Wakefield Road • Globe Derby Drive not of a suitable size to support commercial vehicles	noise impacts to harness racing activities and horses did not furnish any expert advice or empirical evidence to substantiate such claims. • Similarly, the adjoining Community Facilities Zone is not primarily intended to support 'sensitive receivers' • However, acknowledge the adjoining Rural Living Zone requires careful consideration, to ensure no adverse interface impacts, albeit impacts can typically be expected at zone interface boundaries (when compared to the 'heart' of residential areas) ***Interface Impacts – Noise*** • Environmental Noise Impact Assessment (ENIA) Report prepared by Echo Consulting – in response to perceived concerns • While future land use applications will be subject of their own assessment (which may include an acoustic assessment), the ENIA concludes the land division provides a suitable interface outcome from a noise perspective. • A 2.7m high acoustic fence will be installed along the Daniel Avenue interface and to the rear (west) of Allotment 1, which will 'significantly assist' future activity to achieve relevant Interface Code provisions. ***Interface with Racetrack – Visual Impact*** • Representor requests for a '50m buffer zone' between the land division and harness racing club is not supported by any planning policies within the Code and is an unreasonable request. • Notwithstanding, in response to the representor concerns, the proposed landscape buffer has been extended along the entire length of the harness racing track, comprising trees with a mature height of 9m. A Landscape plan is provided to support this aspect of the proposal. • The boundary perimeter of the racetrack contains existing tall fencing and signage along the majority of its eastern and southern sides. The southern end also consists of raised mounding and vegetation. These existing elements will remain

• Concerns with use of PBS Level 3A vehicles being accommodated on new and existing roads ***Other Matters Raised*** • Development will result in a reduction in property values • The Harness Racing Club needs the finance to remain viable	unchanged and will provide further visual relief. ***Removal of Existing Training Track - Dust and Noise*** • 'Warm up' activities associated with the Harness Racing Club are not subject of this application. • Notwithstanding, the SA Harness Racing Club are investigating future opportunities to training and warm up facilities, which will include consideration of suitable locations to minimize impacts to neighboring properties ***Traffic*** • No representors have provided any expert traffic engineering advice to support submissions relating to perceived traffic impacts • The overall traffic design, function and layout of the land division has been informed by expert advice received from MFY Traffic Consultants (experienced and qualified traffic engineers) • Notwithstanding, the land division layout has been amended to remove the Daniel Avenue access point, to prevent increased traffic flows through surrounding residential streets • Forecast traffic volumes will have minimal impact and can be readily accommodated in the surrounding road network • Proposed traffic junctions have been designed to accommodate safe and convenient turning movements of commercial vehicles • Safe intersection sight distances can be satisfied for all proposed allotments and intersections • A channelized right turn lane is proposed on Globe Derby Drive to facilitate turning movements which will improve the road safety outcome ***Density Proposed*** • The total number and size of the proposed allotments do not conflict with the envisaged outcomes sought by the Zone

	Vegetation Removal • A key focus of the land division and landscape masterplan to optimize the retention and health of controlled trees • Two expert reports were prepared and submitted in support of the proposed (arborist and native vegetation reports) • The Arborist Report identified three trees with a high landscape significance – these are to be retained • The removal of 26 Regulated Trees, which were identified as having low to medium landscape significance, will be sufficiently offset by planting of 600 offset trees • The proposal has been assessed by the Native Vegetation Council who have issued separate approval for clearance of the onsite native vegetation, which was assessed to be in generally poor condition • There are no legislative mechanisms to prevent the removal of non-native trees which presently exist along the Port Wakefield Road frontage • The Applicant will accept a condition that requires replacement tree planting to be carried out as a land division clearance requirement, along with the long-term maintenance of trees proposed on the SAHRC land ***Ecology (Fauna)*** • No representors have provided any expert advice to support submissions relating to eco-system damage or impacts to protected animal species • EBS Ecology (qualified ecologists) undertook an extensive fauna assessment as part of their Native Vegetation Report • EBS confirmed the existing habitat within the site was not considered essential to any threatened species and its clearance would have negligible impact on local populations of threatened species • The Native Vegetation Council have issued separate approval for clearance of the native vegetation • One hectare of 'Reserve' space is proposed as part of the land division. The reserve will

	be landscaped with a number of locally native species with a focus on maintaining and improving urban biodiversity corridor opportunities. ***Landscaping / Open Space*** • As only 18 additional allotments are proposed, the land division is not required to vest open space to Council • Notwithstanding, 1.29Ha of Reserve is to be vested to Council • While the Reserve areas primarily serve as a stormwater management function, they will contain areas of open lawn which will be available for use by future workers/users of the new allotments. • The application is supported by a detailed landscape masterplan • Approximately 600 new trees will be planted ***Stormwater and Infrastructure*** • The application is supported by a Preliminary Infrastructure Services and Stormwater Management Report prepared by Greenhill Engineers • These reports document the intended management stormwater; consider flooding and infrastructure requirements; detail the extent of supporting earthworks required to mitigate flooding within the site (and downstream); and detail how each allotment will be serviced by key utilities including sewer. • The representors have not supplied any expert evidence to substantiate concerns relating to stormwater, flooding or infrastructure ***Contamination*** • Concerns regarding potential ground water pollution and site contamination primarily relate to future land uses, which will be subject of a separate assessment, including EPA Referral where required. • The Preliminary Infrastructure Services and Stormwater Management Report prepared by Greenhill Engineers have been designed to address stormwater quality and quantity

	targets. ***Other*** • Earlier concept plans released by the Harness Racing Club must not be considered as part of this development application • Concerns with respect to member voting within the Harness Racing Club are not relevant to this assessment • Illegal behavior such as speeding motorists, and perceived reduction in property values are not a relevant planning consideration.

10. REFERRALS – STATUTORY

Commissioner of Highways

The proposed development was referred to the Commissioner of Highways (via the Department of Infrastructure and Transport (DIT)), in accordance with the Major Urban Transport Overlay, as the proposed development includes creation of a new access (road intersection) to Port Wakefield Road which is a State Maintained Road.

DIT has assessed the proposed development and confirmed they have no objection to the proposal, subject to a number of Conditions.

A copy of the DIT referral response is contained in Attachment 4.

Native Vegetation Council

The proposed development was referred to the Native Vegetation Council (NVC) in accordance with the Native Vegetation Overlay, as the proposal includes Level 4 clearance of native vegetation comprising low shrubland and scattered trees.

The NVC raised no objection to the proposed development, subject to three (3) directed conditions of approval and 1 advisory note.

A copy of the NVC referral snapshot is contained in Attachment 4.

In addition, and as indicated within the Applicant's Response to Representations (Attachment 3), the NVC have issued separate consent under the *Native Vegetation Regulations, 2017* for the clearance of 1.6Ha of native vegetation and three scattered trees, subject to eight (8) conditions of approval. Conditions of this approval include:

- No clearance shall occur until Development Approval has been obtained under the *Planning, Development and Infrastructure Act 2016*
- The Significant Environmental Benefit requirement is to be achieved through payment of $40,657.34 into the Native Vegetation Fund, prior to clearance occurring.

Land Division Consent Referrals

Agency Referrals to **SPC Planning Services** and **SA Water** have also occurred as part of the Land Division Consent assessment. Both Agencies have advised they have no objection, providing 'standard' clearance requirement conditions which are contained within Attachment 4.

11. REFERRALS – INTERNAL

Department	Summarised Comment
Development Engineering	Council's Development Engineer has reviewed the proposed development and advised that, in principle, the proposed development is acceptable from a development engineering perspective subject to the provision of additional detail/clarification which can be dealt with via Reserved Matters *Note: Works on public land and infrastructure will be addressed through an infrastructure agreement between the developer and council prior to land division approval being granted.*
City Infrastructure (Traffic)	The proposal is considered to be acceptable from an access and design perspective, subject to further review of the detail design, including design of the channelized right turn lane on Globe Derby Drive.
City Infrastructure (Streetscape and Open Space Assets)	Various comments were provided as part of Council's further information request, particularly relating to tree and plant species selection and landscape outcomes within the drainage basins and swales. The applicant incorporated these comments into the revised conceptual landscape masterplan, which was approved by Council's Streetscape and Open Space Assets Team, subject to a further review of detail design documentation.

12. ASSESSMENT

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

a) The proposed land division supports allotments capable of accommodating a range of future commercial land uses which are envisaged by the Employment Zone, while retaining the SA Harness Racing Club and existing facilities on a generously sized allotment; and
b) The proposed land division will not have an unreasonable impact on the amenity of the locality (noting the proposal includes new roads intended to accommodate intended traffic volumes and vehicle sizes; civil and stormwater works intended to mitigate against flood risk; and treatments to mitigate noise impacts to surrounding sensitive receivers).

Assessment

A detailed assessment of the application against the relevant provisions of the Planning and Design Code is outlined under a series of headings below. Further, a Policy Enquiry containing the relevant provisions of the Planning and Design Code relating to the proposed development on the subject land, is contained in Attachment 5.

It should be noted that Attachment 5 contains the PlanSA Policy 24 generated extracts for the elements 'land division' and 'tree damaging activity', as well as the more generic 'all policies that apply to an address' – system generated at the time of application lodgment (7 August 2023). The policy extract for 'retaining wall' and 'fence' were manually extracted on 23 November 2023, as these elements were not identified at the time of application lodgment.

Having considered the proposal, the policies provided in the extracts are considered to be relevant to the assessment of the proposal.

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 45 metres)	Satisfied – the proposed development does not exceed a height of 45 metres and, in any event, future development on the land is not expected to exceed 45 metres in height.
Advertising Near Signalised Intersections	Not applicable – no signage is proposed. However, in response to a Council information request, the Applicant has advised they will work with Council during the detail design phase of the proposal to identify coordinated signage opportunities to support future development.
Building Near Airfields	Satisfied – the development will not impact on the operational and safety requirements of an airfield.
Defence Aviation Area (All structures over 90 metres)	Satisfied – the proposed development does not exceed a height of 90 metres.
Gas and Liquid Petroleum Pipelines	Satisfied. The EPIC Energy gas pipeline is located more than 350 metres to the west of the site.
Hazards (Flooding)	Refer discussion below.
Hazards (Flooding - General)	Refer discussion below.
Major Urban Transport Routes	Satisfied. The application is supported by a Traffic and Parking Report, as well as supplementary advices, prepared by MFY Traffic Consultants which confirms the road layout and design will integrate with the existing road network, while providing safe

	access to all allotments. As discussed in Section 10 of this report, the proposal has been reviewed by the Department of Infrastructure and Transport (DIT).
Native Vegetation	Satisfied. Refer discussion in Section 10 of this report.
Regulated and Significant Tree	Satisfied. Refer assessment below.
Prescribed Wells Area	Satisfied. The proposal does not involve the taking of water for which a license would be required under the *Landscape South Australia Act 2019.*
Traffic Generating Development	Satisfied. Refer comments above under the Major Urban Transport Routes Overlay.

Hazards – Flooding Overlays

The site is subject of flooding as a result of flows across Port Wakefield Road from Dry Creek. Accordingly, the Applicant engaged Tonkin Engineers to carry out flood mitigation investigations, to inform the overall design and to confirm there will be no detrimental impacts to the downstream network and the adjoining land at 1-19 Globe Derby Drive (which the developer also intends to develop via DA 361/1753/2018).

Tonkin undertook a series of flood model investigations, considering various development iterations, in an effort to identify the most effective flood mitigation strategy.

Through their advice dated 24 January 2024 (Attachment 1) Tonkin identified additional design modifications that were required to mitigate the flood risk. These modifications included increasing the width of flow available adjacent Globe Derby Drive; raising site levels; and by marginally raising site levels within future development at 1-19 Globe Derby Drive (this will be addressed via the separate land division approval).

The increased flow path adjacent Globe Derby Drive was incorporated into Greenhill's civil design, by increasing the setback of Allotment 22 from Globe Derby Drive – creating an area to be used for water management and allowing for additional landscaping. This is illustrated below.

Initial Layout – at time of lodgment

Amended layout

This change, along with elevated site levels and increased filling and retaining, were incorporated into the amended civil design prepared by Greenhill Engineers, particularly across the southern portion of the site.

Given these inclusions, Tonkin concluded:

> *With the proposed amended plan of division, and amended road and allotment grading prepared by Greenhill, the flood modelling demonstrates the proposed land division will enable allotments to be created that are not subject to flooding in the 1% AEP rainfall event, does not cause unacceptable impacts on adjoining properties or increase flood hazard, as well as provides an accessible road access for all proposed allotments.*

The Tonkin and Greenhill documentation has been reviewed by Council's Development Engineering and City Infrastructure Teams and found to be acceptable.

Accordingly, the proposed development has been appropriately designed from a flood mitigation perspective and satisfies key policies of the Hazards (Flooding) Overlay as follows:

PO 1.1 *Land division is limited to areas where the consequences to buildings and safety are low and can be readily managed or overcome.*

PO 2.1 *Development sited and designed to minimise exposure of people and property to unacceptable flood risk.*

PO 3.2 *Development does not cause unacceptable impacts on any adjoining property by the diversion of flood waters or an increase in flood velocity or flood level.*

PO 3.3 *Development does not impede the flow of floodwaters through the allotment or the surrounding land, or cause an unacceptable loss of flood storage.*

PO 5.1 *The depth and extent of filling required to raise the finished floor level of a building does not cause unacceptable impact on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or an unacceptable loss of flood storage.*

PO 6.1 *Development does not occur on land:*

a. from which evacuation to areas not vulnerable to flood risk is not possible during a 1% AEP flood event

b. which cannot be accessed by emergency services vehicles or essential utility service vehicles during a 1% AEP flood event.

Land Use and Site Dimensions

The proposed development seeks to create twenty-two (22) allotments that will support a range of future commercial land uses. The allotments are proposed to range in size from 2450m^2 to 9252m^2, with an average site area of approximately 4050m^2, all serviced by the

proposed internal road network, supporting access/egress for a range of commercial vehicles, including B-Doubles.

Allotment 8 (2450m^2) will contain a 5-metre-wide stormwater drainage easement, and Allotment 19 (9252m^2) contains a proposed electricity easement. Despite the easement constraints, both allotments retain a size and shape that can support a range of future development types.

Each allotment is to be connected to sewer, and will not be constrained by the need for an onsite waste water system.

Accordingly, from a land use perspective, the allotments are considered suitable to support a range of commercial land use outcomes, as envisaged by the Employment Zone, articulated within Zone Performance Outcomes (PO) 1.1 and 4.1, exceeding the minimum land area guidelines outlined within Deemed to Satisfy/Designated Performance Feature (DTS//DPF) 4.1:

PO 1.1 *A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity.*

PO 4.1 *Land division creates allotments that vary in size and are suitable for a variety of commercial and business activities.*

DTS/DPF 4.1 *Allotments:*

a. connected to an approved common wastewater disposal service have an area of 1250m2 or more and a frontage width of 20m or more

b. that will require the disposal of wastewater on-site have an area of 2000m2 or more and a frontage width of 20m or more.

The existing South Australian Harness Racing Club (SAHRC) will be retained on a substantial allotment of 23.86-hectares (Allotment 100), retaining all of its current facilities with the exception of the warm up/training track. This remains aligned with the overarching intent of Community Facilities Zone PO 1.1 which seeks to support a range of services, including recreational activities:

PO 1.1 *Development is associated with or ancillary to the provision of community, educational, recreational and / or health care services.*

Therefore, the proposal aligns with PO 1.1 of the 'Land Division' General Development policies module which provides:

PO 1.1 *Land division creates allotments suitable for their intended use.*

Land Division - Layout

In terms of the overall layout and design of the proposed land division, the following 'Land Division' General Development policies are considered relevant:

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.*

PO 2.3 *Land division maximises the number of allotments that face public open space and public streets.*

PO 2.4 *Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.*

PO 2.7 *Land division results in legible street patterns connected to the surrounding street network.*

The SAHRC will be retained on a large allotment, allowing for retention of the majority of its existing infrastructure and facilities, with key access points retained to the existing street network.

The proposed commercial allotments (Allotments 1-22) are to be serviced by the new internal road network, which will integrate with existing road transport links via connections to Port Wakefield Road (State Maintained Road) and Globe Derby Drive. Through amended design, there is no proposed road connection to Daniel Avenue, which contains sensitive receivers to its northern side.

Proposed commercial allotments 2-11, which are located adjacent the SAHRC, have been configured such that future buildings on these allotments can be oriented with building openings facing away from the SAHRC, thus assisting the interface to be effectively managed in the future. Mitigating impacts to this interface are also assisted by the spatial relief offered by the proposed reserve to the rear of Allotments 8-11 and by the proposed tree planting buffer to the west of Allotments 1-7.

In terms of its layout adjacent Daniel Avenue, Allotments 1 and 12 are oriented inwards, towards the cul-de-sac – effectively 'turning their back' to Daniel Avenue and adjacent rural/residential properties. Again, this will assist future built form to minimize impacts to Daniel Avenue, allowing openings to face south. As will be discussed further below, this interface is also mitigated by the proposed acoustic treatment along Daniel Avenue.

Allotments 13-15 and 16-19 are physically separated from the SAHRC and Daniel Avenue interface, accessed via the new internal road network, offering opportunities for future commercial exposure to Port Wakefield Road.

Allotments 20-22 are also physically separated from the SAHRC, surrounded by proposed landscape reserve areas, with direct access provided to the new internal road.

Importantly, and discussed further below, the land division has been designed to allow for the effective management of floodwater and stormwater, as well as retention of trees of 'high landscape significance' adjacent the Port Wakefield Road frontage.

Accordingly, the layout of the land division is considered acceptable, responding to the general land division performance outcomes listed above.

Land Division – Roads and Access

The layout and design has been informed by investigations undertaken by MFY Traffic Consultants, expressed within the supporting MFY *Traffic and Parking Report*, and supplementary advices, which were prepared following amendment to remove the Daniel Avenue intersection that was initially proposed.

Key features of the design include:

- The proposed roads will be constructed in accordance with Council requirements for commercial access roads, accommodating simultaneous movements for the maximum design vehicle, forward entry and exit, while supporting on-street parking opportunities, safe entry/egress to each allotment, and street tree planting opportunities to both sides of the road.
- The proposed Port Wakefield Road intersection will allow for left in/left out movements only and will include a channelized left-turn lane on Port Wakefield Road which will satisfy the requirements of *Austroads Guide to Road Design Part 4A, Unsignalised and Signalised Intersections*. The intersection will accommodate the swept paths of a PBS Level 2 vehicle.
- While the proposed Port Wakefield Road intersection will result in the shortening of the existing left turn lane that services Daniel Avenue, the length of the existing lane will still meet the relevant Austroads design guidelines.
- The proposed Globe Derby Drive intersection will permit all turning movements and will include a channelized right-turn lane on Globe Derby Drive, to support entry into the site. The proposed intersection will cater for the entering and exiting movements of a 19.0 metre semi-trailer.
- Safe Intersection Sight Distance (SISD) will be provided at all intersections, as well as at entry points to all proposed allotments.

In relation to B-Double access to/from the site, via the proposed Port Wakefield Road intersection, while this will cater for left in and left out movements only, MFY have advised that should B-Double vehicles travelling from the north desire access, they could utilize various ‘detoured’ routes, such via as Ryans Road and Salisbury Highway (gazetted routes) to facilitate approach to the subject land.

In relation to proposed changes to Globe Derby Drive, to accommodate the channelized right turn lane into the site – this will result in a change to the existing road configuration, which contains two south-east bound lanes, intended to assist with vehicles exiting the harness racing track on race days. This was considered by MFY who advised:

> *The current lane configuration was designed to facilitate two exit lanes when there were high traffic volumes departing the site on race day. However, the facility no longer attracts such high patronage and there is adequate capacity to accommodate exiting traffic at the end of an event. It is preferable to facilitate a safe access arrangement for the land division given that the additional lane is now superfluous. Should a specific event attract more patrons an event traffic control treatment could readily be*

established which reinstates the dual exit lanes in the unlikely event that it was to be required.

MFY also considered traffic generation impacts to the local road network, and concluded all movements will be readily accommodated with minimal impact to the road network.

Importantly, the proposed development has been considered by the Department of Infrastructure and Transport (DIT) and Council's City Infrastructure (Traffic) Section, who concluded the proposed design and layout was acceptable, subject to further review at the detail design phase of the proposal.

Accordingly, the proposed development appropriately responds to the following key 'land division' general development policies:

PO 2.7 *Land division results in legible street patterns connected to the surrounding street network.*

PO 3.1 *Land division provides allotments with access to an all-weather public road.*

PO 3.2 *Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.*

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.*

PO 3.7 *Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.*

Land Division – Interface Consideration - Noise

Given the proximity of the subject land to residential receivers within Globe Derby Park, particularly to the north along Daniel Avenue (sensitive receivers), a consideration of the land division layout, and opportunities to mitigate against potential noise impacts are an important aspect of the assessment.

While the proposed commercial lots are to be located adjacent the SAHRC, this is not a sensitive receiver and therefore not directly considered from a noise assessment perspective. Notwithstanding, it is considered the interface with the SAHRC has been appropriately addressed by the Applicant, with design treatments including the orientation of Allotments 1-11, spatial relief offered by the proposed reserve to the rear of Allotment 8-11, and the proposed tree buffer proposed to the west of Allotments 1-7.

In relation to mitigating noise impacts to sensitive receivers, the proposed development is informed by an *Environmental Noise Assessment* prepared by Echo Acoustic Engineers. As future land uses are not yet known, the assessment predicts noise levels generated by potential commercial land uses based on known noise data from a range of assumed activities including consulting room, warehouse, light industry, service trade premises, shops and bulky goods activities.

While Echo note that future commercial land uses will be subject of their own interface assessment (as part of a separate development application), as a proactive measure to limit impacts to sensitive receivers, an acoustic fence is proposed as follows:

- A continuous 2.7-metre-tall acoustic fence installed along the northern boundary, adjacent Daniel Avenue and to the rear/west of Allotment 1 – as illustrated in blue in ***Figure 7*** below.
- The fence to be constructed from a material such as sheet metal steel with a minimum base thickness (BMT) of 0.42mm. The fence should be sealed airtight at all junctions including between sheets and the ground.

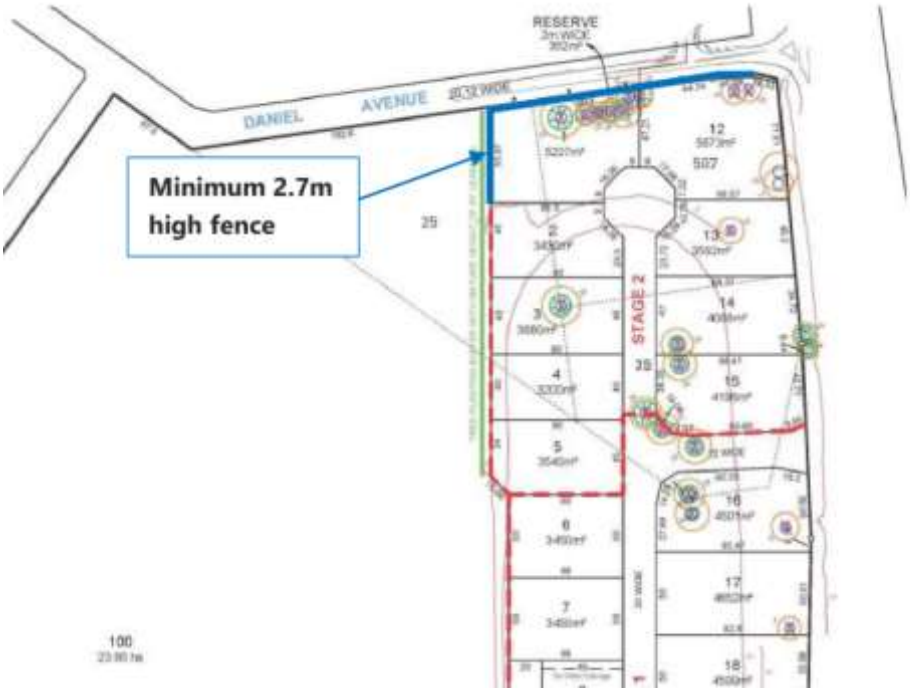


Figure 7 *– Acoustic Fence Location shown by blue line (Source; Echo)*

Echo conclude that while separate noise reduction measures may be required with future land use applications, they conclude:

> *'…with the incorporation of an acoustic fence, the proposed land division will not prejudice the ability of future commercial land uses to meet the Environment Protection (Noise) Policy 2007 and the relevant provisions of the Planning and Design Code provisions, and in doing so, will not adversely impact on the amenity of the locality.*

Accordingly, the findings of Echo, coupled with the proposed orientation of allotments which will allow for future development on the northernmost allotments to orientate openings away from sensitive receivers, indicates the proposed development appropriately mitigates against potential noise impacts, and aligns with PO 4.1 of the 'Interface Between Land Use' general module, and PO 2.2 of the 'Land Division' general module:

PO 4.1 *Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).*

PO 2.2 *Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.*

A 2-metre-wide densely planted landscape strip is proposed to screen views of the acoustic fence from Daniel Avenue, coupled with additional street tree verge planting proposed along Daniel Avenue. This will ensure an appropriate level of visual amenity in accordance with 'design' general development policy PO 9.1. This is illustrated in the sectional drawing provided in ***Figure 8*** below.

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.*

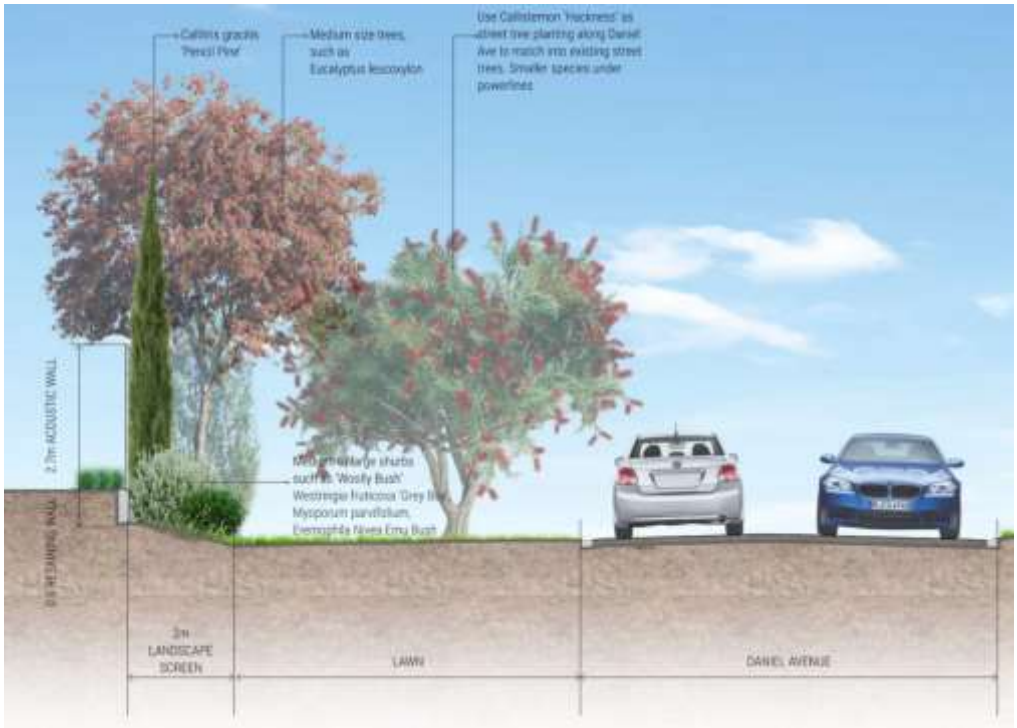


Figure 8 *– Sectional Drawing – Landscape within Daniel Avenue (Source; GD Studia)*

<u>*Land Division – Infrastructure*</u>

The 'Land Division' General Development Policies module provides:

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.*

PO 3.6 *Road reserves accommodate stormwater drainage and public utilities.*

PO 4.1 *Land division incorporates public utility services within road reserves or dedicated easements.*

PO 10.1 *Land division creating 20 or more 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.*

PO 10.2 *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.*

All infrastructure, including electricity, water, telecommunications and sewer, will be accommodated within roads, reserves or dedicated easements, connected to the available infrastructure networks that surround the subject site.

In relation to stormwater, Greenhill's *Preliminary Infrastructure Services and Stormwater Management Report*, identifies:

- The proposed stormwater detention basins and open channel system will improve stormwater quality through removal of nutrients and sediments via biolfiltration basins and vegetated swales to achieve Water Sensitive Urban Design pollution reductions targets;
- The stormwater management system is 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 flows in downstream systems for the 10% and 1% AEP storm events

The detention basis will include landscape treatments to improve visual amenity, with plants selected to thrive in a 'wet' environment.

Accordingly, the proposed development appropriately aligns with the infrastructure specific 'land division' policies listed above.

Land Division – Earthworks and Retaining Walls

The extent of earthworks and associated retaining walls are outlined in the civil design drawings prepared by Greenhill Engineers.

In order to support the overall stormwater and flood mitigation strategy, the site is required to be filled. Filling of the land is most pronounced in the southern portion of the site, closer to Globe Derby Drive, resulting in retaining walls which reach a maximum height of 1.8 metres with Allotment 22 – as illustrated in ***Figure 9*** below. As discussed earlier in this report, the earthworks will not cause unacceptable impacts to adjoining properties or create an increased flood hazard.

The Applicant has advised the sections of retaining wall facing roads will comprise charcoal grey concrete 'Blakeview' style sleepers, which offer a high-quality textured finish and provide appropriate presentation to the public realm. Within the verge, adjacent Allotment 22, existing landscaping is to be retained, along with proposed low grasses and shrubs to assist to soften views of the retaining wall.

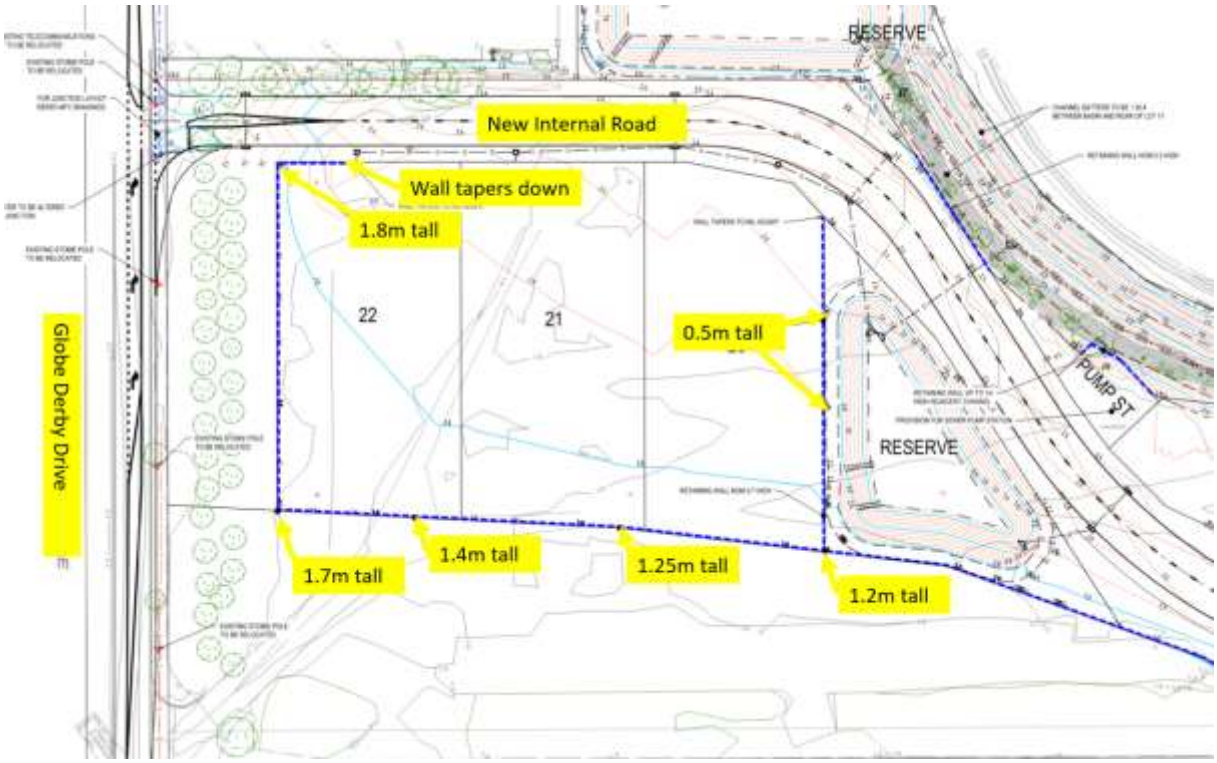


Figure 9 *– Annotated Civil Drawing – Showing Retaining Wall Heights and Location*

Accordingly, and while filling and retaining is required to facilitate the proposed development, it is considered these are essential components to effectively manage stormwater and flood impacts, and have been designed in such a way to minimize impacts to visual amenity, in accordance with 'Land Division' PO 2.1 and 'Design' POs 9.1 and 9.2 of the General Development Policies modules:

PO 2.1 *Land division results in a pattern of development that minimizes the likelihood of future earthworks and retaining 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.*

PO 9.2 *Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimize visual impacts.*

Land Division – Open Space and Landscaping

Two open space reserve areas are proposed. The linear reserve area to the west of the proposed internal road, abutting the SAHRC measures 9450m^2, with a width of around 20 metres. The triangular reserve area to the east of the proposed internal road, adjacent proposed Allotment 20 measures 3090m^2. The 2m wide reserve strip along the Daniel Avenue frontage equates to an area of 352m^2. Collectively, these reserve areas provide 12,892m^2 of open space, which equates to approximately 9.17% of the developable area (140,600m^2).

In accordance with Section 198 of the *Planning, Development and Infrastructure Act, 2016* ('the Act'), and given the land is being divided into more than 20 lots – 12.5% of the developable area (14.6Ha) should be dedicated to Council as open space. Given the spatial shortfall (9.17% vs 12.5%), an open space contribution of $49,541.34 is required. The monetary contribution is intended to be applied as a Land Division requirement (refer Attachment 6) requiring payment prior to issue of Council clearance under Section 138 of the Act.

The application is supported by a *conceptual landscape masterplan*, prepared by GD Studia which illustrates key features of the landscape scheme as follows:

- Verge tree planting to both sides of the proposed internal roads, comprising native street trees.
- Verge tree planting adjacent Globe Derby Drive and Daniel Avenue frontages, including screening of the proposed acoustic wall.
- Tree planting and lawn areas within the proposed reserve spaces. The landscape plan indicates these areas will offer gathering space opportunities for future visitors and workers of the commercial allotments.
- Tall tree buffer screen to the rear of Allotments 1-7, adjacent the SAHRC.
- Approximately 600 new trees to be planted across the subject site.
- Strategic planting locations to ensure passive surveillance opportunities to and from the proposed reserve areas.
- Vegetated swales, also intended to assist with stormwater management.

The landscape plan demonstrates the development will deliver an appropriate level of visual amenity when viewed from the new internal roads, as well as from outside the subject site. While the reserve areas are primarily intended for stormwater management purposes, they have been designed to contain open areas of useable lawn, and allow for substantial tree planting which will assist with environmental outcomes.

Accordingly, the proposed development aligns with the following 'Land Division' General Development policies:

PO 3.5 *Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.*

PO 3.9 *Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.*

PO 4.6 *Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature*

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.*

PO 9.2 *Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.*

Regulated and Significant Trees

The Regulated and Significant Tree Overlay provides the following policy framework in relation to the assessment of proposed developments which involve tree-damaging activity:

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

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.

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.

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

a. it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible
b. in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.

PO 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.*

Further, the 'Land Division' General Development policies module provides:

PO 2.8 *Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.*

The proposal was accompanied by an Arboricultural Impact Assessment, prepared by Duncan McGregor (Tree Vision) who assessed all regulated and significant trees located within the area of the subject site affected by the proposed commercial allotments.

In summary, the report found:

- Thirty (30) trees were assessed in detail, although non-regulated trees (i.e. trees with a circumference less than 2 metres) were not assessed.
- All trees were considered to be mature specimens, and not locally indigenous.
- Predominant tree coverage across the area comprised self-sown and excessive suckering of *Casuarina glauca* tree species (Swamp She-Oak), with particular banks/linear sections of these trees observed along the site's Port Wakefield Road frontage, and underneath the overhead power lines.
- The overall health, habitat value and biodiversity value of the tree population was assessed as 'fair'
- Individually, the majority of trees were found to have a 'low to medium' retention value and landscape significance, using the *Institute of Australia Consulting Arboriculturlists Significance of a Tree, Assessment Rating System (STARS).*
- Three (3) trees were recommended for removal given their poor physiological condition (Tree No. 13, 20 and 29).
- Three (3) Red Iron Bark trees were assessed as being of individual high landscape significance - Regulated Tree's No. 10 and 11 and Significant Tree No. 12, all of which are located close to the Port Wakefield Road frontage.

The application proposes to retain and protect those trees assessed as having a 'high' landscape significance (Tree 10, 11 and 12), which are located to the east of Allotments 12 and 14, enjoying visual exposure to Port Wakefield Road. Despite its low retention value, Regulated Tree No. 9 is also proposed to be retained and protected, given its proximity to Tree No. 10, to the east of Allotment 14.

The remaining trees (20 Regulated and 6 Significant) are proposed to be removed. The Planning Report prepared by the Future Urban Group identifies that *all reasonable development options and design solutions were explored at the initial design phases of the master plan process…however…the need to deliver an orderly stormwater management solution for the proposal, at least 1 metre of fill is required across a majority of the site, where there is very little opportunity to design around these trees*'.

Having regard to the findings of the arborist and the overarching intent of the land division to support commercial allotments within the Employment Zone, tree removal is supported in accordance with the following overlay provisions:

- Given the 'low to medium' landscape significance and retention value, the trees do not make an important visual contribution to local character and amenity (PO 1.1a and PO 1.2a).
- The trees are not indigenous to the local area and are not listed as rare or endangered (PO 1.1b and PO 1.2b).
- The trees are not important habitat for native fauna or maintenance of biodiversity in the local environment (PO 1.1c and PO 1.2c, d and e).
- The Applicant has advised alternative design solutions were considered, however, are not viable and proposed tree removal will accommodate the reasonable development of the land in accordance with the overarching intent of the Employment Zone, while also managing local flood and stormwater flows (PO 1.4a and b).

- The layout of the land division allows for retention of those trees assessed to have a high landscape significance (PO 3.1).

To offset the tree removal, the development proposes the planting of over 600 trees across the site, including within the proposed reserves and proposed road verges. This significantly exceeds the tree replacement rate recommended within *Practice Direction 12 – Conditions 2020*, which indicates two (2) trees should be planted for each regulated tree removed, and three (3) trees for each significant tree removed (equates to 52 trees).

Additionally, through site inspection it was noted there is a dense corridor of trees adjacent the Port Wakefield Road frontage of the subject land, which are arguably the most visually prominent of trees on the site. These trees were identified by both the Applicant's arborist and native vegetation consultant as comprising non-native, *Casuarina glauca* (Swamp She-Oak) which are not of a size or species to be protected by either the *Planning, Development and Infrastructure Act 2016* (as a regulated tree) or the *Native Vegetation Act 1991* and can be removed without the need for approval.

13. CONCLUSION

The proposed development seeks the creation of twenty-two (22) allotments for future commercial purposes, the creation of new internal roads and two (2) reserve areas, within the eastern portion of the subject site. The SA Harness Racing Club (SAHRC) is to be retained on a 23.86-hectare allotment to the west of the subject land (Allotment 100).

The proposed commercial allotments are of a form and design which are suitable for their intended use, as anticipated by the Employment Zone. Similarly, the SAHRC is retained on a substantial allotment, retaining its core facilities and existing access arrangements, which are appropriate within the Community Facilities Zone.

Through an amended layout and design the proposal has positively responded to concerns raised by representors during the public notification process, by removing road access to Daniel Avenue and providing an acoustic barrier to mitigate noise impacts to those adjacent sensitive receivers to the north.

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:

- Will result in allotments which are suitable for their future intended use;
- Satisfies key relevant Overlays of the Code, in particular the Major Urban Transport Routes Overlay and the Native Vegetation Overlay, with support confirmed by the Department of Infrastructure and Transport (DIT) and Native Vegetation Council, via State Agency Referrals;
- Has been appropriately designed from a flood mitigation perspective, creating allotments that will be protected from flooding, without causing unacceptable impacts downstream or to adjacent properties, thus addressing Flooding Overlays of the Code;
- The layout and design has effectively managed potential noise interface impacts to surrounding sites, including establishment of an acoustic fence along Daniel Avenue to mitigate impacts to those sensitive receivers to the north;

- Roads and access have been appropriately designed to cater for the intended commercial vehicles, while integrating with the existing road network;
- All allotments can be serviced by required infrastructure, including electricity, water sewer and stormwater;
- While earthworks in the form of filling and accompanying retaining walls are required to facilitate the stormwater and flood solutions, retaining walls are to be appropriately located and designed to minimize impacts to visual amenity;
- Provides appropriate areas of open space and landscaping to assist with management of stormwater and provide a positive visual amenity; and
- Offsets the removal of regulated and significant trees and native vegetation through substantial tree planting across the development area.

Accordingly, it is recommended that Planning Consent be granted, subject to Conditions.

As the Panel is the relevant authority for the planning consent only, the recommendation below only includes the recommended planning conditions. A copy of the draft land division requirements is provided in Attachment 6 for the Panel's information that are proposed to be imposed as part of the Land Division Consent (the Council Assessment Manager is the Relevant Authority to determine the Land Division Consent), should the Panel grant planning consent.

14. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

A. The proposed development is not considered to be seriously at variance with the Planning and Design Code.

B. Pursuant to Section 107 of the Planning, Development and Infrastructure Act 2016, Planning Consent is GRANTED to application number 23022307 for Staged Land Division comprising creation of Twenty-Three (23) Allotments from Four (4) Allotments, Public Roads, Reserves and associated excavation, filling, retaining walls, acoustic fence and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15, completion of Road including cul-de-sac head and acoustic fence in accordance with the plans and details submitted with the application and subject to the following reserved matters and conditions:

Reserved Matters

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 (10% AEP) and major storm (1% AEP) events; and
g) Water sensitive urban design measures; and
h) Surface water treatment.

2. Final stormwater management plan and accompanying stormwater design calculations, prepared by a qualified and experienced stormwater engineer, which shall address all of the following:

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

   a) Finished floor level shall be at least 150mm above the Q100 flood level adjacent the building;
   b) Storm runoff from the building roof areas should be separated from the runoff from ground or paved surfaces and may be discharged directly to Council's downstream underground drainage system without treatment to improve water quality;
   c) Grassed or vegetated swale drains and sedimentation/detention basins shall be used to convey storm runoff from paved surfaces including car parking areas to Council's downstream drainage system to reduce the extensive use of hard concrete kerb edges and underground piped drainage systems. The use of permeable paving for light vehicle car parking areas is suggested as a means of increasing the site stormwater detention / retention and infiltration rates and reducing the peak discharge rates and volume of runoff that discharge to Council's downstream drainage system;
   d) The minor stormwater drainage system of grassed swale drains, culverts, pits and pipes shall be designed with capacity to convey the runoff resulting from a 1 in 10 year ARI storm event;
   e) Grassed swale systems and basins shall be designed to provide primary treatment of stormwater runoff by filtering and removal of silt, sediment, oil and grease before discharge to downstream drainage systems and may also incorporate bio-retention treatment systems;
   f) Gross pollutant traps including trash racks and trash nets shall be included in the stormwater drainage system to capture stormwater pollutants such as rubbish and floatable litter.
   g) Gross pollutant traps, water quality treatment devices and drainage systems shall include high flow bypass and overflow provisions to accommodate extreme storm events resulting from the 1 in 100 year Ari major storm event.
   h) The following water quality requirements shall be met:
      - 80% retention of the typical urban annual load for Total Suspended Solids (TSS);
      - 60% retention of the typical urban annual load for Total Phosphorus (TP);

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

Planning Conditions - Council

1. The proposal shall be developed in accordance with the details submitted with the application and the following Council stamped approved plans and documents, except where varied by the conditions herein:

- Planning Report – 31.01.2024 – Future Urban Group
- Response to RFI – 31.01.2024 – Future Urban Group
- Response to Representations – 16.11.2023 – Future Urban Group
- 21A1526PROP1(H) – Plan of Division – 24.01.2024 Revision G – Alexander Symonds
- 21-0012 – Traffic and Parking Report – September 2023 – MFY
- MLM/21-0012 – Supporting Letter (Traffic) – 17 November 2023 – MFY
- MLM/21-0012 – Supporting Letter (Traffic) – 14 December 2023 – MFY
- 22-3180-SKC02 – Preliminary Grading and Stormwater Layout – Revision J – 30.01.2024 – Greenhill
- 22-3180-SKC03 – Preliminary Grading and Stormwater Layout – Revision J – 30.01.2024 – Greenhill
- 22-3180-SKC04 – Preliminary Grading and Stormwater Layout – Revision H – 30.01.2024 – Greenhill
- 22-3180-SKC05 – Preliminary Services Layout – Revision A – 29.01.2024 – Greenhill
- 22-3180-SKC06 – Preliminary Services Layout – Revision A – 29.01.2024 – Greenhill
- 22-3180-SKC07 – Preliminary Services Layout – Revision A – 29.01.2024 – Greenhill
- 22-3180 – Preliminary Infrastructure Services and Stormwater Management Report – Revision C – 27.07.2023 – Greenhill
- 231975L001Rev0 – Flood Advice for 21-77 Globe Derby Drive – 23 November 2023 – Tonkin
- 231975L002RevA – Updated Flood Advice for 21-77 Globe Derby Drive – 20 December 2023 – Tonkin
- 231975L003RevA – Additional Flood Mitigation Investigation for 21-77 Globe Derby Drive – 24 January 2024 – Tonkin
- PROJECT_22.3180 – Landscape Master Plan – 29.01.2024 – GD Studia
- Preliminary Arboricultural Impact Assessment – 4 May 2023 – Tree Vision
- Native Vegetation Clearance Data Report – 12/07/2023 – EBS Ecology

- 313-4 – Environmental Noise Assessment – 14 November 2023 – Echo Acoustic Consulting

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 by Council under Planning Consent Condition 3, shall be met all times.

5. Replacement trees must be planted within 12 months of completion of the development at the following rates:

   a. if the development relates to a regulated tree—2 trees to replace a regulated tree; or

   b. 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.

Planning Conditions – Department of Infrastructure and Transport (DIT)

6. Access to allotments 1 to 22 shall be gained via the internal road network as shown on Alexander Symonds, Plan of Division, Drawing No. 21A1526PROP1(H), Revision G, (RHF/BAT/DEL 24.1.2024. Access to Lots 15 and 16 shall be located along the western boundaries of each allotment as far as practicable from the internal T-junction.

7. The Port Wakefield Road/New Road junction and modifications to Port Wakefield Road shall be in accordance with MFY Drawing No. MFY_210012_06_SK02, Revision B, dated 9 August 2023.

The road upgrades shall ensure that the existing Wire Rope Safety Barrier, existing sealed shoulder and bicycle facility are maintained and that the separation between the new diverge (into the AUL) and the existing merge from 3 lanes into 2 (north Globe Derby Drive) is appropriately designed. The new road junction shall be designed to accommodate PBS Level 2A vehicles and any modifications to Port Wakefield Road shall accommodate PBS Level 3A vehicles.

All required road works shall be designed and constructed in accordance with Austroads Guides, Australian Standards and the Department for Infrastructure and Transport (DIT) Master Specifications. All associated costs (including but not limited to project management and any necessary road lighting, modifications to the Wire Rope Safety Barrier, signage and drainage upgrades) shall be borne by the applicant. All works shall be completed to the satisfaction of DIT prior to Section 138 land division certificates being issued.

Note: Prior to undertaking detailed design, the applicant shall contact Mr Narendra Patel, Senior Network Integrity Engineer, Network Management Services on telephone (08) 8226 8244, mobile 0400 436 745 or via email: narendra.patel@sa.gov.au to progress this. The applicant shall enter into a Developer Agreement with DIT to undertake and complete this work.

8. Any infrastructure within the road reserve (including road signs, street lights, stormwater infrastructure, etc) that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.

9. The internal roads shall be suitably designed to cater for the largest vehicle expected to access the development and the cul-de-sac shall ensure that a commercial vehicle (up to a PBS Level 2A vehicle) can undertake a full U-turn manoeuvre should site access not be possible (as shown on MFY Figure 1 in correspondence dated 17 November 2023).

10. Any noise attenuation installed at the Port Wakefield Road/Daniel Avenue junction shall be fully contained within the site of the development (or a dedicated reserve strip) and not installed on road reserve under the care, control and management of the Commissioner of Highways.

11. A final stormwater management plan shall be developed in conjunction with DIT and be in accordance with DIT Master Specification RD-DK-D1 Road Drainage Design and other relevant guidelines. The point/s of discharge shall be confirmed and the pre and post development peak discharge to any DIT infrastructure is to be confirmed during detailed design. All drainage infrastructure is to be to the satisfaction of Council and DIT.

12. Stormwater run-off shall be collected on-site and discharged without impacting the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Planning Conditions – Native Vegetation Council

13. Prior to any clearance of native vegetation, the Native Vegetation Council must provide written confirmation that the Significant Environmental Benefit requirements under the Native Vegetation Act 1991 have been satisfied.

14. Stockpiled materials, including cleared vegetation and excavated soil is not to be placed on top of native understorey outside the approved area.

15. Construction vehicles, equipment or materials are not to be stored or placed on top of native vegetation outside the approved clearance area.

Advice Notes - Council

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).

Planning Consent Valid for 2 Years
Land Division Consent, 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
This Development Approval does not constitute land owner's approval. The following applies to any works on Council land:

- Any person making alteration to Council land including erecting or installing a structure (pipes, wires, cables, fixtures, fittings), storing building materials, erecting temporary fencing, altering the kerb, gutter, footpath or crossover etc. in, on, under or over Council land, is subject to a permit from Council pursuant to Section 221 of the Local Government Act 1999.

- Service infrastructure should be located as far as practicable away from street trees, in order to protect the root zone and to prevent future damage to the infrastructure from roof expansion.
- Residents and businesses are encouraged to develop and maintain the verge area between their property boundary and the kerb. However, some types of development such as irrigation, tree planting and landscaping may be restricted in some areas and therefore permission should be first sought from Council before commencing any works;
- It is the developer's/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.

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

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

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

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

EPA and Local Nuisance Matters
The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

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

Accordingly, your site planning activities should consider:

- providing a stabilised entry/exit point to the site for all construction and trade vehicles, including contained wash down area for vehicles and equipment
- appropriately located stockpiles and storage materials
- a suitable and designated area for brick cutting and concrete works
- a contained area for paint and plastering waste and wash waters

- appropriate location of noisy equipment so as to avoid unreasonable impacts to neighbours
- dust control measures such as use of a water cart and/or covering stockpiles

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

Advice Notes – DIT

- The subject land abuts Port Wakefield Road that was proclaimed as a controlled access road on 13 July 1968. Subject to development approval, the department will amend its records to formalise the new road connection to Port Wakefield Road.
- The Department is currently undertaking a planning study for Elder Smith Road that includes consideration of the extension of Elder Smith Road to Port Wakefield Road. It is recommended that the applicant liaise with the Department prior to lodging for Section 138 certificates for Allotments 19-22 to determine whether any modifications to these allotments will be required as a result of the planning study.
- Approval will need to be sought from the National Heavy Vehicle Regulator prior to PBS Level 2A vehicles utilising the new roads in this land division.

Liaison with Asset Owners

The Applicant is responsible for all costs, administration and processes associated with relocation of affected public infrastructure, including, but not limited to; electricity stobie poles; utility pits; traffic barriers; street signage etc.

Native Vegetation
The clearance of native vegetation must be undertaken in accordance with the approval of the Native Vegetation Council under the Native Vegetation Act 1991 as set out in Decision Notification 2023/3169/361.

Telecommunications Act

Under Part 20A of the Telecommunications Act 1997 (Cth), developers are required to install fibre-ready facilities (e.g. pit and pipe) in their developments, unless the development qualifies for an exemption. Developers can face penalties if they sell or lease building lots or units in new developments without fibre-ready facilities installed.

Under the Commonwealth's Telecommunications in New Developments Policy, developers are also expected to contract a telecommunications carrier (being any statutory infrastructure provider (SIP) or NBN Co as the default SIP) to provide services in their development. Carriers should install fixed-line network infrastructure in new developments, unless that is not commercially feasible, in which case they should use fixed-wireless or satellite technologies.

Further details of these requirements can be found at: www.infrastructure.gov.au/department/media/publications/telecommunications-new-developments

ATTACHMENTS

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

1. Proposal Plans and Supporting Documentation
2. Copy of Sign on the Land and Representations
3. Applicant's Response to Representations
4. Agency Referral Response
5. Extract of Planning and Design Code
6. Land Division Consent Requirements (Draft)

Appendix 1

Proposal Plans and Supporting Documentation

FUTURE URBAN

PLANNING REPORT
LAND DIVISION (4 INTO 23)

21-77 Globe Derby Drive, Globe Derby Park

Prepared for:
The South Australian Harness Racing Club Incorporated

Date:
31.01.2024

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APPENDIX 8. FLOOD ADVICE
APPENDIX 9. ENVIRONMENTAL NOISE ASSESSMENT

FUTURE URBAN

1. OVERVIEW

Subject Land and Location	21-77 Globe Derby Drive, Globe Derby Park
Current Land Use	Harness Racing Club
Certificate of Title Reference	CT Volume 6160 Folio 750
Zone	Employment Zone Community Facilities Zone
Relevant Overlays	Gas and Liquid Petroleum Pipelines Overlay Hazards (Flooding) Overlay Major Urban Transport Routes Traffic Generating Development Native Vegetation Regulated and Significant Tree Overlay
Technical and Numeric Variation (TNV)	Nil
Development	Land division (4 into 23), including the creation of public roads and reserves, associated earthworks and removal of 20 regulated trees and 6 significant trees
Elements	Land division Excavation and filling Tree damaging activity
Assessment Pathway	Code Assessed - Performance assessed
Public Notification	Public notification required
Referrals	Commissioner of Highways Native Vegetation Council
Planning and Design Code Version and Date	V2023.11 – 3 August 2023
Relevant Authority	City of Salisbury Council Assessment Panel

FUTURE URBAN

2. INTRODUCTION

This report relates to a land division application prepared by The South Australian Harness Racing Club Incorporated ('the Proponent'). The land division seeks to establish 23 allotments on land currently identified as 21-77 Globe Derby Drive, Globe Derby Park ('the site'), which comprises four existing allotments.

The proposed land division will create 22 new allotments to be used for commercial purposes, separated into two distinct stages, comprising the following key features:

- Stage 1 – creation of 13 allotments and two public reserves of 9,450m² and 3,090m² respectively that will be ultimately vested to Council together with associated public roads and stormwater infrastructure.
- Stage 2 – creation of 9 allotments together with associated public roads and stormwater infrastructure.

The balance of the land to the west will contain the existing South Australian Harness Racing Club facilities in one larger allotment.

The proposed layout will require the removal of 20 regulated trees and 6 significant trees to help facilitate the reasonable development of the site. Tree removal will be offset by a high-quality landscaping approach containing approximately 600 new tree plantings.

In preparing this report, we have:

- inspected the subject site and its immediate surroundings;
- identified and subsequently reviewed what we consider to be the most pertinent provisions of the Planning and Design Code ('the Code');
- had regard to the *Planning, Development and Infrastructure Act 2016* ('the Act') and to the *Planning, Development and Infrastructure (General) Regulations 2017* ('the Regulations');
- had regard to the Certificates of Title and Proposed Deposited Plan in **Appendix 1**;
- had regard to the Plan of Division in **Appendix 2;**
- reviewed the supporting documents, including:
  - Traffic and Parking Report and supporting advice prepared by MFY in **Appendix 3;**
  - Preliminary Infrastructure Services and Stormwater Management Report prepared by Greenhill in **Appendix 4**;
  - Landscape Concept Plan prepared by GD Studia in **Appendix 5**;
  - Preliminary Arboricultural Assessment prepared by TreeVision in **Appendix 6**;
  - Native Vegetation Report prepared by EBS Ecology in **Appendix 7**;
  - Flood Advice by Tonkin in **Appendix 8**; and
  - Environmental Noise Assessment by Echo Acoustic Consulting in **Appendix 9**.

This report contains our description of the site, its surroundings and the proposal, and our assessment of the proposal against what we consider to be the most relevant provisions of the Code.

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3. BACKGROUND

Globe Derby Park has been the home of harness racing in South Australia since 1969. During this time the site has been further developed to uphold its standing as the premier harness racing facility within the State.

The South Australian Harness Racing Club ('SAHRC') for a number of years has sought to establish a commercial return on surplus land to facilitate upgrades and secure their long-term presence at Globe Derby Park.

SAHRC's vision has been supported by the earlier rezoning of the eastern portion of the SAHRC land holdings that occurred as part of the Globe Derby Park Surplus Lands Development Plan Amendment ('DPA') consolidated in September, 2015. Formal gazettal of the DPA occurred following extensive investigations and master planning to rezone the site from Community Zone to the Commercial Zone.

Such investigations included, but were not limited to, consideration of the surrounding road and traffic network and potential link to the Northern Connector Road, acoustic interface, proximity to the Epic Energy gas pipeline, site contamination and services.

Put simply, this application intends to partially realise the SAHRC's vision by acting on the development opportunities facilitated by the DPA.

This proposal has been informed by the previous and existing investigations over the site to recognise the most optimal layout. As part of the investigations, the site is subject to a land swap arrangement with the City of Salisbury.

The land swap is in its final stages and consists of exchanging a portion of land along the Port Wakefield Road reserve identified in Green in **Figure 1** below, with a similarly sized portion of land to be dedicated as road reserve as part of this proposal, as shown in Orange.

The land to be dedicated as road reserve is located in the southern portion of the site and is planned to secure provision for a potential link road from Elder Smith Road to the Northern Connector.

The land along the Port Wakefield Road reserve has since completed the formal road closure process and now forms part of the site in Allotment 100 of Deposited Plan 131963 (deposited on the 19th of September, 2023). The land swap process will be formally completed following approval of the land division application with the land dedicated as "Road A" on the plan of division at **Appendix 2** to be vested to Council.

The whole of the site, inclusive of the additional land obtained from the Port Wakefield Road reserve, is identified in the Deposited Plan at **Appendix 1.**

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Figure 1 *Land Swap*

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FUTURE URBAN

4. SPATIAL CONTEXT

4.1 The Site

The site extent and the key views are identified in **Figures 4.1 and 4.2** below.

The site comprises of four contiguous allotments, formally described as:

- Allotment 100 in Deposited Plan 131963;
- Allotment 35 in Filed Plan 114596 comprised in Certificate of Title Volume 6160 Folio 757;
- Allotment 507 in Deposited Plan 76499 comprised in Certificate of Title Volume 6160 Folio 753; and
- Allotment 25 in Deposited Plan 7059 comprised in Certificate of Title Volume 6160 Folio 752.

Not all of the above allotments are contained wholly within the subject site, as we note that Allotments 100 and Allotment 25 are partially within with subject site on their eastern sides.

Collectively, the site has a total area of approximately 14 hectares and has a frontage of approximately 165 metres to Globe Derby Drive, 175 metres to Daniel Avenue and 485 metres to Port Wakefield Road.

The topography of the site is relatively flat with a slope of approximately 0.2% that generally falls from north to south, towards Globe Derby Drive. Presently, the site is used for the SAHRC training facilities, which includes a training track in the northern portion of the site. Otherwise, the site is largely undeveloped.

Scattered vegetation is dispersed throughout the site, with a dense row of tree plantings along the Port Wakefield Road frontage which currently prevents views into the site as shown in **Figure 4.2** below.

The vegetation comprises a mix of native vegetation, 7 significant trees and 23 regulated trees as identified in the Preliminary Arboricultural Assessment by Tree Vision at **Appendix 6** and the Native Vegetation Report by EBS Ecology at **Appendix 7**.

Allotment 100 is subject to two easements identified as 'E' and 'F' on proposed Deposited Plan D1331963 and is dedicated to electricity infrastructure purposes.

FUTURE URBAN

Figure 4.1 *Subject Site*

Subject Site | LEGEND Subject site boundary | N

Figure 4.2 *Key Views of Site*

Key Views | LEGEND Subject site boundary | Site direction | N

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FUTURE URBAN

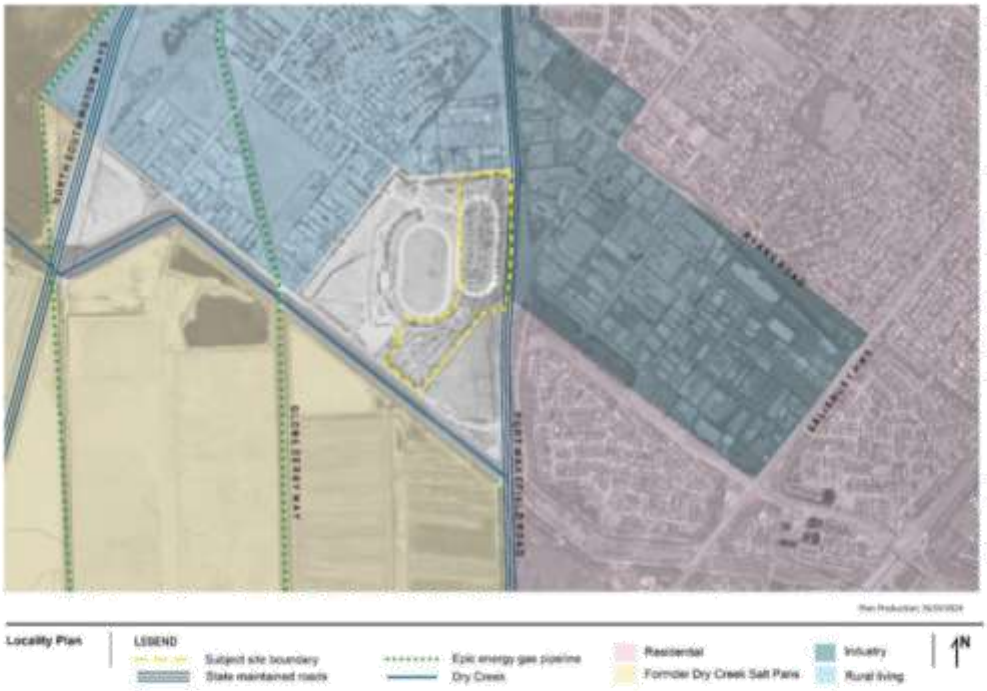
4.2 Locality

The subject site, and its broader context is depicted in **Figure 4.3** below.

It is evident that the following is within proximity to the site:

- Port Wakefield Road to the east, an arterial road under the care and control of the Commissioner of Highways ('State Maintained Road');
- Daniel Avenue to the north and Globe Derby Drive to the south, both local roads under the care and control of the City of Salisbury;
- rural living to the north and west of Daniel Avenue and Trotters Drive respectively;
- industrial development to the east;
- residential further to the east and south-east within the suburb of Mawson Lakes;
- Dry Creek channel to the immediate south that runs along the entire length of Globe Derby Drive and flows out to the Barker Inlet;
- The former Dry Creek salt evaporation pans to the south; and
- The Epic Energy Gas Pipeline, located at over 350 metres to the west of the site.

Figure 4.3 *Locality*



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5. PROPOSED DEVELOPMENT

The Proponent intends to divide the 4 existing allotments into 23 allotments, coupled with the creation of public roads, two public reserves, associated earthworks and the removal of 20 regulated trees and 6 significant trees.

The proposed Plan of Division is included as **Appendix 2**.

5.1 Allotment Configuration

The land division proposes to create 22 allotments intended for future commercial development. The proposed allotments range in size from approximately 2,450 to 9,252 square metres in area.

The allotment mix is intended to support a range of employment generating land uses, which may include but not limited to, fast food restaurants, bulky goods, offices, showrooms, light industry and licensed club facilities.

The configuration has been largely informed by the infrastructure and environmental considerations of the site such as stormwater management, flooding, existing electricity easements and traffic access requirements which are discussed in detail further in this report.

A majority of the allotments will be unconstrained save for allotment 8 which will contain a 5-metre-wide stormwater drainage easement, and allotment 19 which contains the existing electricity easement. The size and configuration of Allotment 19 responds to the size and nature of the existing electricity easement so as to optimise the developable area and avoid future encroachments.

5.2 Transport, Access and Parking

The proposed allotments will be underpinned by a new internal road network comprising:

- a 20-metre-wide road reserve that intersects with Globe Derby Drive and terminates at its northern end via a cul-de-sac; and
- a 22-metre-wide road reserve that intersects with Port Wakefield Road.

The proposed layout includes a two metre wide reserve along the northern boundary to prevent vehicle access to Daniel Avenue.

The internal road network has been designed to accommodate simultaneous movements of PBS Level 3A vehicles (B-Doubles) as well as providing sufficient sight lines for safe and convenient access to each allotment as detailed within the Traffic and Parking Report at **Appendix 3**.

The road reserves are also designed to optimise street tree planting and on-street parking.

Moreover, the proposed intersections have been carefully designed to integrate with the surrounding network through detailed traffic investigations and summarised as follows:

- the Port Wakefield Road intersection will allow for left in left out movements only and includes the creation of a channelised left-turn lane on Port Wakefield Road; and
- a channelised right-turn lane is proposed to Globe derby Drive to facilitate all turning movements.

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5.3 Regulated and Significant Tree Removal

A Preliminary Arboricultural Assessment of the existing trees on the site was undertaken by Mr Duncan McGregor of Tree Vision at **Appendix 6**.

In order to facilitate the proposed land division and the overall development of the site, 20 regulated and 6 significant trees will require removal.

As part of Mr McGregor's assessment, an evaluation of the landscape significance and retention value of each tree was undertaken using the Institute of Australian Consulting Arboriculturists Significance of a Tree, Assessment Rating System ('STARS'). This system uses a scale of High, Medium, and Low significance, which subsequently informs the retention value of the tree.

The retention value of the trees to be removed ranged from low to medium. The trees that demonstrated a high landscape significance value are being retained and are located along the Port Wakefield Road frontage (Trees 10, 11 and 12).

5.4 Stormwater & Flooding

The *Preliminary Infrastructure Servicing and Stormwater Management Plan Report* prepared by Greenhill, is included in **Appendix 4**.

The proposed stormwater strategy includes a combination of pit and pipe road drainage infrastructure together with an open channel system along the western boundary and two stormwater detention basins within Stage 1. The detention basins will be connected to the existing Globe Derby Drive stormwater system.

The design has also ensured sufficient stormwater detention storage is provided to not exceed the estimated pre-development peak flow rates for both the 10% and 1% AEP storm events.

To treat the quality of stormwater runoff and achieve the minimum Water Sensitive Urban Design stormwater quality targets, the stormwater open channel system is proposed to incorporate vegetated swale plantings and the stormwater detention basins will include bioretention basins.

The site is subject to flooding as a result of flow across Port Wakefield Road from Dry Creek. The stormwater management system and layout has been subsequently designed to respond to this existing flood risk based on flood advice received by Tonkin at **Appendix 8**.

Tonkin's assessment included flood modelling of the site levels and development extents for both the subject site (21-77 Globe Derby Drive) and the adjoining approved land division at 1-19 Globe Derby Drive for the critical 1% AEP event.

Key features of the proposed development in response to the existing flood risk include:

- raised site levels to ensure:
  - each allotment is capable of providing finished floor levels that can achieve a minimum 300mm freeboard above the 1% AEP flood water level;
  - each allotment can obtain vehicle access via the new internal road network during a 1% AEP flood event (noting access will be from the proposed Port Wakefield Drive junction, given historical existing flooding for majority of Globe Derby Drive);
- utilising the corridor between 21-77 and 1-19 Globe Derby Drive to provide a critical flow path to allow the floodwaters overtopping Port Wakefield Road to be conveyed to the west;
- lowering the embankment adjacent to the eastern basin to provide a flow path through the site; and

- providing a 40-metre setback from the southern edge of the Globe Derby Drive pavement to the southern boundary of proposed Lot 22 to alleviate upstream flood impacts.

5.5 Earthworks

The extent of the proposed earthworks is outlined in the preliminary civil design plans prepared by Greenhill in **Appendix 4.**

In order to accommodate the proposed stormwater management strategy and ensure each allotment is capable of allowing future buildings to achieve a minimum of 300mm freeboard above the 1% AEP flood water level in the areas subject flood inundation, the site will need to be filled to a maximum height of 1.8 metres from existing ground levels at the southern end.

The fill extent proposed is intended to be supported by a combination of retaining walls reaching up to 1.8 metres in height (adjacent Globe Derby Drive) and battering. The retaining walls facing the street will comprise 'Blakeview' style, charcoal grey concrete sleepers.

The proposed retaining walls are to be submitted as part of a separate development application following resolution and completion of the final detail civil engineering design.

The proposed earthworks to be undertaken within the southern portion of the site where the Hazards (Flooding) Overlay spatially applies will exceed 9 cubic metres for both excavation and filling and in turn, constitute 'development' in accordance with Schedule 3, 1 of the *Planning, Development and Infrastructure (General) Regulations 2017* and Part 5 of the Planning and Design Code.

5.6 Open Space and Landscaping

Approximately 1.25ha of reserve is intended to be vested with Council. This represents approximately 9% of the developable area (14.06ha). The open space extent predominantly comprises two large reserves on the east and west of the proposed internal road network and a 20-metre-wide reserve along the western boundary.

Whilst a majority of the reserve area will be dedicated to stormwater detention and/or management, the Landscape Masterplan prepared by GD Studia in **Appendix 5** indicates that open, lawned areas to will provide places for workers within the precinct to enjoy and utilise.

The Landscape Masterplan also proposes an integrated landscape approach to ensure a high amenity outcome consisting of grassed swales and detention basins, densely planted trees and endemic low understorey shrub plantings to create substantial canopy cover and biodiversity opportunities, together with large native street trees to the internal road network.

Moreover, provision of a 2-metre-wide landscape buffer reserve is located along Daniel Avenue that will be vested to Council and consist of dense plantings capable of visually screening the acoustic fence and future built form to ensure a pleasant streetscape appearance.

Approximately 600 tree plantings of various sizes and species are intended to be provided, together with retaining existing vegetation where possible, particularly the regulated trees of 'high landscape significance' along Port Wakefield, which will contribute to support the optimisation of tree canopy cover across the site.

5.7 Service Infrastructure

The proposed augmentation of services is outlined in the *Preliminary Infrastructure Services and Stormwater Management Report* prepared by Greenhill, which is included as **Appendix 4**. Key findings of this report are summarised as follows, with the proposed development to be serviced by:

FUTURE URBAN

- a new 225mm gravity sewer main within the proposed road network and via easement which is to be connected to the existing downstream sewer trunk main in Globe Derby Drive. A sewer pump station will be required within the development site to lift waste to the downstream sewer trunk main via a 1500mm rising main;
- the existing 150mm main in Port Wakefield Road; and
- a connection to the existing SAPN supply network which can be readily provided via extension to the various and available existing infrastructure within the surrounding road reserves or the 66 KV overhead power lines that cross the site within the easement.

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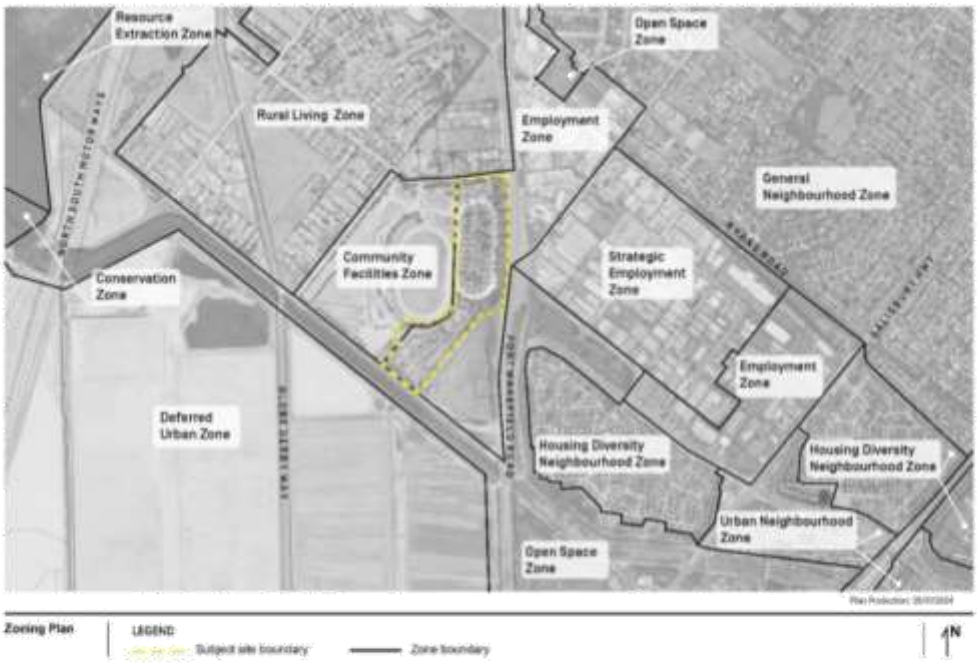
6. PROCEDURAL MATTERS

At the time of lodgement, the relevant version of the Planning and Design Code was gazetted and subsequently consolidated on 3 August 2023 (V2023.11).

The subject site is primarily located within Employment Zone with a small portion slightly extending into the adjoining Community Facilities Zone as shown in **Figure 6.1** below.

Figure 6.1 *Zoning*



The site is also identified as being subject to the following Overlays and Technical and Numeric Variations (TNVs) as relevant to 'land division' and 'tree damaging activity'.

- Gas and Liquid Petroleum Pipelines
- Hazards (Flooding)
- Major Urban Transport Routes
- Traffic Generating Development
- Native Vegetation
- Regulated and Significant Tree

No Technical and Numeric Variations ('TNVs') apply to the site.

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6.2 Nature of Development

In accordance with the definitions prescribed in Part 7 of the Code and Section 3 of the Act, it is our opinion, the nature of development is best described as:

> *'Land division (5 into 23), including the creation of public roads and reserves, associated earthworks and removal of 20 regulated trees and 6 significant trees'*

6.3 Elements

The proposal comprises the following 'elements':

- Land Division
- Excavation and Filling
- Tree Damaging Activity

6.4 Assessment Pathway

The proposal is to be assessed as 'code assessed development' in accordance with Section 107(1) of the Planning, Development and Infrastructure Act 2016 ('Act') by virtue of land division and tree-damaging activity not being listed as accepted, deemed-to-satisfy or restricted forms of development within the Employment Zone.

6.5 Public Notification

Pursuant to Table 5 of the Employment Zone, clause 4 lists 'land division' and 'tree damaging activity' as excluded classes of development with no prescribed exceptions.

Excavation and filling is not listed as an excluded class of development within Table 5 of the Zone.

Accordingly, public notification is required.

6.6 Relevant Authority

Pursuant to Section 93(1)(a) of the Act, the City of Salisbury Assessment Panel is the relevant authority for the assessment and determination of the application.

6.7 Referrals

Referrals to the following agencies and authorities are required as part of the assessment of this application:

- the Commissioner of Highways, as the site is within the Major Urban Transport Routes Overlay and the proposed development involves the creation of a new access connection to a State Maintained Road (Port Wakefield Road);
- the State Planning Commission, pursuant to Regulation 76 of the Regulations;
- Any other agency as determined by the Commission, pursuant to Regulation 76(4) of the Regulations; and
- SA Water, pursuant to Regulation 79 of the Regulations.

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7. ASSESSMENT AGAINST PLANNING AND DESIGN CODE

7.1 Assessment Approach

Table 3 of the Employment Zone lists the applicable policies for a 'land division' and 'tree damaging activity' which the Application is to be assessed against, to the exclusion of all other Code policies.

The applicable policies include Desired Outcomes (DOs) which *"automatically apply in relation to a performance assessed development"* and Performance Outcomes (POs). It is also worth noting that some POs have a standard outcome that is considered to satisfy the PO, referred to as Designated Performance Features (DPFs). The Rules of Interpretation within Part 1 of the Code state the following in relation to DPFs (underlining our emphasis):

> *"A DPF provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome but <u>does not need to necessarily be satisfied to meet the performance outcome and does not derogate from the discretion to determine that the outcome is met in another way,</u> or from the need to assess development on its merits against all relevant policies."*

As a result of the above, the assessment below focusses on the applicable DOs and POs and may only refer to the DPF in instances where it assists in the exercise of discretion.

7.2 Overlays

7.2.1 Gas and Liquid Petroleum Pipelines Overlay

The Gas and Liquid Petroleum Pipeline generally seeks to manage the risk to public safety, the environment and security of energy supply from the encroachment of development on strategic gas and liquid petroleum pipelines.

In particular, PO 1.1 of the Overlay states:

> ***PO 1.1*** *Community exposure to a potential hazard from the failure of a gas or liquid petroleum pipeline is mitigated by locating development that may accommodate or result in large congregations of people, buildings for housing and / or caring for vulnerable people and community facilities outside areas that pose an unacceptable risk to protect life.*

The proposed land division satisfies the above performance outcome given the proposed allotments are not intended for types of development that would accommodate vulnerable persons such as child care facilities, educational facilities, retirement facilities and alike, meeting the corresponding DPF 1.1.

Moreover, the Epic Energy gas pipeline is located more than 350 metres to the west of the site as shown in **Figure 4.3** which will provide an adequate separation distance so as to not create the potential for interference or unacceptable risk during construction or the future use of each allotment.

7.2.2 Hazards (Flooding) Overlay

The Overlay primarily intends to mitigate impacts on people, property, infrastructure and the environment from high flood risk by retaining areas free from development, and minimising intensification where development has occurred.

Flood advice has been received from Tonkin at **Appendix 8** which includes an assessment of flood impacts resulting from the proposed development.

As stated earlier in this report, Tonkin's assessment included flood modelling of the site levels and development extents for both the subject site (21-77 Globe Derby Drive) and the adjoining approved land division at 1-19 Globe Derby Drive for the critical 1% AEP event.

From our review of Tonkin's flood assessment, it is clear that:

- the proposed site levels will ensure no external flood flows will enter the site via the overland flow path from Port Wakefield Road;
- the site levels will constrain flow paths to the corridor between 21-77 and 1-19 Globe Derby Drive allowing the floodwaters overtopping Port Wakefield Road to be conveyed to the west;
- the provision of the 40-metre setback from the southern edge of the Globe Derby Drive pavement to the southern boundary of proposed Lot 22 will alleviate upstream flood impacts;
- each allotment is capable of providing finished floor levels that can achieve a minimum 300mm freeboard above the 1% AEP flood water level; and
- each allotment can obtain vehicle access via the new internal road network during a 1% AEP flood event (noting access will be from the proposed Port Wakefield Drive junction, given historical existing flooding for majority of Globe Derby Drive).

Further, Tonkin's assessment results identified the proposed development will slightly increase the flood depths immediately surrounding the extents of both sites once full developed, with no significant changes observed further west. Flood depths within the directly adjoining property at 1-19 Globe Derby Drive were also identified to increase by approximately 210 mm (over a small area adjacent the southern access).

The adjoining property at 1-19 Globe Derby Drive is owned by the same developer for this development application who is committed to providing a holistic flood solution for both properties as part of resolving the outstanding Council requirements for that approved land division application (DA No. 361/1753/2018/LD). Therefore, the insignificant increase in flood depth of this property would not impact the ability of this property to be developed nor cause any unacceptable flood impact in accordance with the intent of PO 5.1 of the Overlay.

Lastly, whilst the filling of the site will exceed 300mm above the existing ground level as sought in DPF 5.2 of the Overlay, the proposed earthworks as shown on the preliminary site grading plan by Greenhill are designed to ensure each allotment is capable of providing finished floor levels that can achieve a minimum 300mm freeboard above the 1% AEP flood water level as informed by Tonkin's flood assessment, thereby reducing flooding risk as well as providing sufficient stormwater management.

Therefore, the proposed land division and associated stormwater strategy is considered to readily manage the existing flood risk satisfying POs 1.1, 5.1, 6.1 and 6.2 of the Hazards (Flooding) Overlay.

7.2.3 Major Urban Transport Routes and Traffic Generating Development Overlays

The performance outcomes of this Overlays generally seek:

- development which minimises its potential impact on the safety, efficiency and functional performance of the State Maintained Road; and
- access points sited and designed to safely accommodate the type and volume of traffic likely to be generated in an efficient manner.

The application package is supplemented by a *Traffic and Parking Report* (including supporting advice) prepared by MFY at **Appendix 3**. Pertinent to the purpose of this particular Overlay, the report has considered the existing traffic conditions for the surrounding road network coupled with an assessment of the predicted traffic volumes and movements that are likely to result from the future development of the site given the proposed connection and proximity to a State Maintained Road (Port Wakefield Road).

MFY have confirmed that the access points to Globe Derby Drive and Port Wakefield Road will adequately accommodate the ultimate volumes and types of vehicles associated with the overall development without changing the nature, performance or function of the surrounding road network.

FUTURE URBAN

The traffic investigations also confirm that the traffic generated will have a minimal impact to the existing Port Wakefield Road intersections.

Such indicates that the access and internal road network has been sufficiently designed to allow safe entry and exit to and from the subject site, consistent with the expectations sought by POs 1.1, 1.2 and 1.3 of the Traffic Generating Development Overlay and POs 1.1 and 9.1 of the Major Urban Transport Routes Overlay.

Furthermore, MFY have also confirmed that the internal road network has been designed to ensure safe and convenient access can be provided for all allotments with future crossover locations capable of achieving Safe Intersection Sight Distance (SISD) requirements meeting POs 4.1 and 5.1 of the Major Urban Transport Routes Overlay.

7.2.4 Native Vegetation Overlay

A Native Vegetation Clearance Data Report has been prepared by EBS Ecology in **Appendix 7**.

Such confirms the presence of small, fragmented patches of native vegetation across the site in generally poor condition, which will require clearance to facilitate the proposed development, including:

- Low shrubland (*Maireana brevifolia*);
- Low shrubland (*Suaeda australis* and *Tecticornia pergranulata ssp. Pergranulata)*; and
- Broughton wattle *(Acacia salicina)* scattered trees.

EBS Ecology have determined the above native vegetation will constitute a Level 4 clearance level.

Whilst the proposed clearance of native vegetation is not considered 'minor' in accordance with PO 2.1 of the Native Vegetation Overlay, the removal of such is considered warranted in this instance insofar that:

- the fragmented and patchy nature of the vegetation has meant that clearance is unable to be avoided without impacting the practical useability of each of the proposed allotments for future commercial/industrial purposes and developing the land in accordance with the Zone expectations;
- due to the previous disturbance, patchy distribution of the vegetation, and high weed incursion, the area of native vegetation is unlikely to be considered substantially intact and thereby reduces its significance as a habitat for wildlife;
- the existing habitat within the site was not considered by EBS Ecology as essential to any threatened species and therefore its clearance would have a negligible impact on local populations of threatened species over the long term; and
- the clearance of native vegetation will be offset by a robust mitigation hierarchy as outlined in EBS Ecology's report, including:
  - over one hectare of 'reserve' area will be landscaped in accordance with the City of Salisbury Landscape Plan that will provide opportunities for native vegetation to be retained within understorey areas; and
  - a number of locally native species will be planted in the reserves with a focus on maintaining and improving urban biodiversity corridor opportunities and substantial canopy cover.

7.2.5 Regulated and Significant Tree Overlay

The Regulated and Significant Tree Overlay generally seeks the retention of regulated and significant trees that provide aesthetic and environmental benefits, and mitigate tree loss unless when restricting the reasonable development of land as envisaged by the relevant Zone.

FUTURE URBAN

The following policies of the Regulated and Significant Tree Overlay provide particular guidance for this proposal:

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

PO 1.2 *Significant tree 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

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

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

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

b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.

PO 2.1 *Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.*

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.*

As stated in the Proposed Development section of this Report, Mr Duncan McGregor, an experienced and qualified arborist, was engaged to provide advice on the regulated and significant trees ('controlled trees') over the site.

A key focus of the land division and landscape masterplan was to optimise the retention and long-term health of controlled trees that were identified to provide a high aesthetic value and important visual contribution to the character of the area in line with POs 1.1, 1.2 and 3.1.

A total of 30 controlled trees were identified, all of which were not recognised as locally indigenous species. Of these, four were able to be retained including Trees 9, 10, 11 and 12 which are located along the Port Wakefield Road frontage.

Fortunately, the three trees that demonstrated a high landscape significance value were Trees 10, 11 and 12 which are located adjacent the Port Wakefield Road frontage. These trees have been incorporated into the landscape masterplan, achieving the intent of POs 1.1, 1.2 and 3.1.

The remainder of the 26 controlled trees are proposed for removal in order to facilitate the reasonable development of the land. The trees intended to be removed were identified to generally range from low to medium landscape significance.

As expressed in PO 1.4, any tree damaging activity (i.e. removal) should be considered on balance with the reasonable development of land and in the case of significant trees, alternative design options should be investigated to prevent their removal where possible.

The proposed removal of the 26 controlled trees satisfies the relevant two-part test as specified of PO 1.4 for several reasons.

Firstly, the Employment Zone seeks that land division creates allotments that are suitable for a variety of commercial and business activities (Zone PO 4.1) where removal of controlled trees located internally within the subject site are reasonably expected to occur in order to accommodate a functional road network and allotment layout.

Secondly, all reasonable development options and design solutions were explored at the initial design phases of the master plan process. However, as an unfortunate consequence of the need to deliver an orderly stormwater management solution for the proposal, at least 1 metre of fill is required across a majority of the site, where there is very little opportunity to design around these trees.

Lastly, the removal of the 26 controlled trees is considered to be appropriately offset by virtue of:

- over 600 trees to be planted across the site including Council reserves, the new internal road network, Daniel Avenue and a vegetation buffer adjacent the western side of Lots 1 to 5 as shown in the Landscape Concept Plan by GD Studia at **Appendix 5** which will positively enhance the overall visual amenity of the site from the surrounding public realm;
- the three controlled trees identified as comprising a 'high landscape significance' along Port Wakefield Road are able to be preserved and incorporated within the public realm (POs 1.1,1.2 and 3.1); and
- the proposed tree plantings achieve (and significantly exceed) the tree replacement rate recommended in Part 2 of *Practice Direction 12 – Conditions 2020* for removal of the 26 controlled trees.

It should also be noted that whilst there is a dense screen of vegetation along the Port Wakefield Road frontage, these trees were identified by both the Arborist and native vegetation consultant as comprising non-native, *Casuarina glauca* (Swamp She-Oak) which were not of a size or species to be protected by either the *Planning, Development and Infrastructure Act 2016* (as a regulated tree) or the *Native Vegetation Act 1991* and can subsequently be removed without approval.

7.3 Zone

7.3.1 Land Use and Site Dimensions

The proposed plan of division represents a new commercial and business estate that is intended to support a range of employment generating land uses, which may include but not limited to, fast food restaurants, bulky goods, offices, showrooms, light industry and licensed club facilities.

The land division and allotment mix proposed will clearly support the land use expectations of the Employment Zone as expressed in POs 1.1 and 4.1 below, which state:

> ***PO 1.1*** *A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity.*
>
> ***PO 4.1*** *Land division creates allotments that vary in size and are suitable for a variety of commercial and business activities.*

Moreover, the proposed allotments will substantially exceed the minimum allotment area of 1,250 square metres and frontage width of 20 metres as expressed in clause a) of Zone DPF 4.1 for allotments

connected to a wastewater disposal service (i.e. sewer) thereby ensuring they are suitable for a wide range of commercial and business activities.

7.4 General Development Policies

7.4.1 Land Division

The proposal will ensure all allotments provide a sufficient depth, frontage and area to be made suitable for their intended purpose accounting for all infrastructure and environmental considerations of the site such as stormwater management, flooding, existing electricity easements, traffic access requirements and retention of existing high landscape value trees along Port Wakefield Road.

A majority of the allotments will be unconstrained save for allotment 8 which will contain a 5-metre-wide stormwater drainage easement and allotment 19 which contains the existing electricity easement. The size and configuration of Allotment 19 has been designed to account for the existing electricity easement and thereby optimise the developable area so as to avoid future encroachments.

On this basis, the proposed allotment configuration satisfies POs 1.1 and 1.2 of the Land Division module.

7.4.2 Design and Layout

Whilst the proposed earthworks include filling of up to 1.8 metres for proposed allotment 22 at the southern end, the extent of filling has been largely informed by the stormwater management and flooding considerations for the site to ensure each allotment is not inundated during a flood event. As such, we consider the extent of proposed earthworks to be necessary and appropriate in this instance to facilitate the orderly development of the site.

PO 2.2 of the Land Division module provides particular guidance with respect to interface impacts, which states:

> ***PO 2.2*** *Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.*

Further guidance is provided in POs 1.1 and 1.2 of the IBLU module in relation to general land use compatibility and managing interface impacts, which states:

> ***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.*
>
> ***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.*

In applying the above policies, regard must be given to the site's contextual surroundings, which we note:

- the site is adjoined by the Community Facilities Zone ('CFZ') to the immediate west and the Rural Living Zone to the North;
- the CFZ currently contains the existing harness racing facilities including the race track, equestrian facilities such as stables, and veterinarian facilities, horse float and car parking, the grandstand, public amenities and other associated facilities; and
- the Rural Living Zone ('RLZ') contains existing sensitive receivers in the form of dwellings and is a zone primarily intended for sensitive receivers.

FUTURE URBAN

The existing harness racing facilities do not constitute a *'sensitive receiver'* as defined in Part 8 of the Code, nor is the CFZ primarily intended for sensitive receivers noting that land uses such as cemeteries, consulting rooms, offices, place of worship, recreation areas and shops are all listed as *standard outcomes* in DPF 1.1 of this Zone.

Given the above, it is clear the Code does not identify the adjoining harness racing club facilities or the CFZ more generally as a potentially conflicting land use/zone.

The RLZ however, contains existing sensitive receivers and should be considered in respect to ensuring no adverse interface impacts occur.

In respect to potential noise impacts. an Environmental Noise Impact Assessment ('ENIA') report has been prepared by Echo Consulting at **Appendix 9**.

The ENIA has considered the proposed land division configuration and assessed the predicted noise levels of anticipated future land uses envisaged within Zone PO 1.1 and DPF 1.1 against the standards in *Environment Protection (Noise) Policy 2007* to determine the potential for unreasonable noise impacts to nearby *sensitive receivers* in accordance with the relevant Code policies.

Whilst the noise generated by future commercial land uses will be subject to their own separate development applications and assessment against the Code, the findings from Echo Consulting's assessment confirms that:

- the Code provisions can be reasonably and practicably achieved with a continuous 2.7-metre-high acoustic fence along Daniel Avenue as a pro-active measure to ensure no adverse noise impacts to sensitive receivers will occur from the mix of land uses envisaged in the Zone; and
- other noise reduction measures could also be required, that will be subject to future development applications containing the specific nature of operations proposed, to achieve appropriate noise levels, including:
  - restricting operation on the northern allotments to the daytime period of the Policy (7:00am to 10:00pm);
  - screening of roof top mounted mechanical plant using solid airtight materials;
  - locating car parking and/or loading areas on the opposite side of a building or barrier to the closest receivers;
  - restricting the activities which might occur outside of buildings;
  - applying attenuators to commercial ventilation equipment such as dust extraction units;
  - locating openings in buildings to face away from the closest receivers;
  - using broadband reversing devices in lieu of tonal devices on site vehicles;
  - designing the site to incorporate forward in and forward out truck movements; and
  - restricting the hours of rubbish collection.

Accordingly, the Applicant intends to deliver the recommended 2.7-metre-high acoustic fence as part of this land division application to future proof the nearby sensitive receivers from potential adverse noise impacts.

Moreover, it is our experience that the other noise reduction measures mentioned above are considered 'standard practice' for commercial and light industrial land uses and would be ordinarily expected to be assessed in greater detail as part of any future land use application where they are tailored to the specific nature of operations proposed.

The proposal has also sought to minimise the interface impacts to existing residential development within the RLZ in respect to traffic and visual by:

- removing the access point to Daniel Avenue in replace of a cul-de-sac arrangement at the northern end so that all traffic is directed to Port Wakefield Road and Globe Derby Drive only; and
- setting back the acoustic fence to enable provision of a 2-metre-wide landscape buffer reserve along Daniel Avenue that will be vested to Council and consist of dense plantings capable of visually screening the acoustic fence and future built form to ensure a pleasant streetscape appearance.

Therefore, based on Echo Consulting's assessment and the above measures the proposed land division proposes a suitable interface outcome with nearby sensitive receivers to the north and west satisfying PO 2.2 of the Land Division module.

The development is to be undertaken in two stages and delivered in an orderly manner that has regard to the provision of infrastructure, stormwater and traffic requirements (Land Division PO 2.5). The division will not compromise any watercourses, noting there are no identified watercourses traversing the land (Land Division PO 2.6).

Whilst the proposal will result in the clearance of native vegetation and controlled trees, such was not considered to be of value as detailed in the Arborist and Native Vegetation Reports to warrant protection under Land Division PO 2.8. The vegetation removal will also be adequately offset by the high-quality landscape plantings proposed, consisting of over 600 trees within the Landscape Concept Plan prepared by GD Studia in **Appendix 5**.

7.4.3 Road and Access

All allotments will have a frontage to a public road (Land Division PO 2.3 and 3.1) and the proposed roads have been designed in a manner to appropriately integrate with the surrounding road network (Land Division POs 2.4, 2.7 and 3.9).

Furthermore, the *Traffic and Parking Report* and supporting advice prepared by MFY (**Appendix 3**) confirms that:

- the proposed street widths and intersections are designed to:
  - enable the safe and efficient movement of all anticipated vehicular traffic as demonstrated by the various swept path diagrams (Land Division POs 3.2, 3.4, 3.5 and 3.8);
  - accommodate street tree planting, landscaping, stormwater drainage and public utilities (Land Division POs 3.5, 3.6, 3.10 and 4.1); and
  - road reserves will provide unobstructed vehicular access and egress to and from individual allotments together with adequate sight lines (Land Division PO 3.7).

7.4.4 Infrastructure

In respect to the provision of infrastructure, all infrastructure services will be incorporated within roads, reserves or dedicated easements (Land Division PO 4.1) and can be connected to the available infrastructure networks that surround the subject site as shown by the Preliminary Services Layout by Greenhill at **Appendix 4.**

The *Preliminary Infrastructure Services and Stormwater Management Report* by Greenhill also confirms that waste water is capable of being disposed of from each allotment without risk to public health or the environment (Land Division PO 4.2). The final sewer solution awaits negotiation with SA Water.

In relation to stormwater management, the *Preliminary Infrastructure Services and Stormwater Management Report* confirms that:

- the proposed stormwater detention basins and open channel system have been designed to improve stormwater quality through removal of nutrients and sediments from urban stormwater runoff via bio filtration basins and vegetated swales to achieve the relevant Water Sensitive Urban Design Policy pollution reduction targets (Land Division PO 10.2);
- the proposed stormwater detention basin has also been designed to deliver a positive landscaping feature for the site (Land Division PO 4.6); and
- the stormwater management system is 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 flows in downstream systems for the 10% and 1% AEP storm events (Land Division PO 10.1).

The Landscape Masterplan by GD Studia at **Appendix 5** has ensured that clear views are provided into reserves to promote passive surveillance and discourage antisocial behaviour. Over 600 plantings will be accommodated throughout the site and will provide a significant contribution to urban heat amelioration and a high-quality environment (Land Division PO 9.1).

Whilst the public reserve areas are primarily intended for stormwater management purposes, they have also been designed to contain areas of open lawn and batters that will be suitable for future workers within the new estate to enjoy (Land Division PO 9.2).

FUTURE URBAN

8. CONCLUSION

The proposed land division seeks to partially realise the earlier rezoning of the eastern portion of the SAHRC land holdings from Community Zone to the Commercial Zone (now Employment Zone) as part of the Globe Derby Park Surplus Lands Development Plan Amendment ('DPA') which was consolidated in September, 2015.

We have concluded from our assessment of the proposal against the relevant policies of the Code that it is deserving of planning consent.

In support of our conclusion, we highlight that:

- the proposed land division has been informed by the various infrastructure and environmental considerations for the site to provide an optimal layout that can deliver allotments capable of accommodating a range of commercial and business activities, consistent with the land use expectations of the Employment Zone;
- aligns with the relevant policies contained within the following Overlays:
  - Gas and Liquid Petroleum Pipelines Overlay;
  - Hazards (Flooding) Overlay;
  - Major Urban Transport Routes Overlay.
  - Traffic Generating Development Overlay; and
  - Regulated and Significant Tree Overlay.
- the proposal will enable the appropriate management of interface impacts between potentially conflicting land uses through a combination of tree plantings to provide screening, acoustic fencing and limiting access points to discourage commercial traffic movements through the nearby residential areas;
- the proposed road layout and intersections will enable the safe and efficient movement of all anticipated vehicular traffic and integration with the surrounding road network;
- whilst removing 26 controlled trees and native vegetation in order to develop the site in accordance with the Zone expectations, the division has sought to offset this loss by optimising the retention of high landscape value trees along Port Wakefield Road together with over 600 new tree plantings which will provide a substantial increase in tree canopy cover;
- an integrated stormwater management system is provided that responds to the existing flooding risk over the site based on expert advice and appropriate surface levels to ensure each allotment will not be inundated during a major flood event; and
- the division will integrate with, and provide access to, existing infrastructure for the purposes of waste water, traffic, stormwater, electricity, water supply, gas and telecommunications.

APPENDIX 1. CERTIFICATES OF TITLE & PROPOSED DEPOSITED PLAN

PURPOSE:	ROADS (OPENING & CLOSING) ACT 1991	AREA NAME:	GLOBE DERBY PARK	APPROVED: 17/08/2023	D131963
MAP REF:	6628/30/N	COUNCIL:	CITY OF SALISBURY	DEPOSITED: 19/09/2023	SHEET 1 OF 2
LAST PLAN:		DEVELOPMENT NO:			115426_text_01_v05_Version_5

AGENT DETAILS: ALEXANDER & SYMONDS PTY LTD
1ST FLOOR 11 KING WILLIAM ST
KENT TOWN SA 5067
PH: 81301666
FAX: 83620099

AGENT CODE: ALSY

REFERENCE: 21A1526LTO-RD(A)

SURVEYORS CERTIFICATION: I JAMES STEPHEN LANGMAN , a licensed surveyor do hereby certify - 1) That this plan has been made from surveys carried out by me and correctly prepared in accordance with the Survey Act 1992. 2) That the field work was completed on the 4th day of August 2022 17th day of August 2023 James Langman Licensed Surveyor

SUBJECT TITLE DETAILS:

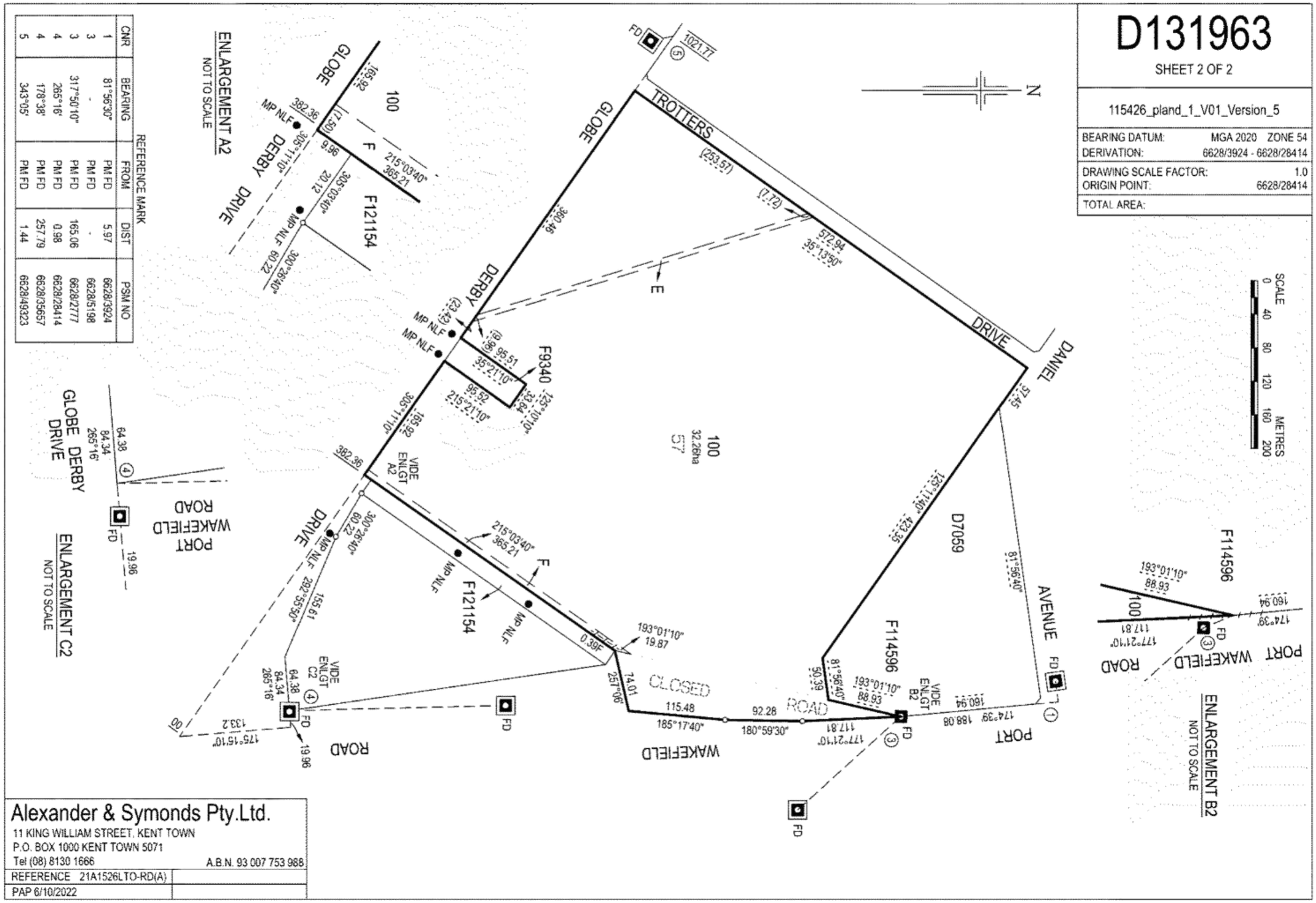
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER	HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER
PT CT	6160	754		ALLOTMENT(S)	57	D	88317	PORT ADELAIDE		
			RTD 14095306	CLOSED ROAD ADJACENT TO ALLOTMENT 57 IN D88317				PORT ADELAIDE		

OTHER TITLES AFFECTED:

EASEMENT DETAILS:

STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
EXISTING	100	LONG	EASEMENT(S)	E		TRANSMISSION LESSOR CORPORATION OF 1 UNDIVIDED 2ND PART (SUBJECT TO LEASE 9061500) AND ELECTRANET PTY. LTD. OF 1 UNDIVIDED 2ND PART	T 1754811
EXISTING	100	LONG	EASEMENT(S)	F		TRANSMISSION LESSOR CORPORATION OF 1 UNDIVIDED 2ND PART (SUBJECT TO LEASE 9061500) AND ELECTRANET PTY. LTD. OF 1 UNDIVIDED 2ND PART	T 4799007

ANNOTATIONS: NO OCCUPATION UNLESS OTHERWISE SHOWN
PP 22/0034


D131963
SHEET 2 OF 2
115426_pland_1_V01_Version_5
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DRAWING SCALE FACTOR: 1.0
ORIGIN POINT: 6628/28414
TOTAL AREA:
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CNR BEARING FROM DIST PSM NO
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3 - PM FD - 6628/5198
3 317°50'10" PM FD 165.06 6628/2777
4 265°16' PM FD 0.98 6628/28414
4 178°38' PM FD 257.79 6628/35657
5 343°05' PM FD 1.44 6628/49323
ENLARGEMENT A2
NOT TO SCALE
ENLARGEMENT C2
NOT TO SCALE
ENLARGEMENT B2
NOT TO SCALE
GLOBE DERBY DRIVE
PORT WAKEFIELD ROAD
TROTTERS DRIVE
DANIEL AVENUE
CLOSED ROAD
F121154
F9340
F114596
D7059
100
57
32.26ha
SCALE
METRES
Alexander & Symonds Pty.Ltd.
11 KING WILLIAM STREET, KENT TOWN
P.O. BOX 1000 KENT TOWN 5071
Tel (08) 8130 1666
A.B.N. 93 007 753 988
REFERENCE 21A1526LTO-RD(A)
PAP 6/10/2022

LAND SERVICES SA

Product	Register Search (CT 6160/752)
Date/Time	17/05/2019 12:13PM
Customer Reference	LJH:IOR:18-0250
Order ID	20190517005143

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 6160 Folio 752

Parent Title(s)	CT 6139/888				
Creating Dealing(s)	SC 12372560				
Title Issued	05/08/2015	**Edition**	3	**Edition Issued**	18/08/2016

Estate Type

FEE SIMPLE

Registered Proprietor

THE SOUTH AUSTRALIAN HARNESS RACING CLUB INC.
OF PO BOX 271 SALISBURY SA 5108

Description of Land

ALLOTMENT 25 DEPOSITED PLAN 7059
IN THE AREA NAMED GLOBE DERBY PARK
HUNDRED OF PORT ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12570088	MORTGAGE TO POLICE CREDIT UNION LTD. (ACN: 087 651 205)
13084209	CAVEAT BY GIC GLOBE DERBY PTY. LTD. (ACN: 622 622 057) OVER PORTION

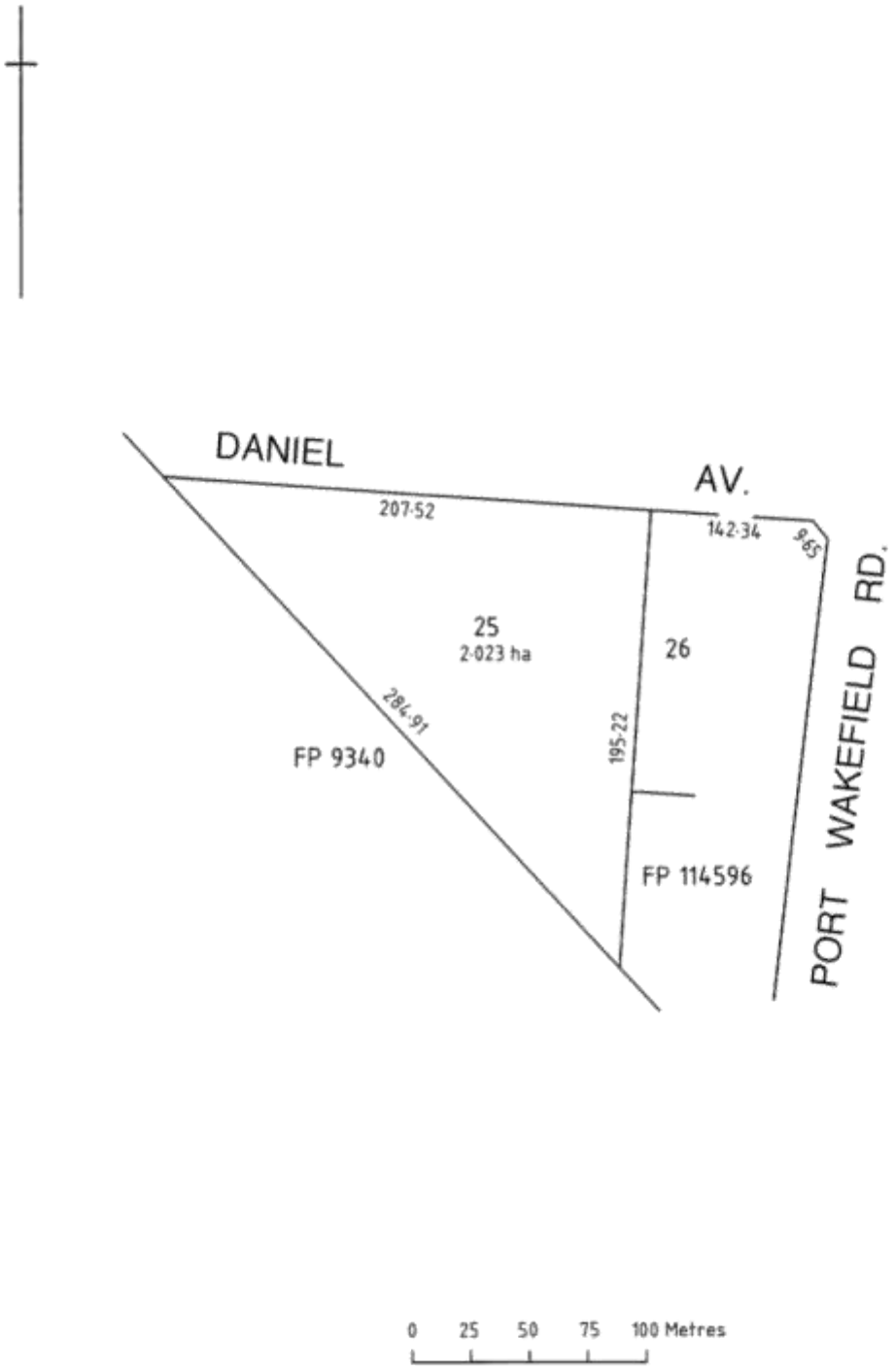
Notations

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

Land Services SA Page 1 of 2

LAND SERVICES SA

Product	Register Search (CT 6160/752)
Date/Time	17/05/2019 12:13PM
Customer Reference	LJH:IOR:18-0250
Order ID	20190517005143



LAND SERVICES SA

Product	Register Search (CT 6160/753)
Date/Time	17/05/2019 12:14PM
Customer Reference	LJH:IOR:18-0250
Order ID	20190517005162

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 6160 Folio 753

Parent Title(s)	CT 6139/899				
Creating Dealing(s)	SC 12372560				
Title Issued	05/08/2015	**Edition**	3	**Edition Issued**	18/08/2016

Estate Type

FEE SIMPLE

Registered Proprietor

THE SOUTH AUSTRALIAN HARNESS RACING CLUB INC.
OF PO BOX 271 SALISBURY SA 5108

Description of Land

ALLOTMENT 507 DEPOSITED PLAN 76499
IN THE AREA NAMED GLOBE DERBY PARK
HUNDRED OF PORT ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12570088	MORTGAGE TO POLICE CREDIT UNION LTD. (ACN: 087 651 205)
13084209	CAVEAT BY GIC GLOBE DERBY PTY. LTD. (ACN: 622 622 057) OVER PORTION

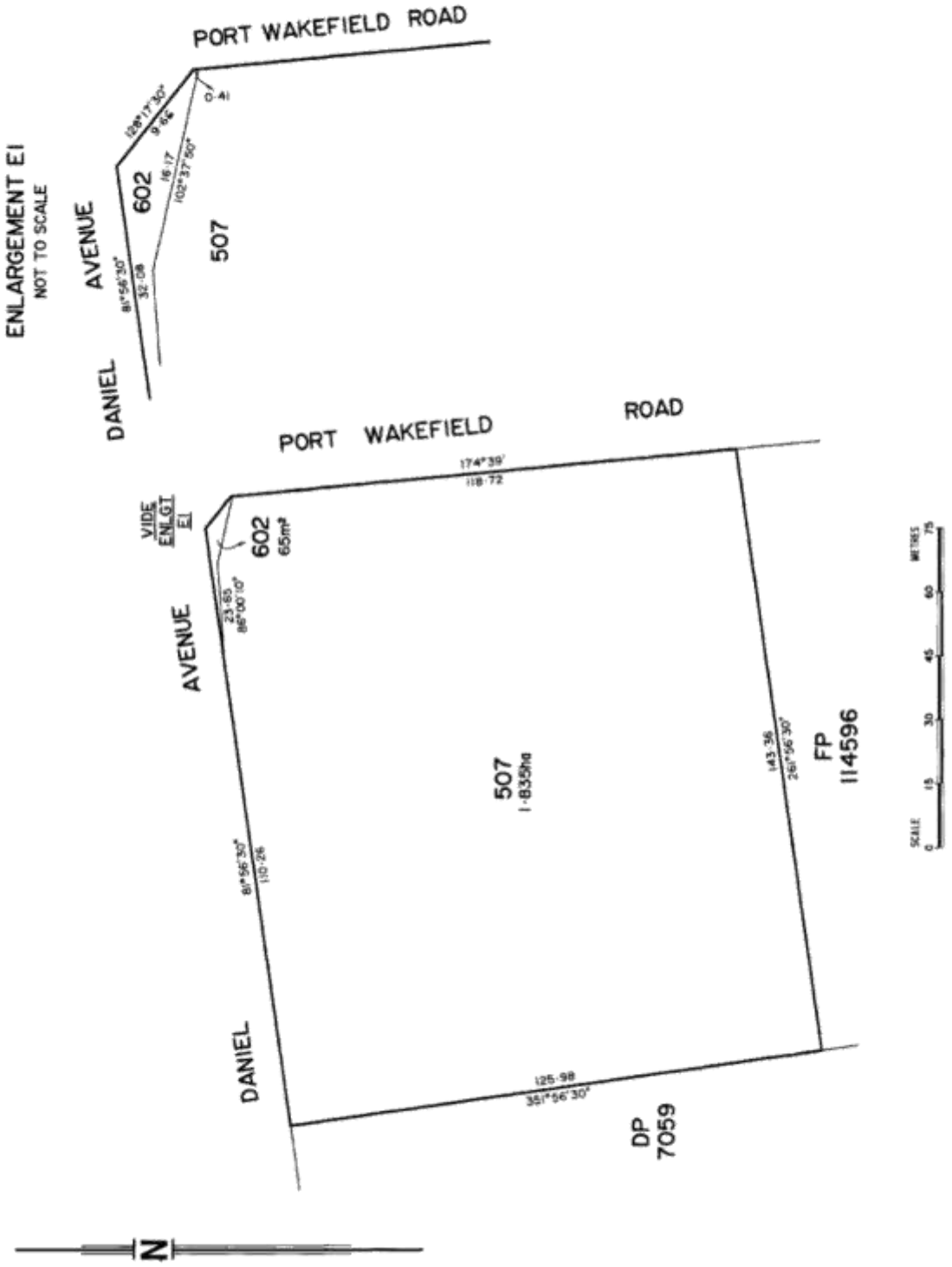
Notations

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

Land Services SA Page 1 of 2

LAND SERVICES SA

Product	Register Search (CT 6160/753)
Date/Time	17/05/2019 12:14PM
Customer Reference	LJH:IOR:18-0250
Order ID	20190517005162



Land Services SA

Page 2 of 2

LAND SERVICES SA

Product	Register Search (CT 6160/754)
Date/Time	17/05/2019 12:15PM
Customer Reference	LJH:IOR:18-0250
Order ID	20190517005181

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 6160 Folio 754

Parent Title(s)	CT 6139/900				
Creating Dealing(s)	SC 12372560				
Title Issued	05/08/2015	**Edition**	4	**Edition Issued**	05/09/2018

Estate Type

FEE SIMPLE

Registered Proprietor

THE SOUTH AUSTRALIAN HARNESS RACING CLUB INC.
OF 2 GLOBE DERBY DRIVE GLOBE DERBY PARK SA 5110

Description of Land

ALLOTMENT 57 DEPOSITED PLAN 88317
IN THE AREA NAMED GLOBE DERBY PARK
HUNDRED OF PORT ADELAIDE

ALLOTMENT 29 FILED PLAN 9340
IN THE AREA NAMED GLOBE DERBY PARK
HUNDRED OF PORT ADELAIDE

Conditions

DECLARED OPEN SPACE VIDE PROCLAMATION IN GOVERNMENT GAZETTE DATED 27.6.1963 PAGE 1627

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED E TO TRANSMISSION LESSOR CORPORATION OF 1 UNDIVIDED 2ND PART (SUBJECT TO LEASE 9061500) AND ELECTRANET PTY. LTD. OF 1 UNDIVIDED 2ND PART (T 1754811)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED F TO TRANSMISSION LESSOR CORPORATION OF 1 UNDIVIDED 2ND PART (SUBJECT TO LEASE 9061500) AND ELECTRANET PTY. LTD. OF 1 UNDIVIDED 2ND PART (T 4799007)

Schedule of Dealings

Dealing Number	Description
12570088	MORTGAGE TO POLICE CREDIT UNION LTD. (ACN: 087 651 205)
12713655	LEASE TO HARNESS RACING SA LTD. (ACN: 094 559 930) COMMENCING ON 01/07/2016 AND EXPIRING ON 30/06/2020 OF PORTION (A, B, C, D, E, F, G, H, J, K, L, M, N, P, Q, R & S IN F251514)
12713656	UNDERLEASE OF LAND IN LEASE 12713655 TO HARNESS RACING SA LTD. (ACN: 094 559 930) COMMENCING ON 01/07/2016 AND EXPIRING ON 29/06/2020
13084209	CAVEAT BY GIC GLOBE DERBY PTY. LTD. (ACN: 622 622 057) OVER PORTION
13084210	CAVEAT BY GIC GLOBE DERBY PTY. LTD. (ACN: 622 622 057) OVER PORTION

LAND SERVICES SA

Product	Register Search (CT 6160/754)
Date/Time	17/05/2019 12:15PM
Customer Reference	LJH:IOR:18-0250
Order ID	20190517005181

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL

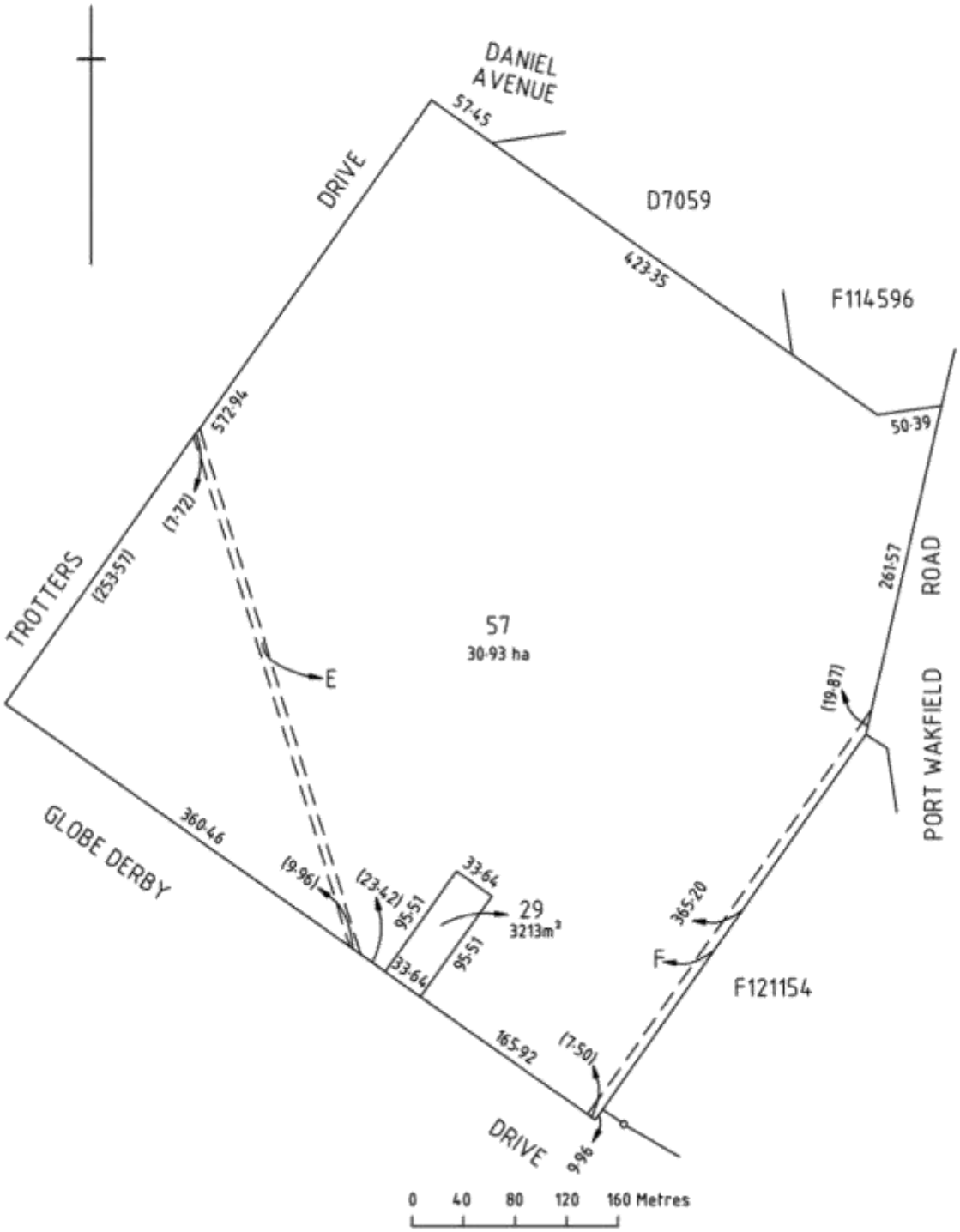
Registrar-General's Notes

APPROVED FILED PLAN FOR LEASE PURPOSES FX251514

Administrative Interests	NIL

LAND SERVICES SA

Product	Register Search (CT 6160/754)
Date/Time	17/05/2019 12:15PM
Customer Reference	LJH:IOR:18-0250
Order ID	20190517005181



LAND SERVICES SA

Product	Register Search (CT 6160/757)
Date/Time	17/05/2019 12:16PM
Customer Reference	LJH:IOR:18-0250
Order ID	20190517005188

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 6160 Folio 757

Parent Title(s)	CT 6139/890				
Creating Dealing(s)	SC 12372560				
Title Issued	05/08/2015	**Edition**	3	**Edition Issued**	18/08/2016

Estate Type

FEE SIMPLE

Registered Proprietor

THE SOUTH AUSTRALIAN HARNESS RACING CLUB INC.
OF PO BOX 271 SALISBURY SA 5108

Description of Land

ALLOTMENT 35 FILED PLAN 114596
IN THE AREA NAMED GLOBE DERBY PARK
HUNDRED OF PORT ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12570088	MORTGAGE TO POLICE CREDIT UNION LTD. (ACN: 087 651 205)
13084209	CAVEAT BY GIC GLOBE DERBY PTY. LTD. (ACN: 622 622 057) OVER PORTION

Notations

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

Land Services SA Page 1 of 2

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

LAND SERVICES SA

Product	Register Search (CT 6160/757)
Date/Time	17/05/2019 12:16PM
Customer Reference	LJH:IOR:18-0250
Order ID	20190517005188

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3222/89

LAST PLAN REF: DP 7059

200 0 200 Feet

DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0·3048 METRES
1 INCH = 0·0254 METRES

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

Land Services SA

Page 2 of 2

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

FUTURE URBAN

APPENDIX 2. PLAN OF DIVISION

FUTURE URBAN

APPENDIX 3. TRAFFIC AND PARKING REPORT

Future Urban Pty Ltd

GLOBE DERBY PARK
PROPOSED LAND DIVISION

TRAFFIC AND PARKING REPORT

July 2023

21-0012

Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063

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MFY Pty Ltd
ABN 79 102 630 759

DOCUMENT ISSUE

Revision issue	Date	Description	Approved by
Draft	9 July 2023	For review	MLM
Final	14 July 2023	Final	MLM

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APPENDIX A –

1.0 INTRODUCTION

This report relates to a proposal for a land division of surplus land associated with the Globe Derby racecourse. The land division will result in the creation of 22 allotments which will be developed for commercial land uses.

Two roads will be created as part of the land division to provide access for the allotments. These roads will form intersections with Port Wakefield Road, Globe Derby Drive and Daniel Avenue.

This report documents the traffic investigations related to the land division, including a review of the design requirements for the new roads and commercial vehicle access requirements for the proposed allotments and assessment of potential impact on the adjacent road network as a result of future development on the land.

The investigations have been based on Alexander Symonds drawing 21A1526PROP1(C) dated 14 June 2023.

2.0 EXISTING SITUATION

The subject site is land adjacent the Globe Derby Harness Racing facility. The site is bound by Trotters Drive to the west, Daniel Avenue to the north, Globe Derby Drive to the south and Port Wakefield Road to the east. Figure 1 identifies the subject site.

Figure 1: Subject site

2.1 ROAD NETWORK

Port Wakefield Road is an arterial road within the care and control of the Commissioner of Highways. It has an average annual daily traffic (AADT) volume in the order of 30,200 vehicles, with 13% commercial vehicles, and is gazetted for use by B-Doubles. The road has two lanes in the northbound direction and three-lanes in the southbound direction adjacent the site and is separated by a wide median. It has a bicycle lane in each direction. The road has a speed limit of 80 km/h.

Globe Derby Drive is within the care and control of the City of Salisbury. It has an AADT volume in the order of 1,200 vehicles, with 11.5% commercial vehicles, although volumes would be higher when there is an event Globe Derby Park. The road provides access to the racing facility and a number of equine related developments to the west of the subject site. The road has a posted speed limit of 40 km/h, albeit the general road environment is not consistent with such a speed zone.

Globe Derby Drive forms a signalised intersection with Port Wakefield Road. The signal is treated with channelised right and left turn lanes on Port Wakefield Road and dual right turn lanes on Globe Derby Drive.

Daniel Avenue is a local road within the care and control of the City of Salisbury. The urban default speed limit of 50 km/h applies to this road.

Daniel Avenue forms an intersection with Port Wakefield Road at the north-eastern corner of the site. It is restricted to left-in and left-out turning movements due to the median on Port Wakefield Road. The intersection is treated with a channelised left-turn lane.

2.2 EXISTING APPROVALS

Previous land divisions on a portion of the site have created a number of allotments fronting Port Wakefield Road and a portion of land which has been identified as a potential future road requirement (should Mawson Lakes Boulevard be extended) and is subject to a land swap with existing excess road reserve adjacent Port Wakefield Road.

3.0 PROPOSAL

The proposed land division seeks to create 22 allotments for the future development of commercial facilities. A staged development approach has been identified for the site. It is envisaged that the following stages will be adopted:

- Stage 1: development of thirteen allotments at the southern end of the site; and
- Stage 2: development of nine allotments at the northern end of the site

The proposed connection to Daniel Avenue will be realised in conjunction with the development of Stage 2 of the proposal. Prior to this, vehicle access to the development will be limited to Port Wakefield Road and Globe Derby Drive.

3.1 PROPOSED ROAD NETWORK

The proposed roads will be constructed in accordance with Council requirements for commercial access roads. The internal road network will intersect with Daniel Avenue, Globe Derby Drive and Port Wakefield Road.

Whilst Globe Derby Drive and Daniel Avenue are not gazetted for the use of PBS Level 3A vehicles, these vehicles will be able to access the development via Port Wakefield Road. It is proposed that PBS Level 3A vehicles (B-Doubles) will be accommodated on the road and, hence, the design of the internal roads has considered the requirements for these vehicles. The roads will need to be gazetted or permits issued prior to OD vehicles being permitted to use them.

3.1.1 PORT WAKEFIELD ROAD INTERSECTION

The proposed intersection with Port Wakefield Road will allow for left-in/left-out movements only. It will include a channelised left-turn lane on Port Wakefield Road which will satisfy the requirements of Austroads *Guide to Road Design Part 4A, Unsignalised and Signalised Intersections* (AGRD 4A). Figure 2 identifies the proposed intersection.

Figure 2: Proposed intersection with Port Wakefield Road

The intersection will accommodate the swept paths of a PBS Level 3A vehicle, as illustrated in Figure 3.

Figure 3: Swept paths of a PBS Level 3A vehicle entering and exiting the proposed intersection on Port Wakefield Road

In order to accommodate the proposed intersection, the existing channelised left turn lane on the approach to the Daniel Avenue intersection will be shortened. This length of this lane is currently in excess of the requirements in AGRD04 and will still meet the design requirements of this design guideline, as illustrated in Figure 4.

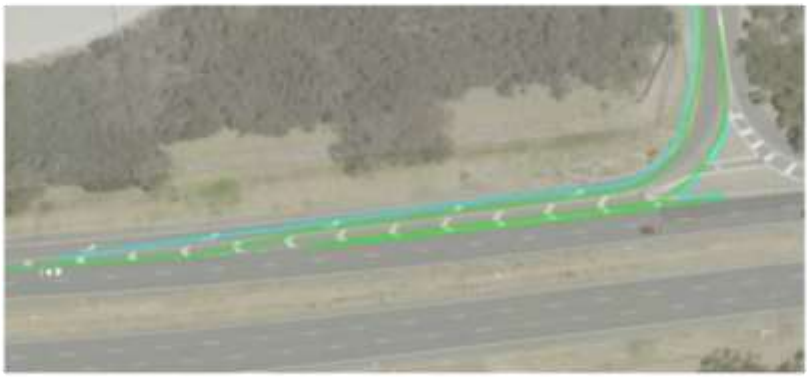


Figure 4: Modified channelised left turn lane proposed at Daniel Avenue intersection

3.1.2 GLOBE DERBY DRIVE INTERSECTION

The proposed Globe Derby Drive intersection will permit all turning movements and will include a channelised right-turn lane on Globe Derby Drive. Figure 5 illustrates the proposed intersection.

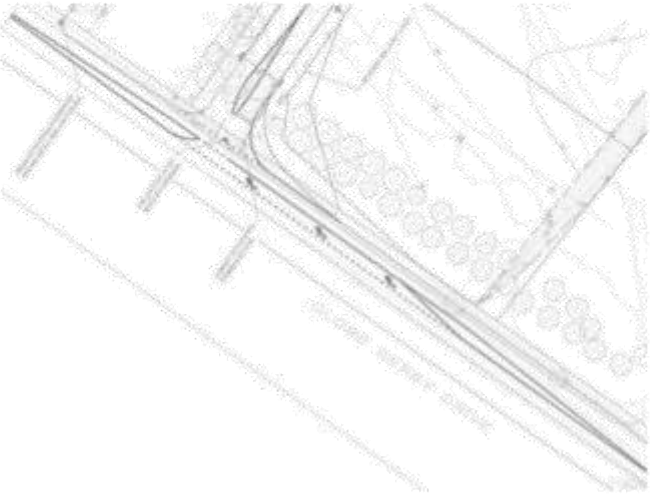


Figure 5: Proposed intersection with Globe Derby Drive

The intersection will cater for the entering and exiting movements of a 19.0 m semi-trailer, as illustrated in Figure 6.

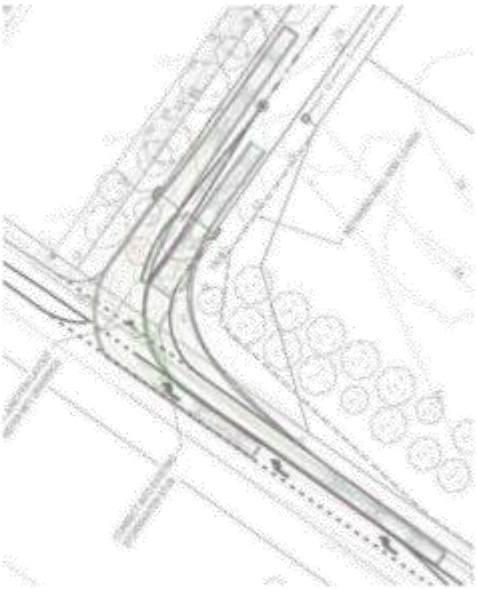


Figure 6: Swept paths of a semi-trailer entering and exiting the proposed intersection on Globe Derby Drive

3.1.3 DANIEL AVENUE INTERSECTION

The new road will form an intersection with Daniel Avenue at its northern end. The intersection will be sufficiently off-set from the Port Wakefield Road service road intersection to cater for turning movements of 19.0m semi-trailers without impacting the existing pavement bar treatment Figure 7 illustrates a semi-trailer entering and exiting the intersection.

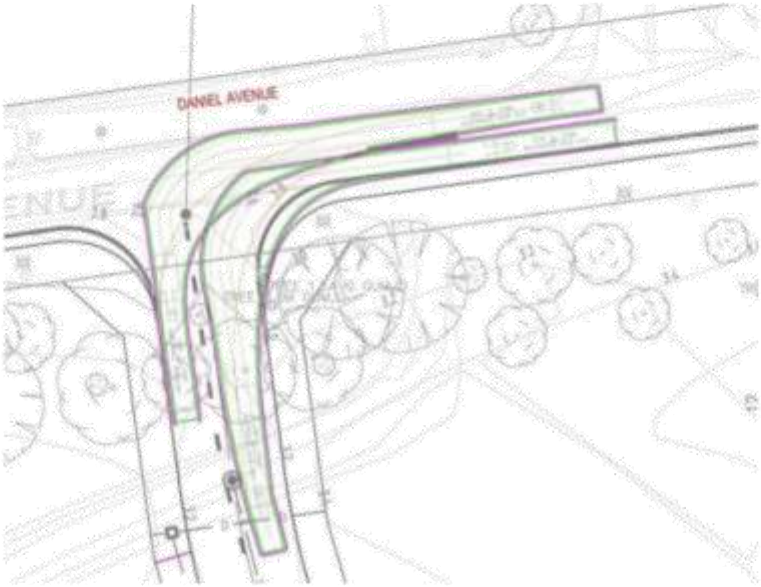


Figure 7: Swept path of semi-trailer entering and exiting at Daniel Avenue intersection

The proposed intersection with Daniel Avenue will be located to have sufficient separation to the Daniel Avenue/Port Wakefield Road service road intersection. Figure 8 identifies the proposed separation to the adjacent intersection.

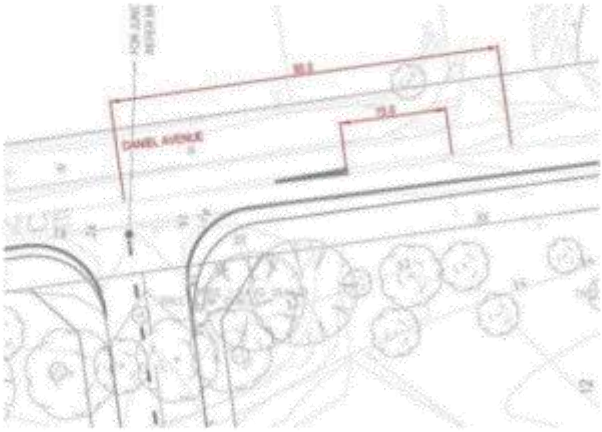


Figure 8: Proposed separation to the Daniel Avenue/Port Wakefield Road intersection

Council identified a concern in relation to drivers of large vehicles turning left to Daniel Avenue and impacting this residential area. There would be no incentive for drivers to execute this turn when leaving for the following reasons:

- there is no alternate exit via the northern area of Globe Derby Park;
- the travel distance via Trotters Drive is over 1km longer than exiting via the proposed road network; and
- the traffic control treatment in Trotters Drive will restrict movements of large vehicles, as illustrated in Figure 9.

Figure 9: Vehicle movements restricted by existing traffic control in Trotters Drive

Notwithstanding the above, the proposed intersection with Daniel Avenue could be designed to only provide for semi-trailer movements to and from the east of the intersection through provision of a tighter radius on the western corner of the intersection, as illustrated in Figure 10.

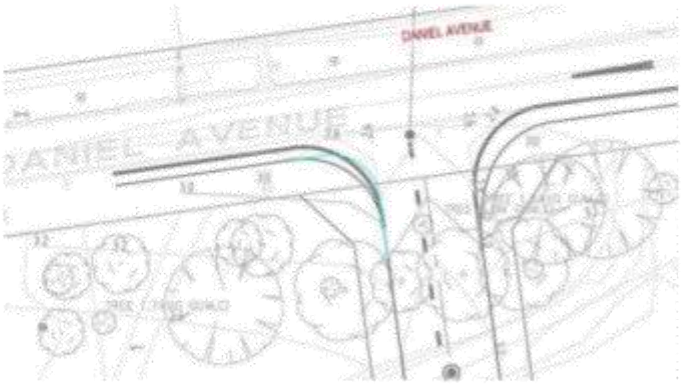


Figure 10: Potential tighter radius at intersection to restrict swept path of a semi-trailer from turning left to Daniel Avenue

3.1.4 ROAD DESIGN

Council has identified a minimum road width requirement of 20 m and a minimum carriageway width of 10 m. Figure 11 illustrates the proposed cross section of the road based on these criteria.

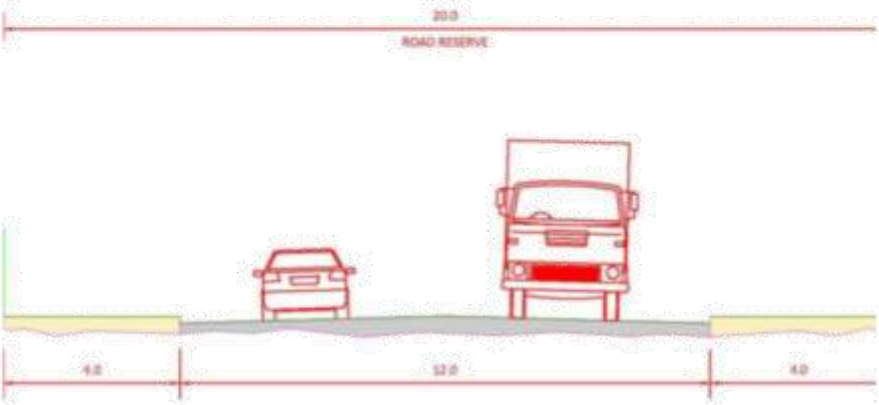


Figure 11: Proposed cross section of new road

Bends in the road alignment will be designed to accommodate the simultaneous movements of a PBS Level 3a and passenger car, as illustrated in Figure 12.

Figure 12: Simultaneous movements of PBS Level 3A vehicle and B99 car through bends

The internal intersection will be designed in accordance with AGRD4A and will cater for the turning movements of PBS Level 3A vehicles, as illustrated in Figure 13.

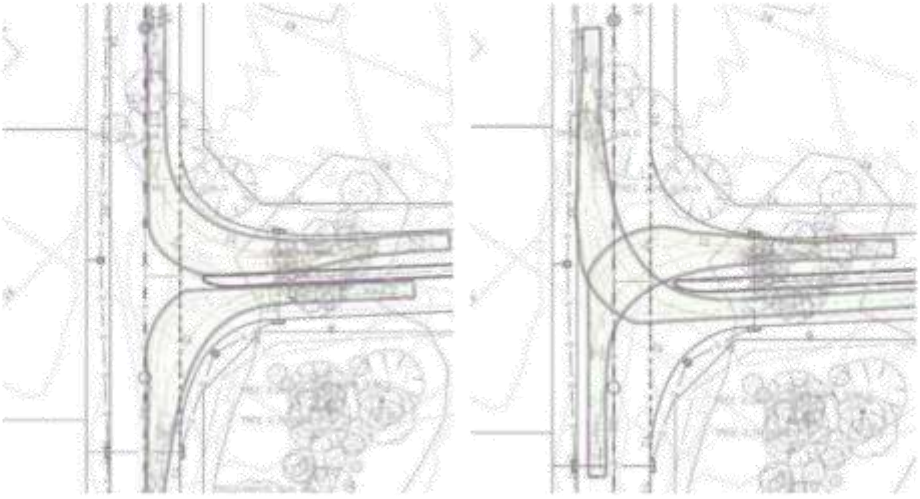


Figure 13: Turning movements of PBS level 3A vehicles at internal intersection

Safe Intersection Sight Distance (SISD) will be provided at the proposed internal intersection, as illustrated in Figure 14.

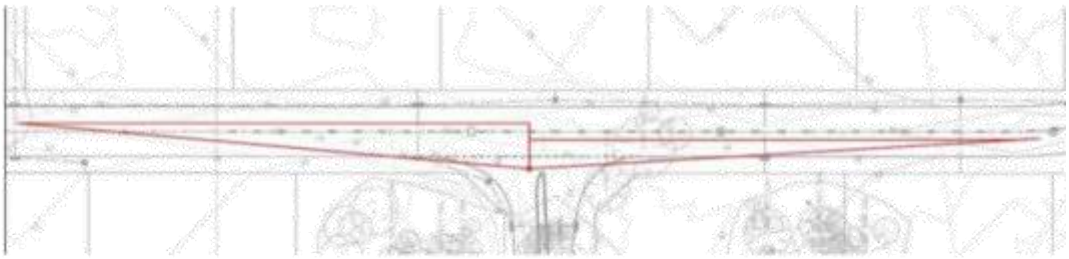


Figure 14: SISD at proposed intersection

The internal road network has also been designed to ensure that safe and convenient access can be provided for all allotments. Figure 15 illustrates where driveways can be located at allotments to satisfy SISD for drivers exiting the site.

Figure 15: Potential driveway locations for allotments

4.0 TRAFFIC ASSESSMENT

Traffic generated by the proposed development will be distributed to Port Wakefield Road, Globe Derby Drive, and Daniel Avenue. In undertaking the assessment, consideration has been given to the potential impacts on these roads and the intersection of Port Wakefield Highway and Globe Derby Drive.

4.1 TRAFFIC GENERATION

The proposed allotments have combined area of 9.35 Ha. Business park developments typically result in gross lettable floor areas in the order of 40% of the allotment area, with the remaining areas being used for ancillary purposes such as parking, loading, circulation, landscaping, drainage etc. This would result in a potential total gross floor area (GFA) in the order of 3.7 Ha.

The RMS *Guide to Traffic Generating Developments – Technical Direction 04a* identifies an average trip generation rate of 0.52 trips per 100 m^2 of GFA during the am peak hour and 0.56 trips per 100 m^2 of GFA during the pm peak hour. Based on these rates, the development will generate 195 trips in the am peak hour and 210 trips in the pm peak hour.

4.2 TRAFFIC DISTRIBUTION

The following traffic distribution is anticipated for the proposal:

- 40% will access the site to and from the north of Port Wakefield Road and will be required to enter the site via Globe Derby Drive. These vehicles will exit the site via a left turn to Port Wakefield Road and will be distributed between the proposed access and Daniel Avenue; and
- 60% will access the site to and from the south of Port Wakefield Road and will be able to enter the site from all access points but will be required to exit at the Globe Derby Drive intersection.

It is anticipated that there will be 65% of traffic entering the site and 35% of traffic leaving the site during the am peak hour and vice-versa during the pm peak hour.

4.3 TRAFFIC ASSESSMENT

Based on the above data, the forecast peak hour turning volumes following development of the allotments are identified in Figure 16.

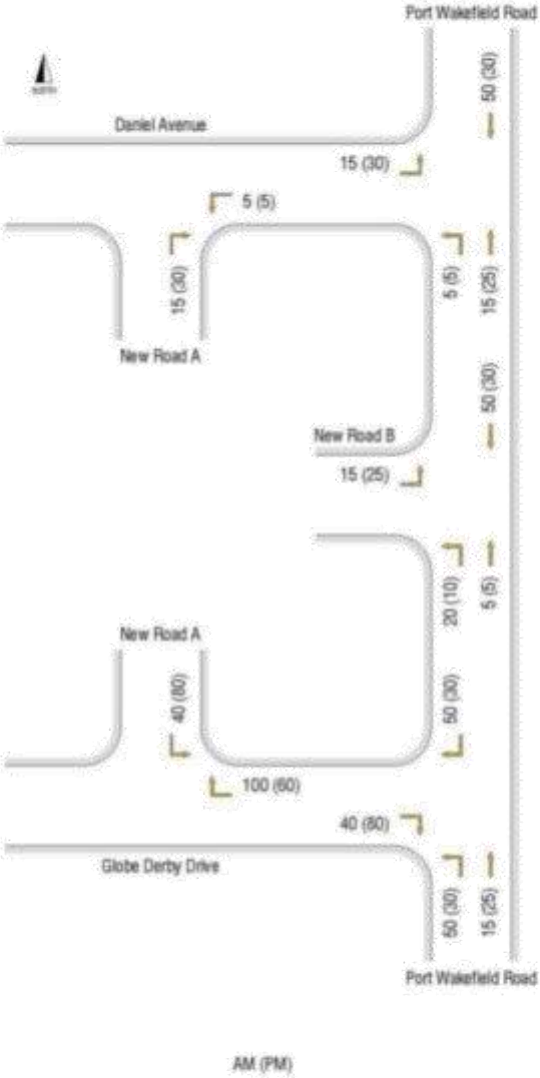


Figure 16: Forecast peak hour turning volumes associated with the subject site

The above volumes confirm that the majority of the traffic generated by the proposal will utilise the new connection to Port Wakefield Road and Globe Derby Drive. Such vehicles will be readily accommodated and will have minimal impact on these roads.

There will be a small volume distributed to Daniel Avenue but such traffic will be isolated to the eastern end and will not change the nature or function of this road.

4.3.1 PORT WAKEFIELD ROAD/GLOBE DERBY DRIVE INTERSECTION

SIDRA modelling of the Port Wakefield Road/Globe Derby Drive intersection was previously completed to inform the assessment of an earlier land division application associated with the subject site. This modelling has been updated to reflect the current potential development opportunities which would be realised by this proposal. The modelling was completed for the am and pm peak hours. Detailed results of the analysis are provided in Appendix A.

The analysis identified that whilst there will be marginal increases to the queues experienced at the intersection as result of the development volumes, these will be inconsequential to the operation of the signal. Accordingly, there will be minimal impact at the signal as a result of the proposal.

5.0 SUMMARY

The proposed creation of 22 allotments will be provided with safe and convenient access directly via commercial roads with access via Port Wakefield Road, Globe Derby Drive, and Daniel Avenue.

The proposed intersection with Port Wakefield Road will satisfy DIT and has been endorsed by this Agency. This intersection will facilitate safe and convenient access for all road users, including PBS Level 3A vehicles (subject to gazettal by the NHVR).

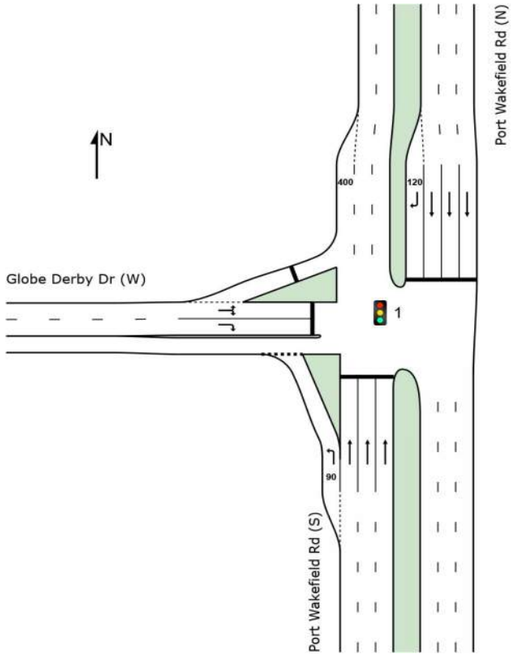
The proposed road network will be constructed in accordance with Council's design standards and will satisfy the road safety criteria identified in Austroads, including the future access requirements for each allotment.

Traffic generated by the development will be distributed to three intersections which will minimise any impact on the adjacent road network. Importantly there will be negligible traffic using the road network north of the site and the majority of traffic will be restricted to Globe Derby Drive and Port Wakefield Road. Further, there will be no change to the nature or function of these roads and minimal impact at existing intersections.

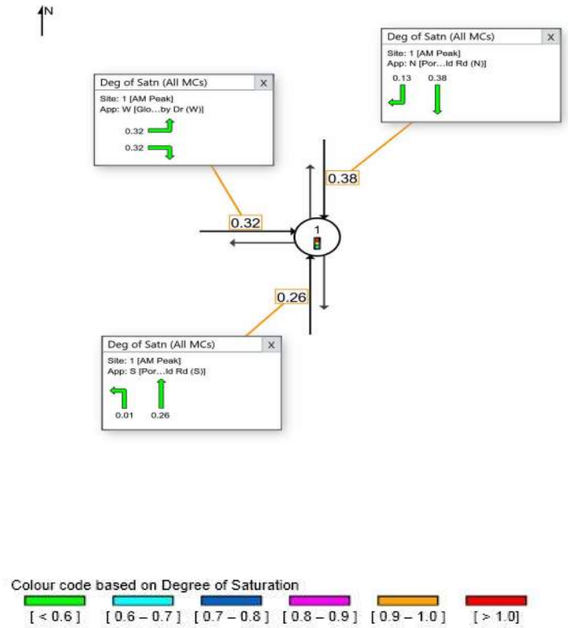
APPENDIX A

SIDRA RESULTS

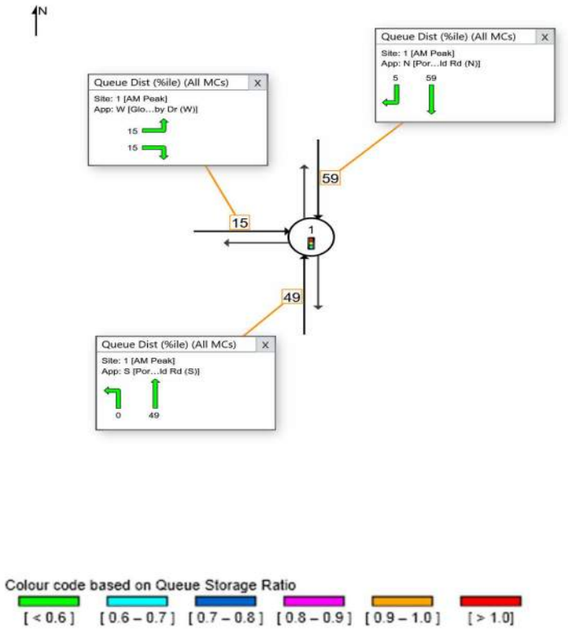
INTERSECTION LAYOUT



DEGREE OF SATURATION



95%ile QUEUE DISTANCE (metres)



PHASING SUMMARY

Phase Timing Summary

Phase	A	B	C
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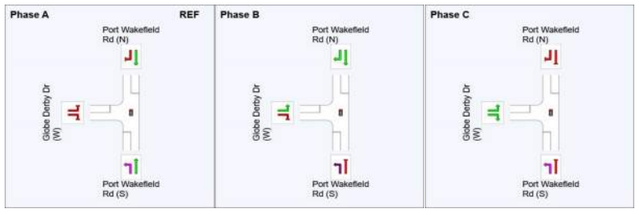
Green Time (sec)	77	6	6
Phase Time (sec)	84	13	13
Phase Split	76%	12%	12%



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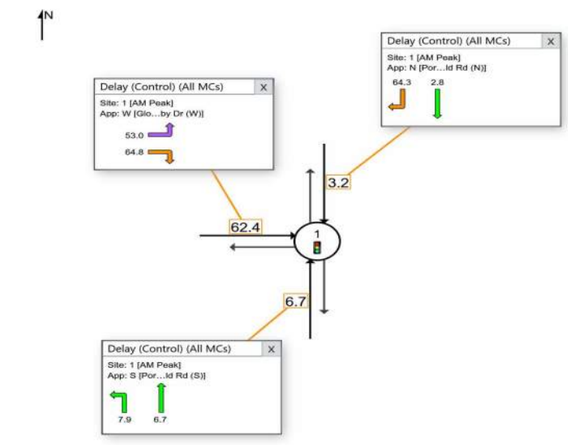
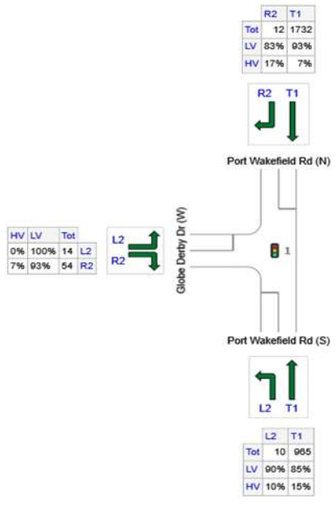


INPUT VOLUMES



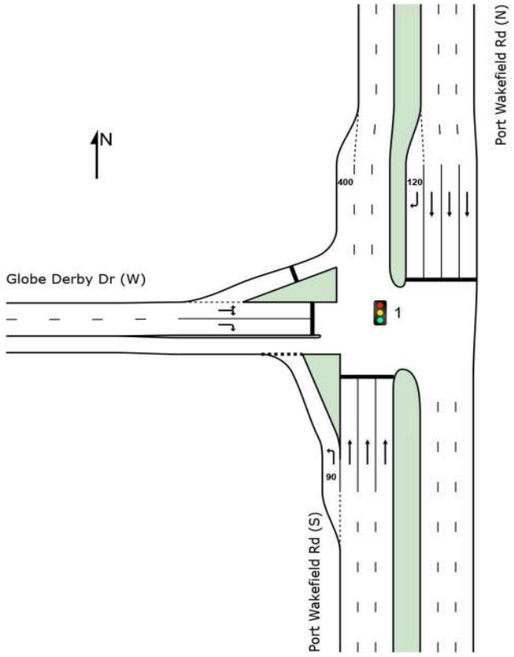
Normal Movement
Slip/Bypass-Lane Movement
Stopped Movement
Other Movement Class (MC) Running
Mixed Running & Stopped MCs
Other Movement Class (MC) Stopped
Permitted/Opposed
Opposed Slip/Bypass-Lane
Turn On Red
Undetected Movement
Continuous Movement
Phase Transition Applied

Colour code based on Level of Service
LOS A LOS B LOS C LOS D LOS E LOS F
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

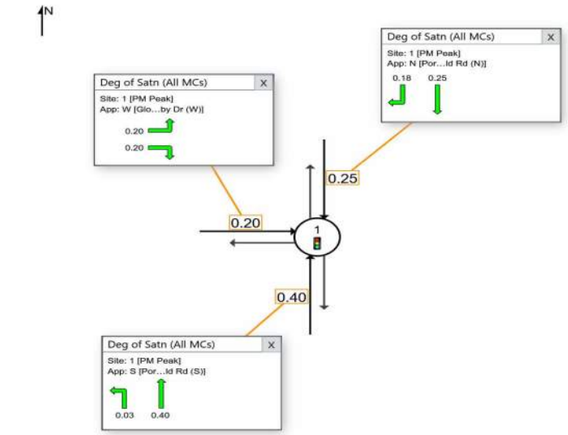
JOB NUMBER:	21-0012
PROJECT NAME:	Globe Derby Park Development

INTERSECTION:	Port Wakefield Road-Globe Derby Drive
SCENARIO:	Base Case AM Peak
	07:30-08:30

INTERSECTION LAYOUT



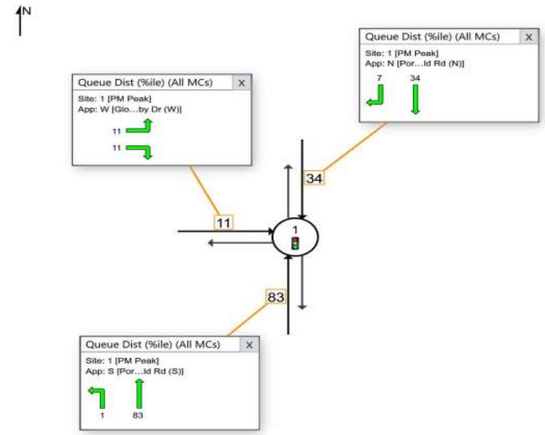
DEGREE OF SATURATION



Colour code based on Degree of Saturation

[< 0.6] [0.6 – 0.7] [0.7 – 0.8] [0.8 – 0.9] [0.9 – 1.0] [> 1.0]

95%ile QUEUE DISTANCE (metres)



Colour code based on Queue Storage Ratio

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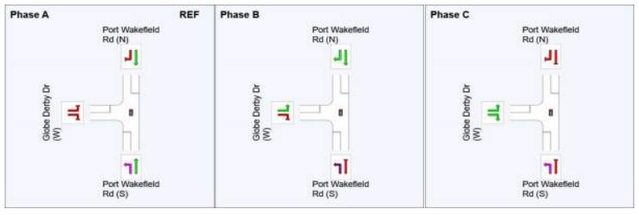
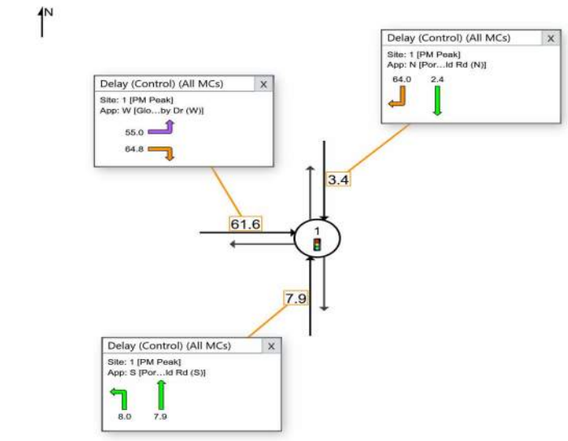
PHASING SUMMARY

Phase Timing Summary

Phase	A	B	C
Phase Change Time (sec)	0	84	97
Green Time (sec)	77	6	6
Phase Time (sec)	84	13	13
Phase Split	76%	12%	12%



DELAY (CONTROL) & LEVEL OF SERVICE

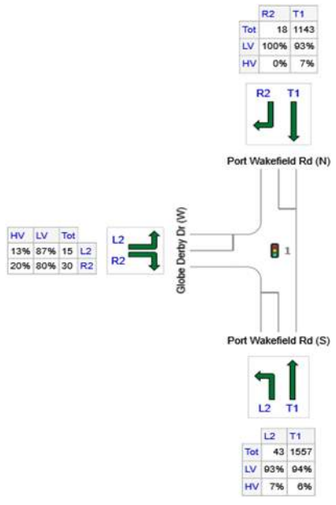


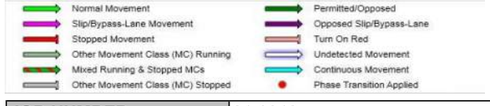
Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

INPUT VOLUMES

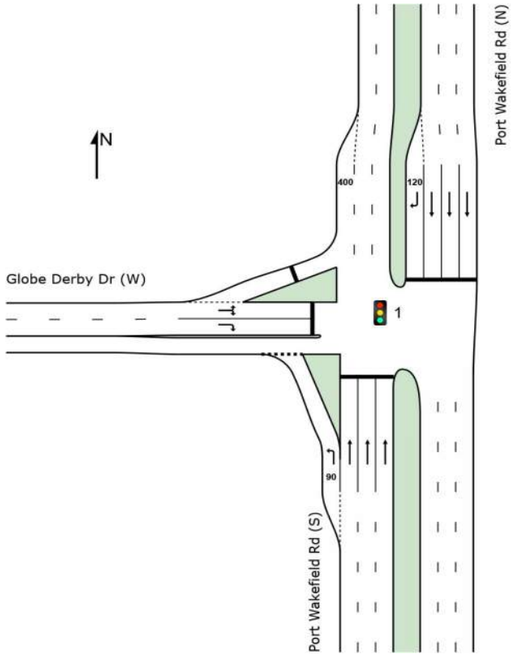




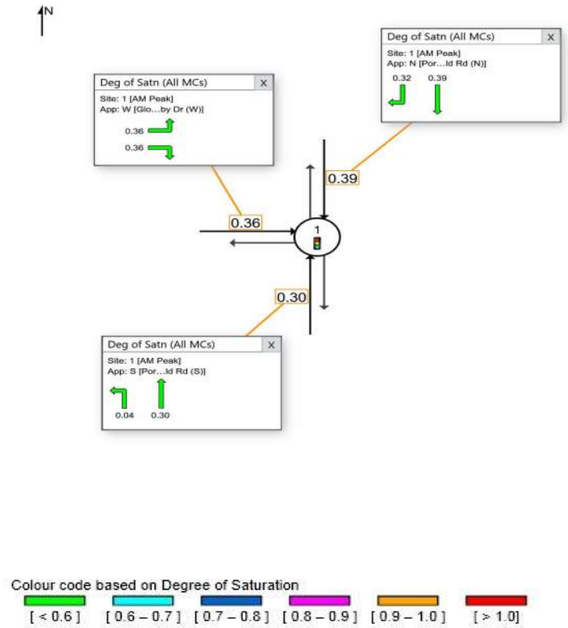
JOB NUMBER:	21-0012
PROJECT NAME:	Globe Derby Park Development

INTERSECTION:	Port Wakefield Road-Globe Derby Drive
SCENARIO:	Base Case PM Peak 15:45-16:45

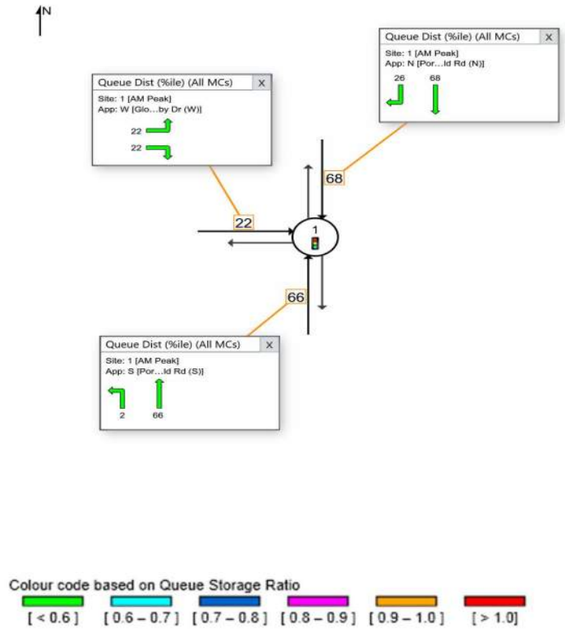
INTERSECTION LAYOUT



DEGREE OF SATURATION



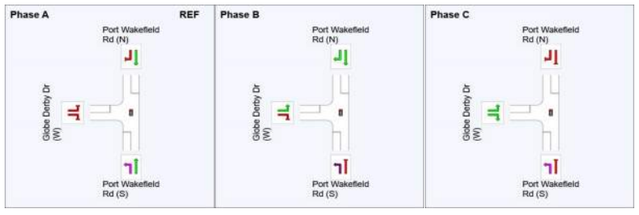
95%ile QUEUE DISTANCE (metres)



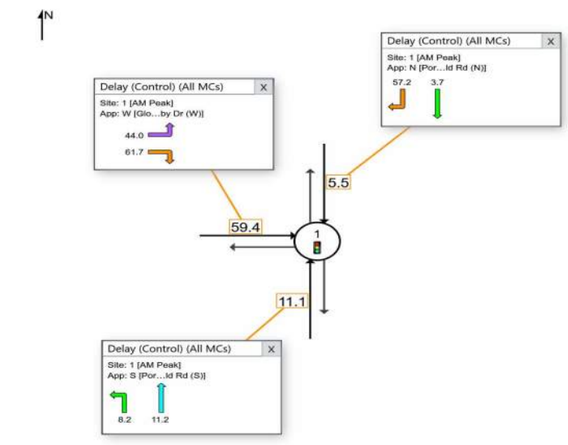
PHASING SUMMARY

Phase Timing Summary

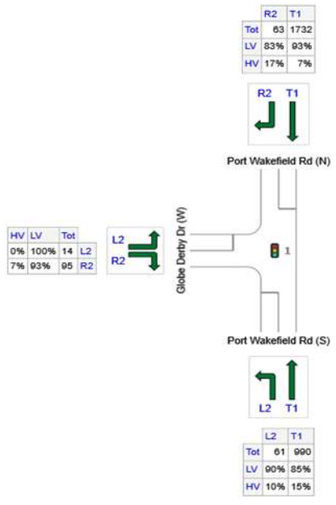
Phase	A	B	C
Phase Change Time (sec)	0	74	94
Green Time (sec)	67	13	9
Phase Time (sec)	74	20	16
Phase Split	67%	18%	15%

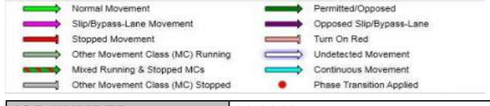


DELAY (CONTROL) & LEVEL OF SERVICE



INPUT VOLUMES





Colour code based on Level of Service

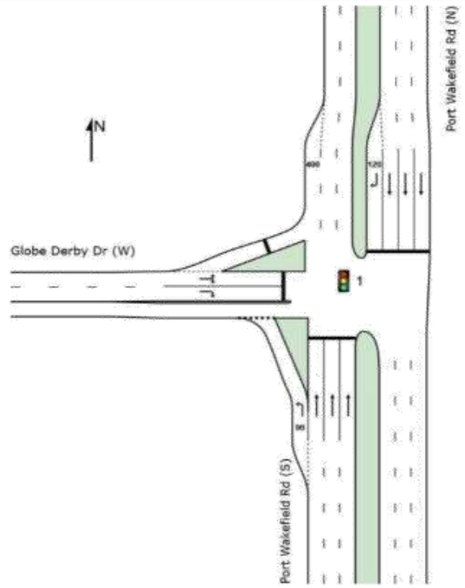
LOS A LOS B LOS C LOS D LOS E LOS F

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

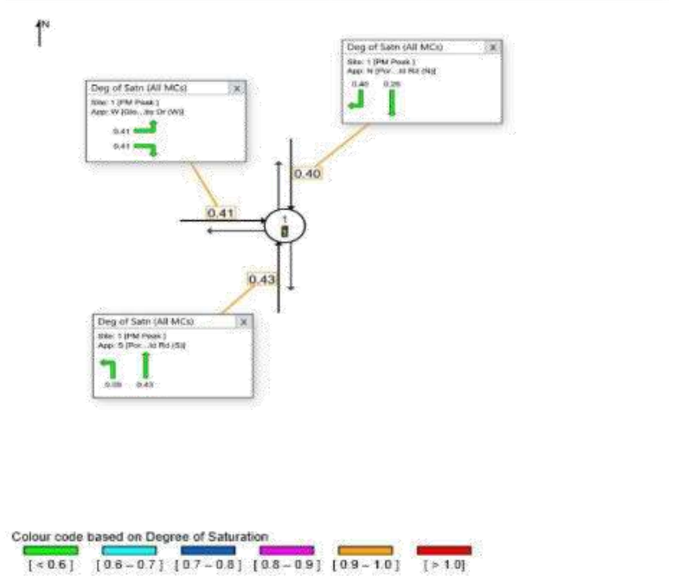
JOB NUMBER:	21-0012
PROJECT NAME:	Globe Derby Park Development

INTERSECTION:	Port Wakefield Road-Globe Derby Drive
SCENARIO:	Development Case AM Peak
	07:30-08:30

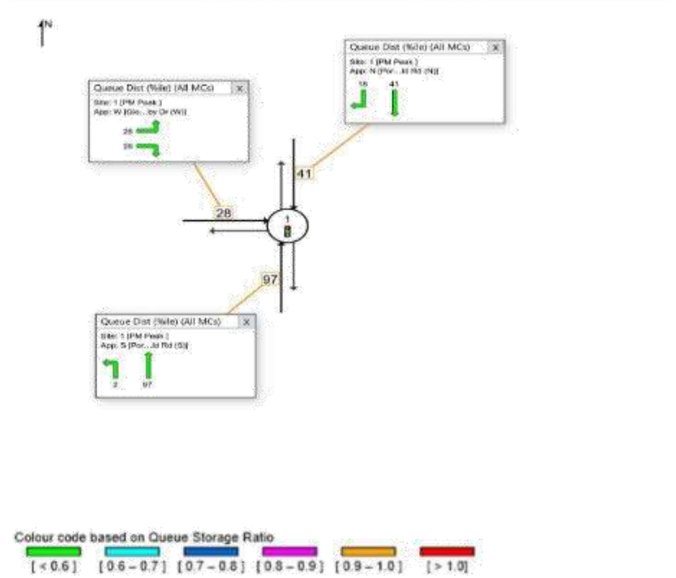
INTERSECTION LAYOUT



DEGREE OF SATURATION



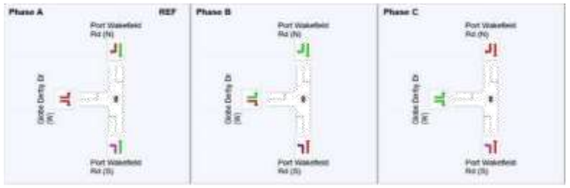
95%ile QUEUE DISTANCE (metres)



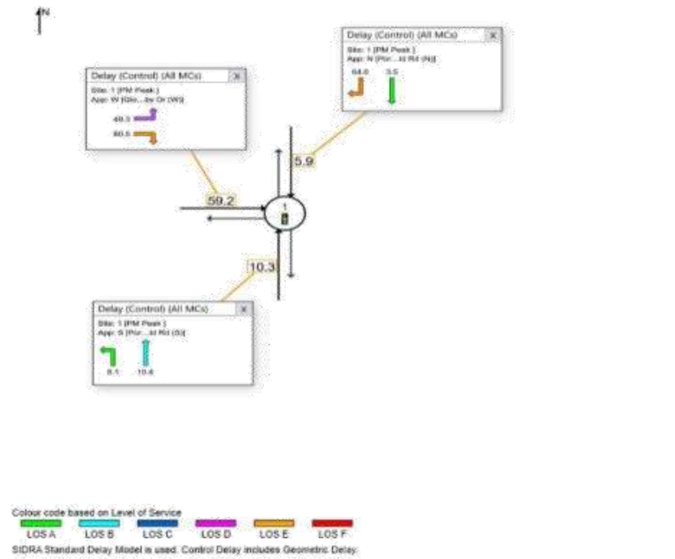
PHASING SUMMARY

Phase Timing Summary

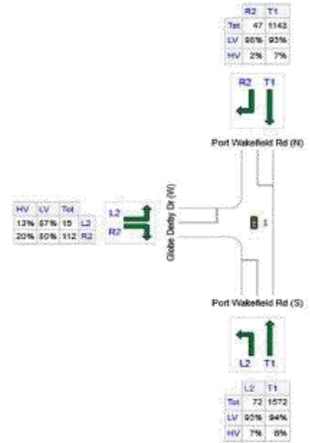
Phase	A	B	C
Phase Change Time (sec)	0	79	93
Green Time (sec)	72	7	10
Phase Time (sec)	79	14	17
Phase Split	72%	13%	15%



DELAY (CONTROL) & LEVEL OF SERVICE



INPUT VOLUMES



JOB NUMBER:	21-0012
PROJECT NAME:	Globe Derby Park Development

INTERSECTION:	Port Wakefield Road-Globe Derby Drive
SCENARIO:	Development Case PM Peak 15:45-16:45

Printed: 10/07/2023 9:30 AM

File: 21-0012 Port Wakefield Road-Globe Derby Drive SIDRA Results Dev PM

MLM/21-0012

17 November 2023

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MFY Pty Ltd
ABN 79 102 630 759

Mr. Christopher Webber
Future Urban Group
Level 1, 74 Pirie Street
ADELAIDE SA 5000

Dear Chris,

APPLICATION ID 23022307 - GLOBE DERBY DRIVE, GLOBE DERBY PARK

I refer to the proposal for a land division at Globe Derby Park which would result in the creation of allotments for commercial development and an internal road network. The proposal lodged with Council included modifications to Port Wakefield Road to affect a new road intersection and connections to both Daniel Avenue and Globe Derby Drive.

You have now sought my view as to whether the removal of the proposed connection to Daniel Avenue would be detrimental to the application from a traffic distribution perspective and, importantly, whether the site would be appropriately serviced with the access on Globe Derby Drive and Port Wakefield Road.

Daniel Avenue intersects with Port Wakefield Road and provides access to adjacent residential developments. Movements at the intersection are restricted to left-in and left out turns. While removal of the proposed connection between the subject site and Daniel Avenue will result in drivers no longer being able to access Port Wakefield Road via Daniel Avenue, these turns can be accommodated at both the new Port Wakefield Road intersection and at the existing signalised intersection of Globe Derby Drive and Port Wakefield Road (where movements to and from all directions are permitted).

In regard to distribution, therefore, there will be negligible impact as a result of the connection being removed. There will be a minor increase in volumes following the adjusted access arrangements, albeit the anticipated volume using Daniel Avenue as a result of the development was low (40 trips per hour during the peak).

The majority of diverted drivers would be expected to be transferred to the new intersection with Port Wakefield Road, given that the permitted turns are identical, and it is within a closer proximity to Daniel Avenue. This future intersection will readily cater for the increase in volume and there would be no change to its nature and function. Importantly the design had provided for larger

F:\21-0012 Christopher Webber 17 Nov 23

commercial vehicle access via the new intersection and hence these vehicles would not have been expected to use Daniel Avenue.

A turning area will need to be provided on the site to facilitate drivers on the internal road network entering and exiting in a forward direction. Figure 1 illustrates a driver turning a PBS Level 2A vehicle (B-Double) in the cul-de-sac to ensure that all vehicles will enter and exit the site in a forward direction.

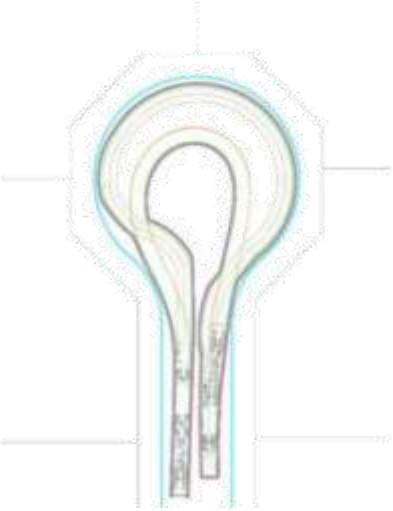


Figure 1: Turning movements of B-Doubles in cul-de-sac

A review of potential access to the northern allotments has also been undertaken. Figure 2 illustrates that safe and convenient access can be provided to each site.

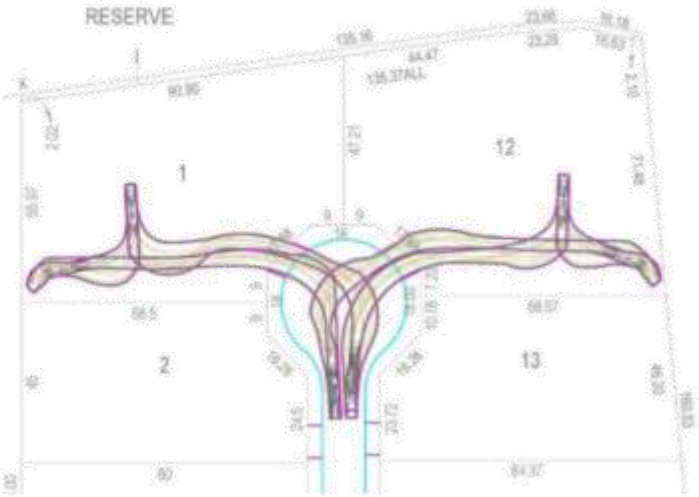


Figure 2: Vehicles accessing adjacent northern allotments

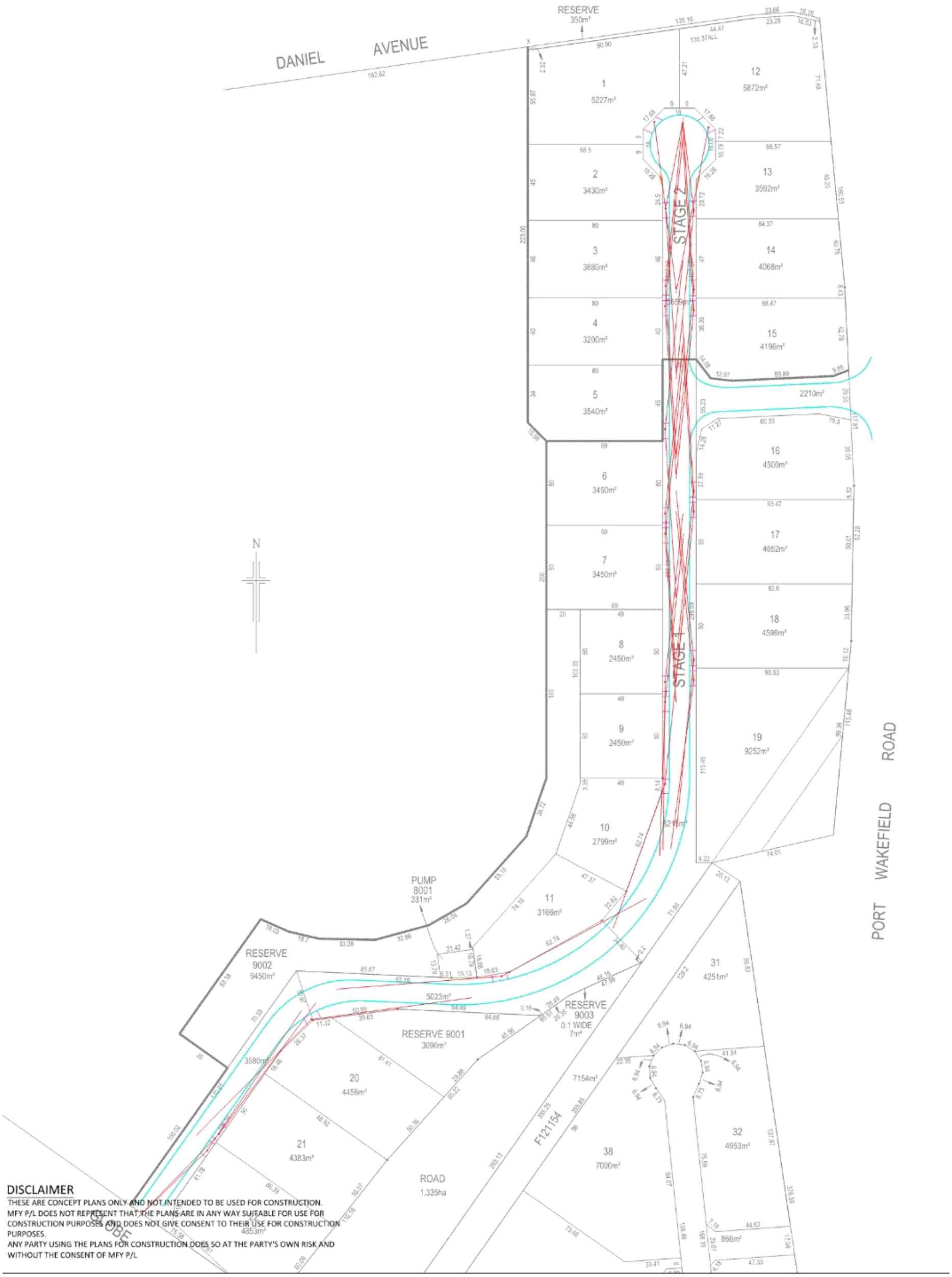
21-0012
17 November 2023
Page 3 of 3

In summary, there would be minimal impacts on the proposal as it relates to access, traffic distribution and road safety if the connection to Daniel Avenue from the land division is to be no longer proposed. While distribution from a site is important, there are two other access points which will be maintained and will be able to cater for all forecast traffic associated with future development on the land.

Yours sincerely,
MFY PTY LTD

MELISSA MELLEN
Director

BUSINESS WOMEN'S AWARDS
2010 NATIONAL WINNER
2010 TELSTRA SOUTH AUSTRALIAN BUSINESS WOMAN OF THE YEAR


DANIEL AVENUE
RESERVE 350m²
STAGE 2
STAGE 1
PORT WAKEFIELD ROAD
PUMP 8001 331m²
RESERVE 9002 9450m²
RESERVE 9001 3090m²
RESERVE 9003 0.1 WIDE 7m²
ROAD 1.335ha
F121154
N
DISCLAIMER
THESE ARE CONCEPT PLANS ONLY AND NOT INTENDED TO BE USED FOR CONSTRUCTION.
MFY P/L DOES NOT REPRESENT THAT THE PLANS ARE IN ANY WAY SUITABLE FOR USE FOR CONSTRUCTION PURPOSES AND DOES NOT GIVE CONSENT TO THEIR USE FOR CONSTRUCTION PURPOSES.
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Globe Derby Park Development
Cul-de-sac
Access Sight Lines
Drawing: MFY_210012_09_SH06
Drawn: BH
Date: 16.11.2023
Revision: A
Scale: 1:2000
Paper Size: A3
mfy
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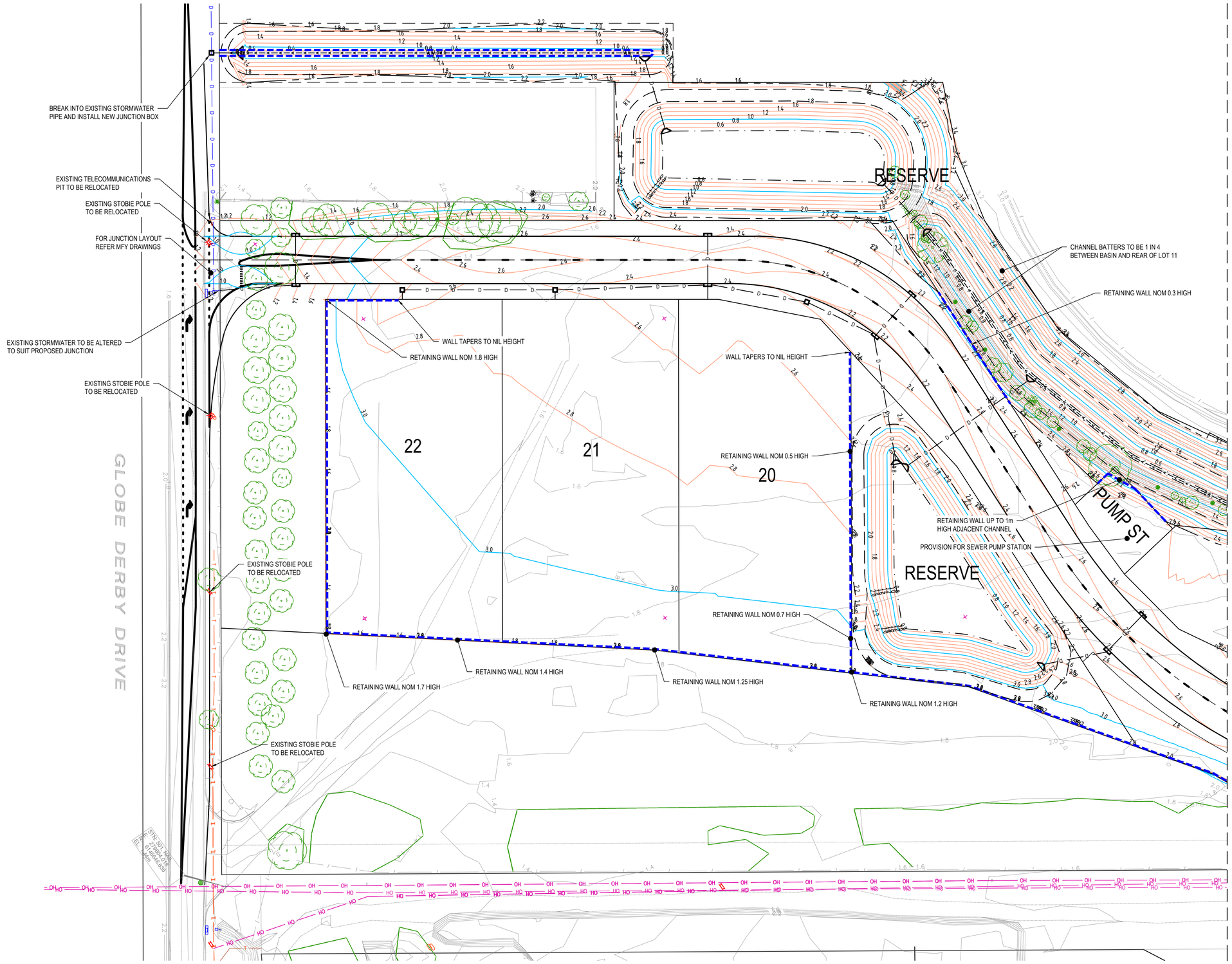
E: mfya@mfy.com.au

FUTURE URBAN

APPENDIX 4. PRELIMINARY INFRASTRUCTURE SERVICES & STORMWATER MANAGEMENT REPORT

A1



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G	26.07.23	ISSUED FOR INFORMATION	NK	NK
F	24.07.23	ISSUED FOR INFORMATION	NK	NK
E	19.07.23	ISSUED FOR INFORMATION	NK	NK
D	13.07.23	ISSUED FOR INFORMATION	NK	NK
C	05.07.23	ISSUED FOR INFORMATION	NK	NK
B	19.06.23	ISSUED FOR INFORMATION	NK	NK
A	31.08.22	ISSUED FOR INFORMATION	NK	NK

REVISION HISTORY

REV	DATE	DESCRIPTION	DES	DRN
J	30.01.24	ISSUED FOR INFORMATION	NK	FDC

REVISION HISTORY

100 MILLIMETRES ON ORIGINAL DRAWING

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COORDINATES / DATUM
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DRAWN NK
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APPROVED
DATE

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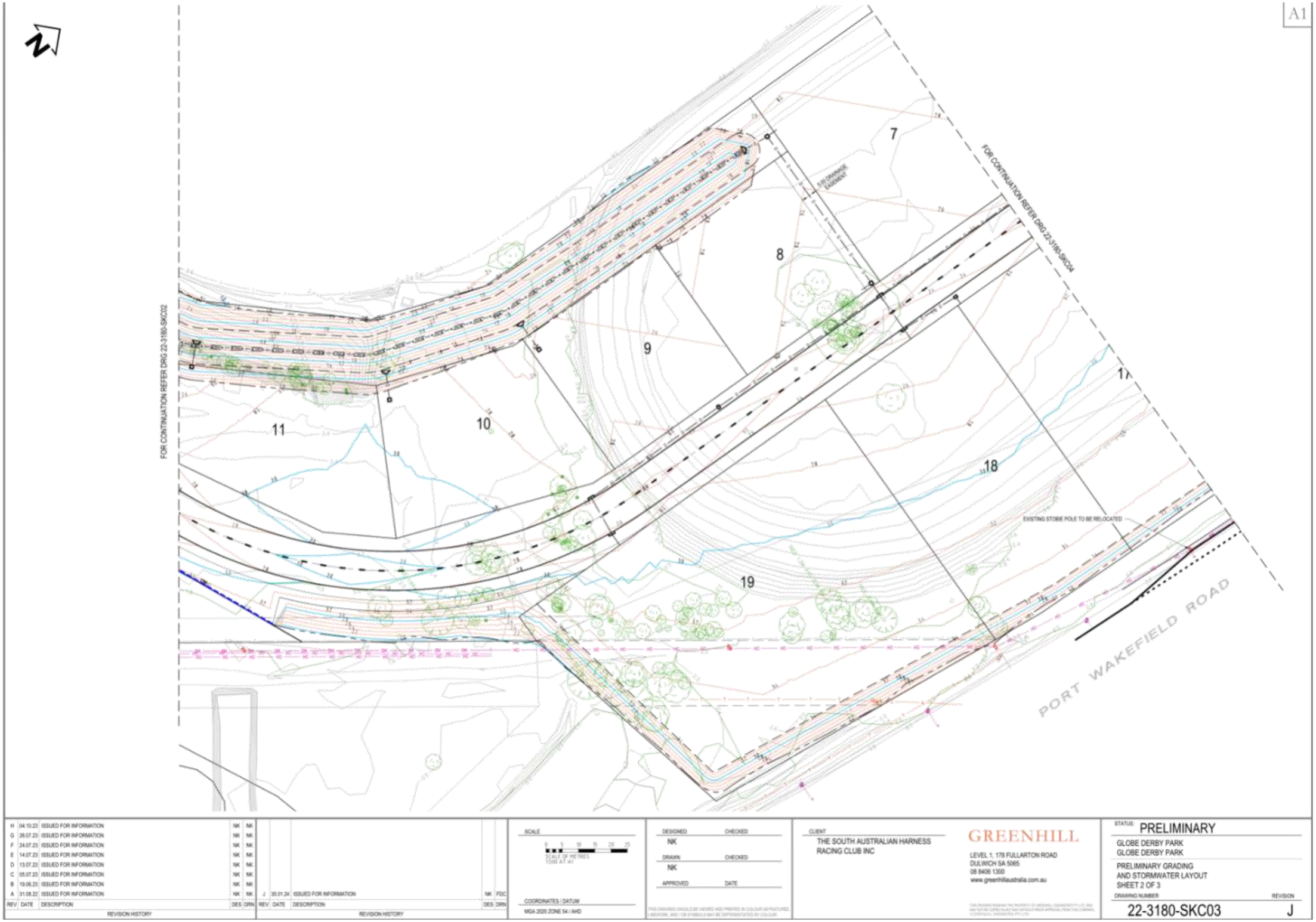
GLOBE DERBY PARK
GLOBE DERBY PARK

PRELIMINARY GRADING
AND STORMWATER LAYOUT
SHEET 1 OF 3

DRAWING NUMBER 22-3180-SKC02
REVISION J

CAD FILE NAME: 22-3180-SKC02


A1
FOR CONTINUATION REFER DRG 22-3180-SKC02
FOR CONTINUATION REFER DRG 22-3180-SKC04
7
8
9
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19
EXISTING STORIE POLE TO BE RELOCATED
PORT WAKEFIELD ROAD
REV DATE DESCRIPTION DES DRN
H 04.10.23 ISSUED FOR INFORMATION NK NK
G 26.07.23 ISSUED FOR INFORMATION NK NK
F 24.07.23 ISSUED FOR INFORMATION NK NK
E 14.07.23 ISSUED FOR INFORMATION NK NK
D 13.07.23 ISSUED FOR INFORMATION NK NK
C 05.07.23 ISSUED FOR INFORMATION NK NK
B 19.06.23 ISSUED FOR INFORMATION NK NK
A 31.08.22 ISSUED FOR INFORMATION NK NK
REVISION HISTORY
J 30.01.24 ISSUED FOR INFORMATION NK FDC
REVISION HISTORY
SCALE
SCALE OF METRES
COORDINATES : DATUM
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APPROVED
DATE
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GLOBE DERBY PARK
PRELIMINARY GRADING
AND STORMWATER LAYOUT
SHEET 2 OF 3
DRAWING NUMBER
REVISION
22-3180-SKC03
J

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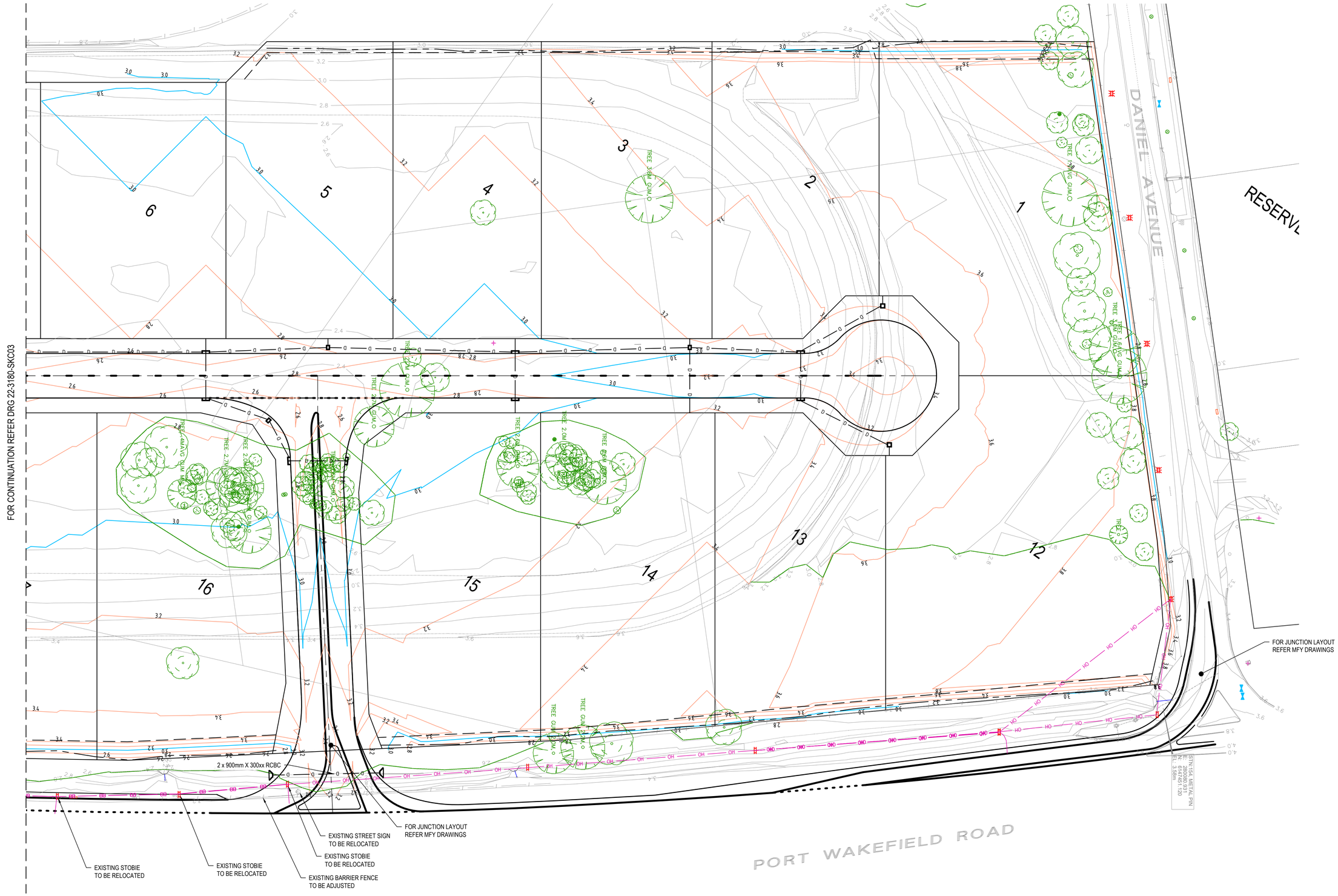

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E	24.07.23	ISSUED FOR INFORMATION	NK	NK
D	13.07.23	ISSUED FOR INFORMATION	NK	NK
C	05.07.23	ISSUED FOR INFORMATION	NK	NK
B	19.06.23	ISSUED FOR INFORMATION	NK	NK
A	31.08.22	ISSUED FOR INFORMATION	NK	NK

REVISION HISTORY

100 MILLIMETRES ON ORIGINAL DRAWING

SCALE

0 5 10 15 20 25

SCALE OF METRES
1:500 AT A1

COORDINATES / DATUM

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NK	
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NK	
APPROVED	DATE

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GLOBE DERBY PARK

PRELIMINARY GRADING
AND STORMWATER LAYOUT
SHEET 3 OF 3

DRAWING NUMBER: 22-3180-SKC04

REVISION: H

CAD FILE NAME: 22-3180-SKC04

A1

BREAK INTO EXISTING STORMWATER PIPE AND INSTALL NEW JUNCTION BOX

EXISTING TELECOMMUNICATIONS PIT TO BE RELOCATED

EXISTING STOBIE POLE TO BE RELOCATED

EXISTING STORMWATER TO BE ALTERED TO SUIT PROPOSED JUNCTION

EXISTING STOBIE POLE TO BE RELOCATED

EXISTING STOBIE POLE TO BE RELOCATED

EXISTING STOBIE POLE TO BE RELOCATED

GLOBE DERBY DRIVE

RESERVE

22

21

20

PUMP ST

PROVISION FOR SEWER PUMP STATION

RESERVE

FOR CONTINUATION REFER DRG 22-3180-SKC06

LEGEND

D D	STORMWATER PIPE
	STORMWATER SIDE ENTRY PIT
	STORMWATER JUNCTION BOX
	STORMWATER HEADWALL
S S	SEWER MAIN
	SEWER MAINTENANCE STRUCTURES
W W	WATER MAIN
CST CST	COMMON SERVICES TRENCH

REV	DATE	DESCRIPTION	DES	DRN
A	29.01.24	ISSUED FOR INFORMATION	NK	NK

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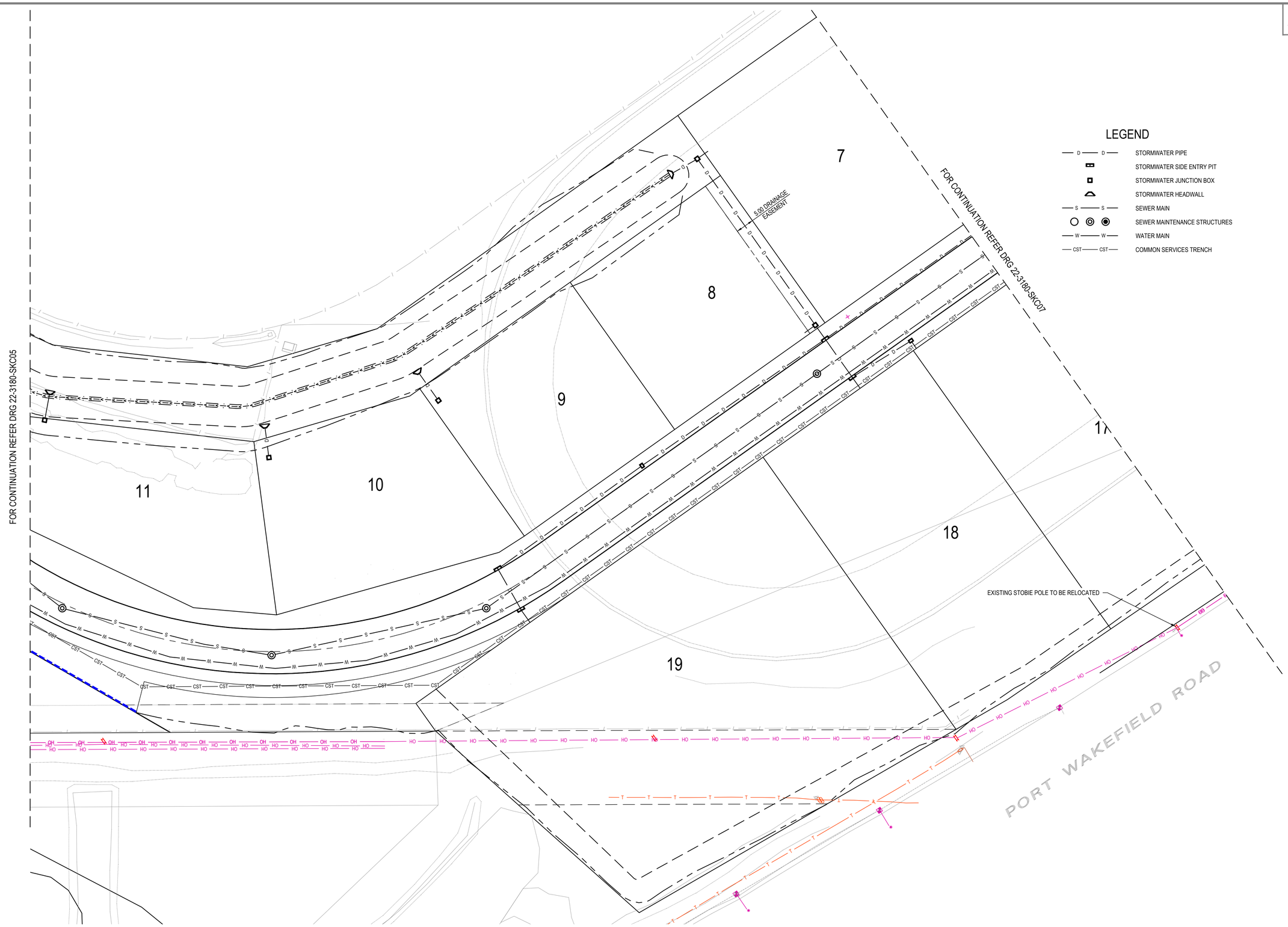
GLOBE DERBY PARK

PRELIMINARY SERVICES LAYOUT

DRAWING NUMBER 22-3180-SKC05
REVISION A

CAD FILE NAME: 22-3180-SKC05

A1



REV	DATE	DESCRIPTION	DES	DRN
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REVISION HISTORY

REV	DATE	DESCRIPTION	DES	DRN

REVISION HISTORY

100 MILLIMETRES ON ORIGINAL DRAWING

SCALE

0 5 10 15 20 25

SCALE OF METRES
1:500 AT A1

COORDINATES / DATUM

MGA 2020 ZONE 54 / AHD

DESIGNED NK
CHECKED

DRAWN NK
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GLOBE DERBY PARK

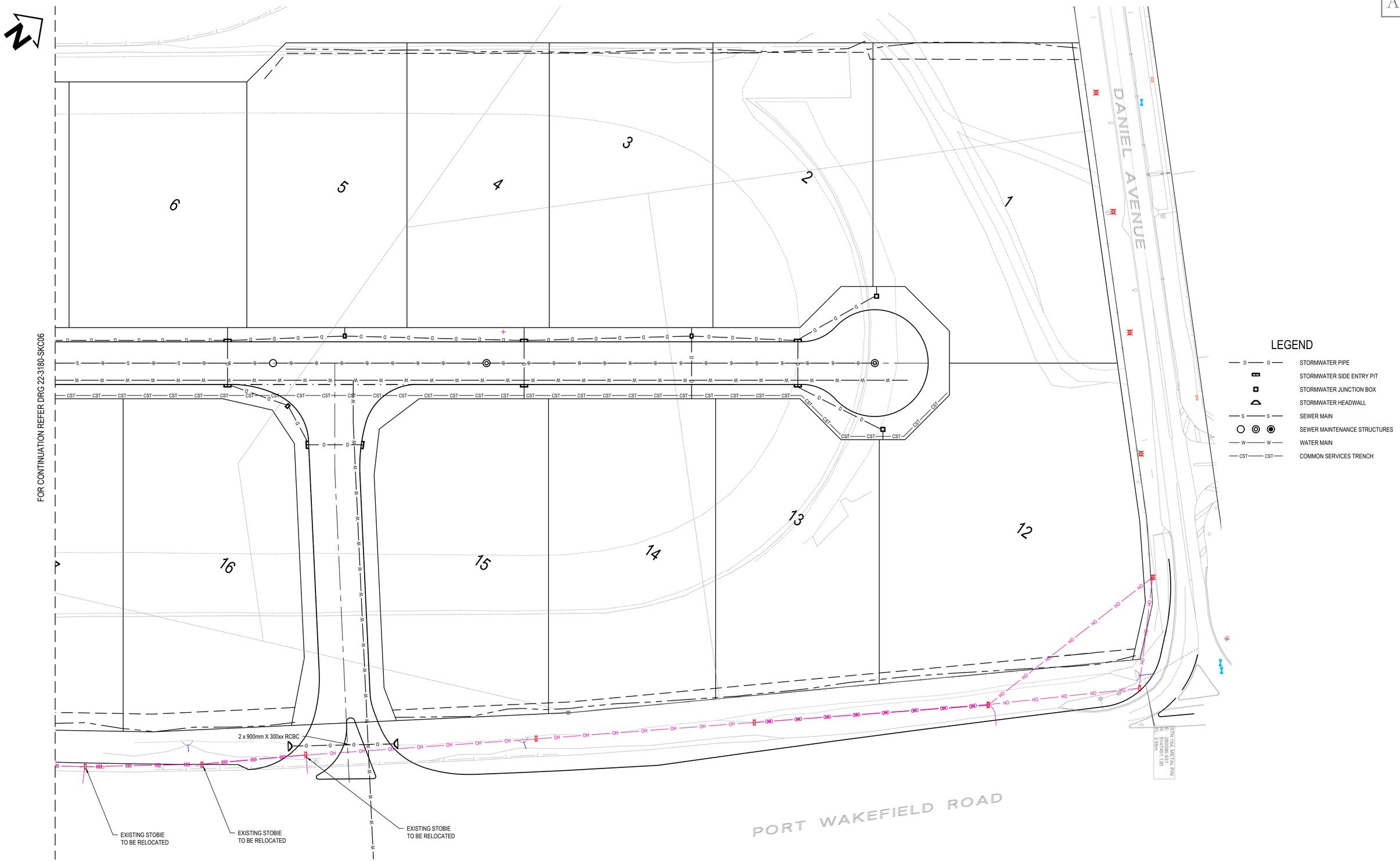
PRELIMINARY SERVICES LAYOUT

DRAWING NUMBER 22-3180-SKC06

REVISION A

CAD FILE NAME: 22-3180-SKC06

A1



REV	DATE	DESCRIPTION	DES	DRN
A	29.01.24	ISSUED FOR INFORMATION	NK	NK

REVISION HISTORY

100 MILLIMETRES ON ORIGINAL DRAWING

SCALE

0 5 10 15 20 25

SCALE OF METRES
1:500 AT A1

COORDINATES / DATUM

MGA 2020 ZONE 54 / AHD

DESIGNED	CHECKED
NK	
DRAWN	CHECKED
NK	
APPROVED	DATE

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STATUS: PRELIMINARY

GLOBE DERBY PARK
GLOBE DERBY PARK

PRELIMINARY SERVICES LAYOUT

DRAWING NUMBER 22-3180-SKC07

REVISION A

CAD FILE NAME: 22-3180-SKC07

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Preliminary Infrastructure Services and Stormwater Management Report

Globe Derby Park Development, Globe Derby Park

Prepared for:

Stephen Lawson
Seymour Group for
The South Australian Harness Racing Club Inc.
1 Globe Derby Drive
GLOBE DERBY PARK SA 5110

Prepared by:

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22.3180

Revision C

27 July 2023

26562 – Report

G

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

Preliminary Infrastructure and Servicing Report

Reference No.: 265621

Prepared by: Gagan Pandey

Reviewed by: Dean Mathews

Revision History

Revision:	Date:	Details:	Approved by:	Signed:
A	19 July 2023	For Information	Dean Mathews	
B	24 July 2023	For Information	Dean Mathews	
C	27 July 2023	Appendices amended	Dean Mathews	

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26562 –Report

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1 Introduction

GREENHILL has been engaged by the Seymour Group to prepare an Infrastructure Services and Stormwater Management Plan Report for the proposed commercial/industrial land development at Globe Derby Park.

The overall site area is approximately 12.5 hectares in area with the proposed land development to create 22 large allotments for commercial or light industrial use.

The site is bordered by

- Daniel Avenue to the north,
- Port Wakefield Road to the east,
- Globe Derby Drive to the south, and
- The Globe Derby race track along the western boundary.

A locality plan and aerial image of the site is shown below.

The proposed plan of division is included in Appendix A.

Topographical information, and detail survey information prepared by Alexander Symonds, confirms the site generally falls from north to south. The site gradient is very gentle with an average gradient of approximately 0.2%. At Daniel Avenue, near Port Wakefield Road the site level is approximately 3 m AHD and at Globe Derby Drive the level is approximately 1.2 m AHD.

2 Services Infrastructure

The following provides a summary of the existing services infrastructure at the site and investigations undertaken in relation to the services infrastructure that may be required for the proposed development.

2.1 Existing Underground Services

A Dial Before You Dig enquiry was undertaken to identify the existing underground services on or adjacent to the site, with responses received from the following:

- SA Water - Sewer;
- SA Water - Potable water;
- APA Group, Epic Energy - Gas;
- NBN Co and Telstra - Telecommunications;
- Electrical (SAPN); and
- City of Salisbury – Stormwater.

Refer to Appendix B for the DBYD information received in relation to the enquiry.

2.2 Sewer

The existing sewer infrastructure adjacent to the site includes:

- Globe Derby Drive – 900 mm diameter gravity sewer trunk main.

Other sewer systems adjacent to the site include:

- Greenfields and Mawson Lakes gravity sewer networks – located on the eastern side of Port Wakefield Road
- Daniel Avenue and Trotters Drive – 150 mm diameter gravity sewer and 100 mm diameter pressure mains.

SA Water advice was sought in relation to the previous concept plan for the site and was received in May 2022. Their advice in relation to the previous concept plan was as follows:

> *The Systems Planning investigation has confirmed that sewer services are available to the proposed development subject to:*
>
> - *Installation of a pumping system comprising:*
>
> o *A new SA Water standard pump station (approximate duty of 9L/s)*
>
> o *Pumping main connecting the new pump station to the SA Water network*
>
> *Note: the length of the pumping main will be dependent on the location of the pump station which will be governed by the final layout of the individual lots and internal services, and the size of the main will be dependent on the final design duty.*

- *Construction of the reticulation network connecting each allotment/connection to be the new pump station. The reticulation network concept will be developed by the Reticulation Networks Team once development details are confirmed.*

- *The construction of the sewer infrastructure must be in accordance with SA Water Network Infrastructure Standards.*

Note: The DN900 receiving trunk main is currently noted as 'Not Available' and consequently an assessment for a potential connection point will need to be further investigated by SA Waters Engineering Technical Services Group when further development information is available. In addition modifications to the trunk sewer may be required to address odour concerns but this will also be investigated further when development information is provided.

Important Notes:

Due to the preliminary nature of the development, assumptions have been made to aid the assessment. Key assumptions include:

- *All stages of the development including Stage 1 assessed in late 2018 (refer to Reference 1) have been considered. Network loading is based on standard SA Water loading factors.*

- *An allowance for a 5,000 L trade waste device has been made as a nominal for the fast food/service station. This is NOT a trade waste permit, and any trade waste permit needs to be approved by SA Water's Production and Treatment/ Trade Waste and Networks team. If the permit exceeds this assumption, further assessment will be required, which will have impact on the required design duty of the proposed pump station.*

SA Water advice in relation to the currently proposed land division has been sought but has not yet been received.

We have assumed that a 225 mm diameter gravity sewer main will need to be provided within the proposed road network and via easement, to be connected to the existing downstream sewer trunk main access chamber at Globe Derby Drive. A sewer pump station will also be needed to lift waste water into the downstream sewer trunk mains, via a 150mm diameter rising main.

The proposed sewer network, pump station and rising main to discharge to the Globe Derby Road sewer trunk main will of course be subject to SA Water assessment and approval.

2.3 Potable Water Supply

The existing water main infrastructure at the site (based upon a DBYD enquiry and from inspection) includes:

- Daniel Avenue and Trotters Drive – 100 mm diameter water main
- Port Wakefield Road – 150 mm diameter water main

SA Water advice was sought in relation to the previous concept plan for the site and was received belatedly in May 2022. Their advice in relation to the previous concept plan is as follows:

> *Based on the Systems Planning investigation, the network has sufficient capacity to support the proposed development subject to:*
>
> - *Construction of a new DN150 branch and DN300 main off the existing 150AC main in Martins Road, shown at A on the figure below, and extend across Port Wakefield Road and into the development. This may require boring beneath Port Wakefield Road.*
> - *Construction of a new DN100 branch and DN150 main off the existing 100AC main in Daniel Ave, shown at C on the figure below, and extend into the development.*
> - *Upsizing from DN150 to DN300 required to service additional development. SA Water to contribute to the upsizing.*

SA Water advice in relation to the currently proposed land division has been sought but has not yet been received.

For the proposed development, we have assumed it may be serviced from the existing 150 mm diameter water main in Port Wakefield Road and will be required to be looped into the 100 mm diameter water main in Daniel Avenue.

The potable water main network to service the proposed land development and any augmentation works that may be required is subject to SA Water assessment and approval.

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2.4 Electrical Supply

The existing electrical reticulation network adjacent to the site is predominantly overhead power lines and poles, and includes the following:

- Port Wakefield Road – 11 KV and 66 KV overhead power lines
- Daniel Avenue – 11 KV overhead power lines
- Trotters Drive – Overhead power lines
- Globe Derby Drive – Overhead power lines

The 66 KV overhead power lines also cross the site within an easement.

SAPN has advised that the site may be readily served by connection to their existing network. Extension of the electrical reticulation network in accordance with SAPN requirements will be required for connection.

2.5 Telecommunication Supply

The proposed development site is located within the existing NBN Co. servicing area, and as such NBN Co. will be able to readily service the proposed land development, subject to their master development agreement requirements.

2.6 Gas Supply

There is currently no gas supply network nearby to the site. While the APA Group have advised that there are options to service the development, they require extensive works to enable connection to their existing networks in Martins Road or Ryans Road.

Connection to the gas supply network is not proposed for this land development.

2.7 Road Infrastructure

The proposed development is bordered by the following existing roads:

- Port Wakefield Road to the east, under the care, management and control of the Department for Infrastructure and Transport (DIT). Port Wakefield Road is a main arterial road.
- Daniel Avenue to the north, under the care, management and control of the City of Salisbury. Daniel Avenue is a minor collector road.
- Globe Derby Drive to the south, under the care, management and control of the City of Salisbury. Globe Derby Drive is a collector road.

The existing site access is from Daniel Avenue and Globe Derby Drive. There is no existing access from Port Wakefield Road.

The proposed plan of division allows for a local road network with connections to Daniel Avenue, Globe Derby Drive and for a left-in/left-out only junction with Port Wakefield Road, as proposed by the MFY traffic report.

The local road is that considered suitable for a commercial/industrial area, with a 10 m carriageway within a 20 m road reserve.

2.8 Earthworks and Preliminary Road and Site Grading Design

As noted above, topographical information and detail survey information prepared by Alexander Symonds confirms the site generally grades from north to south.

A preliminary road design and site grading design has been prepared for the proposed road and allotment layout, and to meet with the interface constraints for the proposed land division. Refer to preliminary road design plans included in Appendix C.

The road and site grading has taken into account the documented flooding of the land adjacent Globe Derby Drive, and raised allotments that would otherwise be inundated. The minimum allotment level of approximately 2.3 m AHD was adopted, in the absence of requested flood mapping information, being based on a peak level estimated from previously documented flood mapping referenced from the Hazard Layers included in the Planning and Design Code for the location. The minimum allotment level adopted will allow future building finished floor levels to be provided with a minimum of 300 mm freeboard to the estimated 1% AEP flood water level.

A geotechnical investigation has also been undertaken for the site and a report prepared to present the results of site investigation and soil testing. A copy is attached for reference in Appendix D.

Groundwater was encountered within 1 to 2 metres below the existing surface level at the southern end of the site as expected, and will need to be taken onto account in the design and construction phases of the Development in that area.

A large volume of earthworks is required to enable minimum road and allotment grades to be achieved and to ensure that allotments allow for future development that is not inundated by flood waters. An open channel system is proposed to enable a suitable road and site drainage design to be achieved, and together with proposed stormwater detention basins, to manage stormwater runoff from the proposed land development.

3 Stormwater Management

3.1 Existing Stormwater Drainage Systems

The existing stormwater infrastructure at the site, based upon a dial before you dig enquiry (DBYD), consists of the following:

- Globe Derby Drive – A 600 mm and 750 mm diameter reinforced concrete pipe system, and an open channel or stormwater swale system running parallel with Glove Derby Drive. The stormwater drainage system falls to an existing stormwater pump system located downstream, near the Trotters Drive/Globe Derby Drive junction

- Port Wakefield Road – An open channel, or stormwater swale, that runs alongside Port Wakefield Road. It drains stormwater runoff from Port Wakefield Road and Martin Road upstream urban catchments.

- Daniel Avenue – There is no underground drainage system except at Port Wakefield Road, which includes small culverts that outlet to the Port Wakefield Road stormwater swale system. The majority of stormwater runoff to Daniel Avenue is captured and drains via surface flows within kerb and watertable or roadside swales towards the west and Trotters Drive.

3.2 Pre-development Stormwater Runoff

The existing site is predominantly unpaved, with stormwater runoff falling towards Globe Derby Drive. There are car park pavement remnants and there is an unsealed training track.

For the purposes of estimating the pre-development stormwater runoff we have assumed a paved or impervious area of only 5%. A stormwater drainage model has been prepared using DRAINS to simulate rainfall runoff and estimate the pre-development peak flow rates for both the minor storm (10% Annual Exceedance Probability (AEP) rainfall) and major storm (1% AEP rainfall).

The hydrology model adopted is the DRAINS initial loss – continuing loss model with the following input data:

- Pervious Area Initial Loss – Continuing Loss - taken to be for rural areas for the Torrens River Region:
  - Initial Loss – 29 mm
  - Continuing Loss – 4 mm/hr.
- Impervious area initial loss – 1 mm
- Impervious area continuing loss- 0 mm/hr
- Impervious area time of entry - 15 minutes
- Pervious area time of entry – 45 minutes

That resulted in the following median critical peak flow rates to Globe Derby Drive:

- 10% AEP storm - 319 l/s (12-hour duration median critical rainfall)
- 1% AEP storm – 964 l /s (1.5-hour duration median critical rainfall)

3.3 Proposed Stormwater Drainage System

As noted above, the road design and road drainage system has required a pit and pipe road drainage system that includes an open channel system, and stormwater detention basin/s.

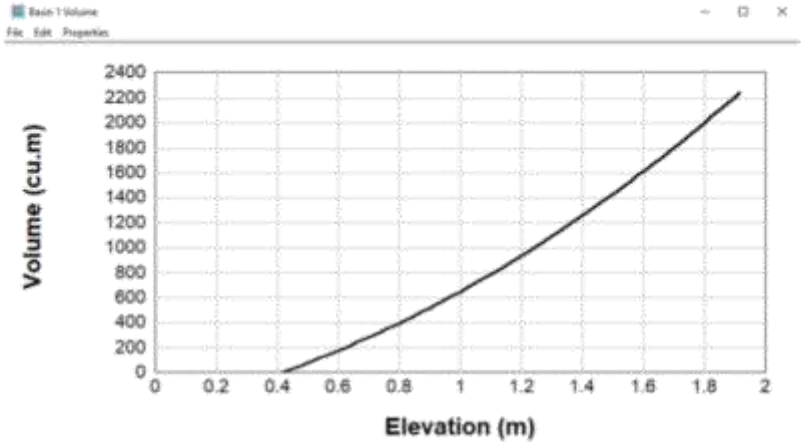
The proposed road drainage and stormwater drainage layout plan is shown on the road and stormwater preliminary design plans included in Appendix C.

The stormwater open channel is a trapezoidal shaped channel with a base width of 1 m and bank slopes that are typically 1 in 5. It has a nominal bed gradient of 0.1%, and apart from enabling for a suitable road and site drainage system also acts to detain stormwater in conjunction with the proposed stormwater detention basins.

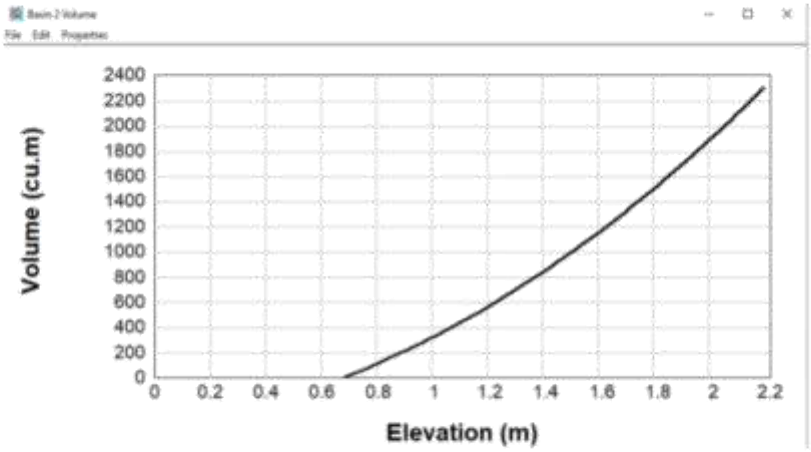
The stormwater detention basins have also been designed with bank slopes of 1 in 5, and the detention storage provided is to ensure that the peak flow rate from the proposed land development does not exceed the estimated pre-development peak flow rates connected to Globe Derby Drive.

The storage vs elevation graph for each basin is as shown below.

- West Detention Basin



- East Detention Basin



Apart from acting to detain stormwater runoff from the proposed development, the proposed open channel and stormwater detention basins will also offset the volume of fill within the area affected by flood waters, as a result of inundation by Dry Creek flooding.

3.4 Post Development Stormwater Runoff

A simplified stormwater drainage model has been prepared for the proposed land development using the DRAINS stormwater drainage model.

The hydrology model adopted is the ILSAX type hydrology model with soil type parameters set to simulate an initial loss – continuing loss model with the following input data:

- Grassed Area with Initial Loss – Continuing Loss – (refer ARR2019 Datahub for the Torrens River Region):
  - Initial Loss – 29 mm
  - Continuing Loss – 4 mm/hr.
- Directly connected paved area depression storage loss – 1 mm
- Indirectly connected paved area depression storage loss – 1 mm

Sub-catchment times of entry were selected based upon the sub-catchment characteristics but typically with allotment paved area, time of entry of 10 minutes minimum, and grassed area time of entry of 15 minutes minimum.

The standard ARR 2019 rainfall events for Globe Derby Park were used in the analysis.

The sub-catchment plan for the proposed development was prepared for the proposed drainage system and a copy is included in Appendix E.

A simplified pit and pipe system for the preliminary road grading and layout was prepared with pit inlets set to unlimited capture rate to ensure the pipe system capacity was fully developed. The road drainage system was designed to capture stormwater runoff during the minor storm event without any significant overflow.

The road drainage system was then checked to ensure that road surface flows were contained to the road drainage capacity in the major storm event. Pipe systems were increased in size to ensure peak flow rates didn't exceed the estimated road drainage capacity.

The pipe system capacity at the road sag point, connecting stormwater runoff to the proposed open channel system has been designed to accommodate the 1% AEP rainfall event. Screenshots of the DRAINS model schematic plan, data and the minor and major storm results are included in Appendix F.

The post development peak flow rates connected to the existing Globe Derby Drive stormwater pipe system is restricted to the estimated peak pre-development flow rates or less. During the minor storm event, the critical median rainfall event is the result of the 1.5 hr duration storm burst. In the major storm event, the 1.5 hr duration storm burst causes the critical median peak flow rate.

A summary of the pre-development vs post-development peak flow rates is provided in the following table

Rainfall Event	Pre-development Peak Flow (critical median Rainfall Duration)	Post-Development Peak Flow (critical median Rainfall Duration)
10% AEP	319 l/s (12-hour)	312 l/s (1.5 hr)
1% AEP	964 l/s (1.5 hour)	535 l/s (1.5 hr)

3.5 Dry Creek Flooding

As noted in the Services Infrastructure Section and the discussion above the southern portion of the proposed development site is inundated by flood water during the 1% AEP storm event. The extent of flood water inundation based upon available flood mapping referenced in the Planning and Design Code is shown below.

Extract from Planning and Design Code Hazard Overlay

We understand that the flooding is the result of raised Dry Creek flow levels during the 1% AEP storm event upstream of Port Wakefield Road, that flows across Port Wakefield Road to the north of Dry Creek and inundates the site and other properties along Globe Derby Drive. As can be seen from the plan the flooding is extensive.

From discussion with the City of Salisbury, we understand that the flood mapping is currently in the process of being reviewed and revised, and is expected to be different to that currently shown. The current flood mapping extent has been sought from the City of Salisbury but has not yet been made available for our reference.

The City of Salisbury has advised that options to prevent or mitigate the overflow of Dry Creek flood waters are currently being evaluated. In that case the extent of flooding across the proposed development site may be reduced and the proposed earthworks and road design and site grading may be reduced.

Nevertheless, the proposed stormwater management plan includes open channel and stormwater detention storage volumes, that should ensure allotments are protected from inundation of flood waters. The excavation volume of the proposed stormwater detention storages, and open channel system will offset the volume of proposed fill within the existing flooded area of the site and act to prevent or minimise any consequential increase in flood water depth and hazard to adjoining properties.

3.6 Stormwater Quality

The proposed stormwater management system includes an open channel and stormwater detention basin system will allow incorporation of measures to treat the quality of stormwater runoff from the fully developed commercial/light industry precinct.

The stormwater open channel system is proposed to incorporate vegetated swale planting and the stormwater detention basins are to include bioretention basins, that should enable the required Water Sensitive Urban Design stormwater quality objectives to be readily achieved.

An assessment of the proposed stormwater water quality treatment measures has been undertaken for the proposed development using the MUSIC stormwater quality model (version 6.2.1).

MUSIC modelling has been undertaken for the proposed stormwater treatment train to assess effectiveness in meeting with the EPA Water Sensitive Urban Design Policy Objectives.

The stormwater pollution reduction targets for the proposed development are as follows:

- Suspended Solids 80% reduction
- Total Phosphorus 60% reduction
- Total Nitrogen 45% reduction
- Gross Pollutants/litter 90% reduction

The rainfall data used in the MUSIC model analysis is adapted from the nearest metrological station at Parafield, where the data for the period 1977 to 2010, with a 6-minute time interval. The default MUSIC model pollutant concentrations were adopted for stormwater runoff from urban residential development areas with hydrology model parameters recommended for the typical Adelaide clay soils.

Generally, the default values for the MUSIC model treatment nodes were also adopted for the proposed stormwater quality treatment measures.

The proposed stormwater treatment train measures evaluated in the MUSIC model include:

- Biofiltration basins within the base of the proposed stormwater detention basins. For the western basin, a rain garden of approximately 950 square metres in size is proposed and for the eastern basin a rain garden of approximately 300 square metres in size is proposed. The biofiltration basin has a 300 mm extended detention depth and an exfiltration rate of 0.5 mm/hr was adopted.
- Open channels are to be vegetated so that they will be effective in treatment of stormwater runoff quality and are modelled based upon their proposed geometry. Again, an exfiltration rate of 0.5 mm/hr was adopted.

Rainwater tanks may be incorporated with future commercial/industrial development, to capture and reuse roof stormwater but that has not been taken into account in the MUSIC model analysis.

The Music Model schematic plan is included in Appendix G, along with typical catchment and stormwater treatment measure input properties.

The results of the MUSIC model treatment train effectiveness are presented below, together with the Water Sensitive Urban Design stormwater quality targets:

Pollutant	Pollutant Reduction Targets (%)	Treatment Train Pollutant Reduction (%)
Suspended Solids	80	93.1
Total Phosphorus	60	64.5
Total Nitrogen	45	45.1
Gross Pollutants	90	100

The proposed stormwater quality treatment measures are expected to be able to meet with the minimum pollutant reduction required for the Development.

Appendix A – Proposed Plan of Division

Superseded

Plan SA
Development No. / /
City of Salisbury

Proposed Plan of Division
Allotment 100 in D131963
Hundred of Port Adelaide
in the area named

GLOBE DERBY PARK

PT C'ST 6160/752, 6160/753, 6160/754, 6160/757
REGISTERED OWNER(S):
THE SOUTH AUSTRALIAN HARNESS RACING CLUB INC

N W E S

0 20 40 80 120 160 200 m

1:2000 @ A1

Trees shown as per Tree Vision report 04.05.2023

- Tree Protection Zone (TPZ)
- Structural Root Zone (SRZ)
- X Trees to be removed

No. of proposed allotments	23
Total area	37.92ha
Length of new roads	1005m
Reserve area	1.254ha

Contour interval 1m.
Datum AHD.

Not to be used for detailed engineering design.

Dimensions and areas are subject to survey.

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Original Sheet Size A1

Mark Williams
LICENSED SURVEYOR

REF: 21A1526.LDDIV	
DWG NO.: 21A1526PROP1(E)	
REVISION: E	
RHF 24.07.2023	

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+ Construction + Mining +
+ Spatial Information Management +

Alexander Symonds Surveying Consultants

Appendix B – BYD Plans

BEFORE YOU DIG
www.byda.com.au

Job No 34585041

Phone: 11
www.byda.com.

Caller Details

Contact: Gagan Pandey
Company: Greenhill Engineers
Address: 178 Fullarton Road
Dulwich SA 5065

Caller Id: 3282628
Phone: (08) 8046 1300
Email: gpandey@greenhillaustralia.com.au

Dig Site and Enquiry Details

RNING:The map below only displays the location of the proposed dig site and does not display any asset owners' pipe or cables. The area hlighted has been used only to identify the participating asset owners, who will send information to you directly.

User Reference: 22.3180
Working on Behalf of: Private
Enquiry Date: 10/07/2023
Start Date: 11/07/2023
End Date: 28/07/2023
Address:
21-77 Globe Derby Drive
Globe Derby Park SA 5110

Job Purpose: Design
Onsite Activities: Planning & Design
Location of Workplace: Both
Location in Road: Road, Nature Strip, Footpath

- Check that the location of the dig site is correct. If not you must submit a new enquiry.
- Should the scope of works change, or plan validity dates expire, you must submit a new enquiry.
- Do NOT dig without plans. Safe excavation is your responsibility. If you do not understa the plans or how to proceed safely, please contact the relevant asset owners.

Notes/Description of Works:
Not supplied

Your Responsibilities and Duty of Care

The lodgement of an enquiry does not authorise the project to commence. You must obtain all necessary information from any and all likely impacted asset owners prior to excavation.
If plans are not received within 2 working days, contact the asset owners directly & quote their Sequence No.
ALWAYS perform an onsite inspection for the presence of assets. Should you require an onsite location, contact the asset owners directly. Ple remember, plans do not detail the exact location of assets.
Pothole to establish the exact location of all underground assets using a hand shovel, before using heavy machinery.
Ensure you adhere to any State legislative requirements regarding Duty of Care and safe digging requirements.
If you damage an underground asset you MUST advise the asset owner immediately.
By using this service, you agree to Privacy Policy and the terms and disclaimers set out at **www.byda.com.au**
For more information on safe excavation practices, visit www.byda.com.au

Asset Owner Details

assets owners listed below have been requested to contact you with information about their asset locations within 2 working days.
itional time should be allowed for information issued by post. It is **your responsibility** to identify the presence of any underground assets in and arounc r proposed dig site. Please be aware, that not all asset owners are registered with the Before You Dig service, so it is **your responsibility** to identify and tact any asset owners not listed here directly.
Asset owners highlighted by asterisks ** require that you visit their offices to collect plans.
set owners highlighted with a hash # require that you call them to discuss your enquiry or to obtain plans.

q. No.	Authority Name	Phone	Status
6868018	APA SA	1800 085 628	NOTIFIED
6868015	City of Salisbury	(08) 8406 8344	NOTIFIED
6868021	Epic Energy SA	(08) 8343 8100	NOTIFIED
6868017	NBN Co SANT	1800 687 626	NOTIFIED
6868019	SA Power Networks	(08) 8292 0218	NOTIFIED
6868020	SA Water	(08) 7424 1117	NOTIFIED
6868016	Telstra SANT	1800 653 935	NOTIFIED

F UTILITIES LIST

Lodge Your Free Enquiry Online – 24 Hours a Day, Seven Days a Week

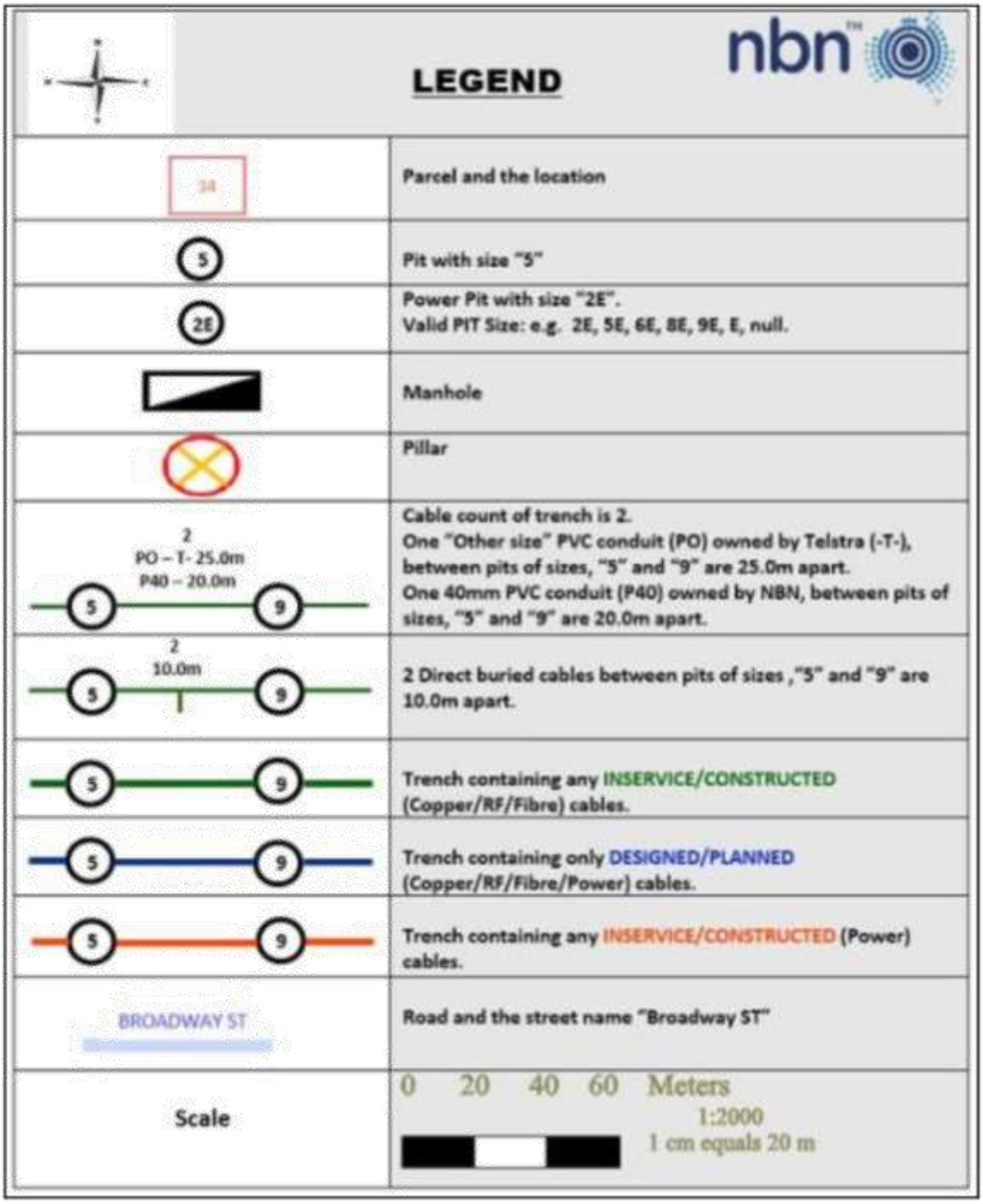
To:	Gagan Pandey
Phone:	Not Supplied
Fax:	Not Supplied
Email:	gpandey@greenhillaustralia.com.au

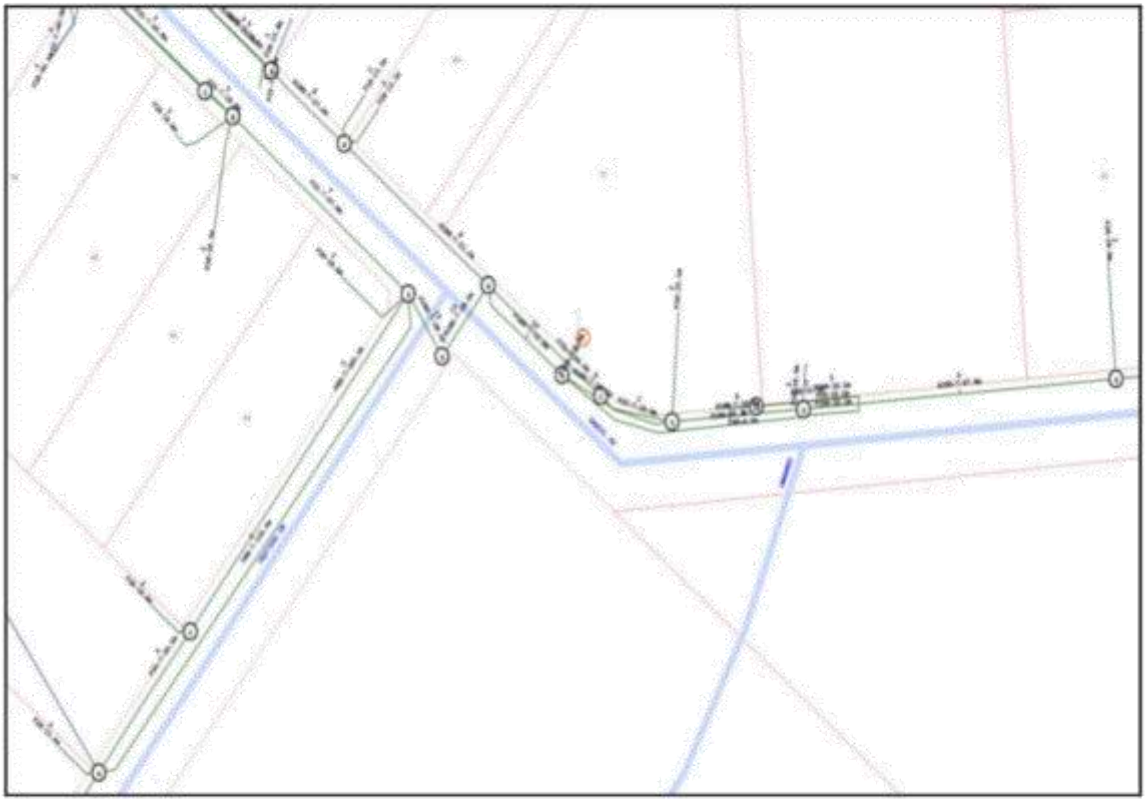
Dial before you dig Job #:	34585041
Sequence #	226868017
Issue Date:	10/07/2023
Location:	21-77 Globe Derby Drive , Globe Derby Park , SA , 5110

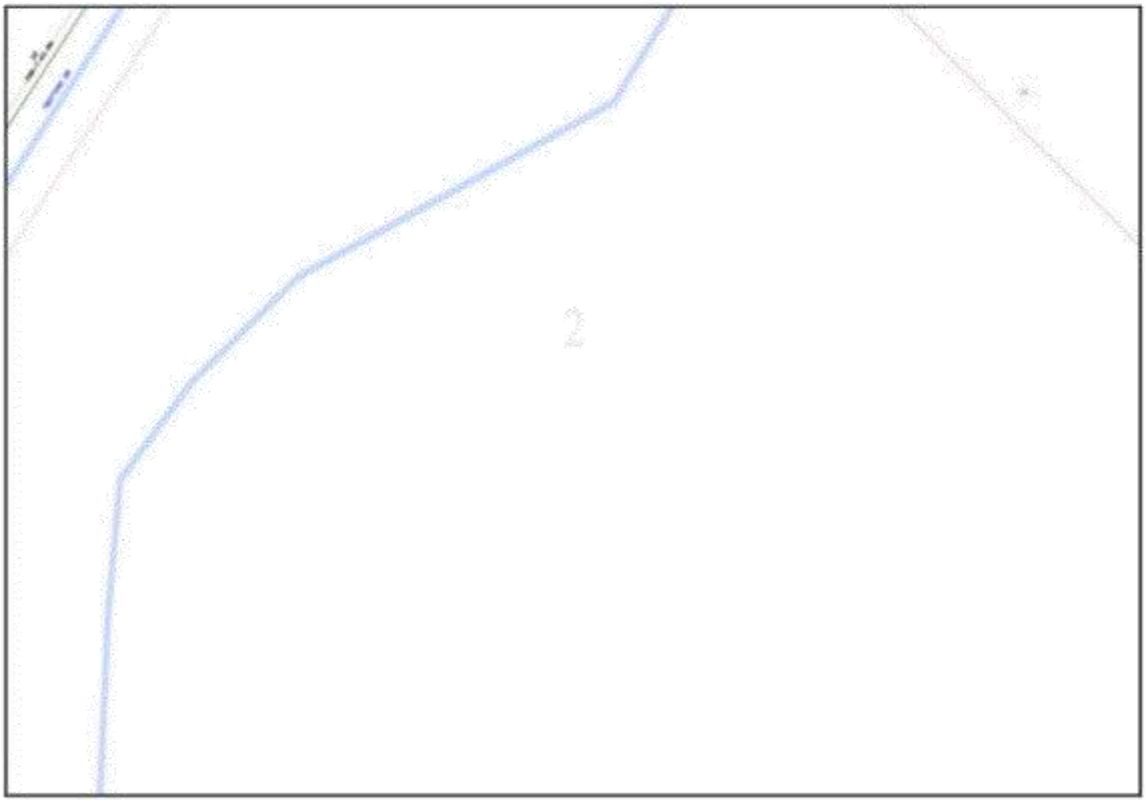
DIAL BEFORE YOU DIG www.1100.com.au

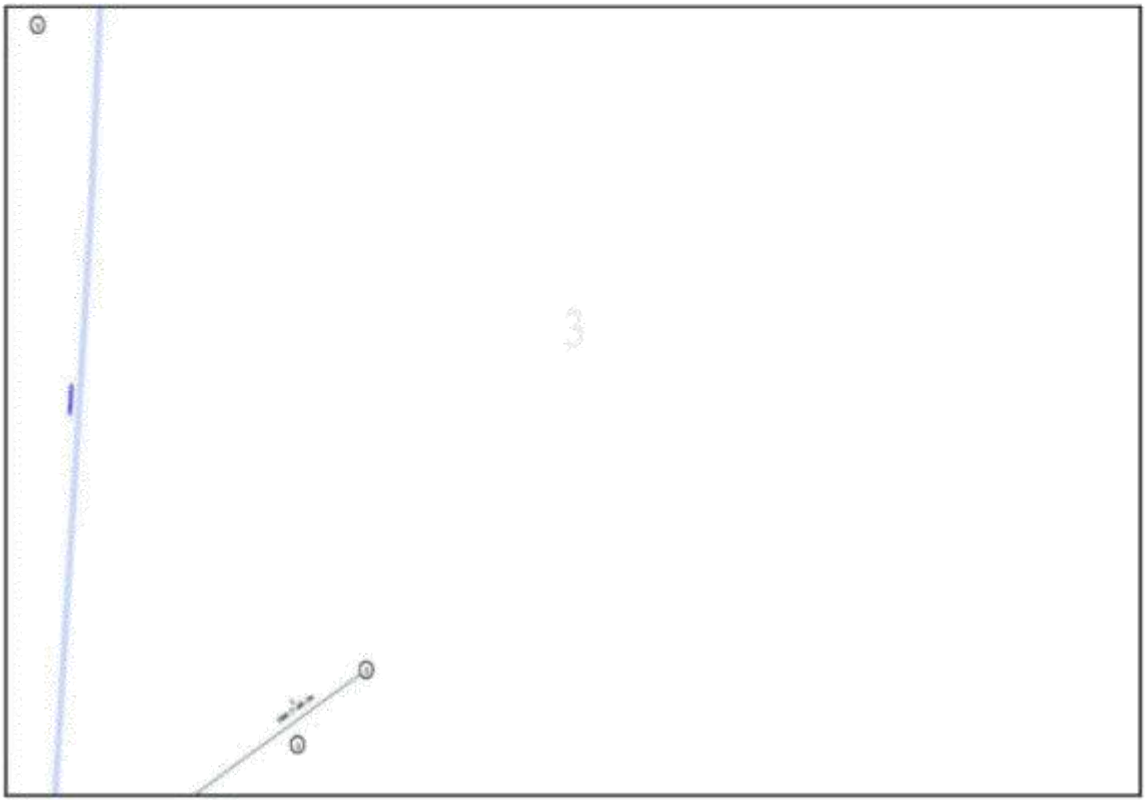
Indicative Plans

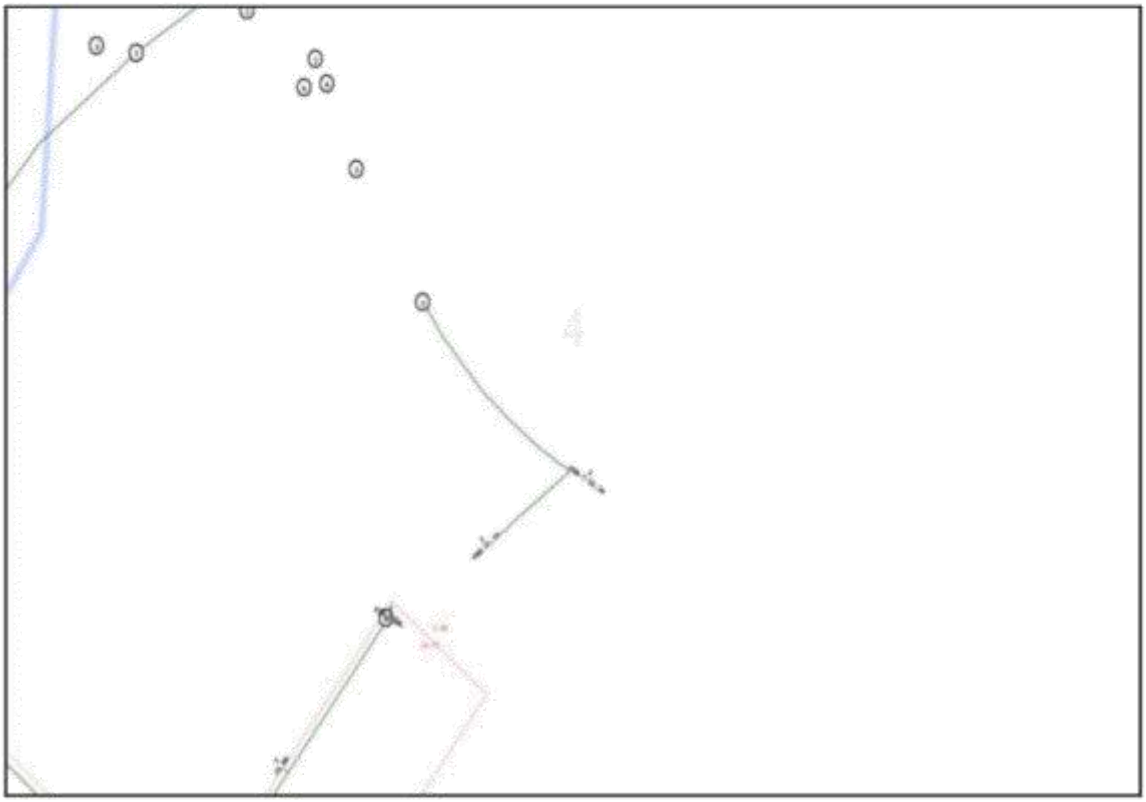
2	8
3	9
4	10
5	11
6	12

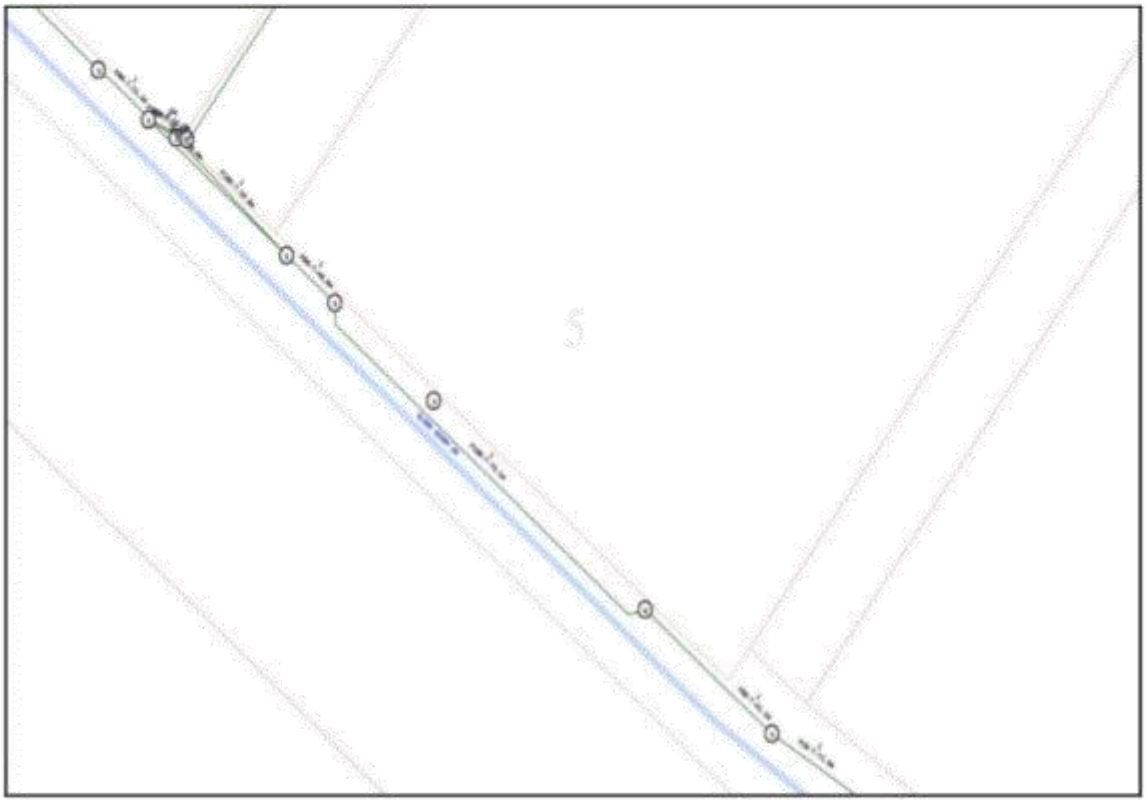

LEGEND
nbn
Parcel and the location
Pit with size "5"
Power Pit with size "2E".
Valid PIT Size: e.g. 2E, 5E, 6E, 8E, 9E, E, null.
Manhole
Pillar
Cable count of trench is 2.
One "Other size" PVC conduit (PO) owned by Telstra (-T-), between pits of sizes, "5" and "9" are 25.0m apart.
One 40mm PVC conduit (P40) owned by NBN, between pits of sizes, "5" and "9" are 20.0m apart.
2
PO – T- 25.0m
P40 – 20.0m
2 Direct buried cables between pits of sizes ,"5" and "9" are 10.0m apart.
2
10.0m
Trench containing any INSERVICE/CONSTRUCTED (Copper/RF/Fibre) cables.
Trench containing only DESIGNED/PLANNED (Copper/RF/Fibre/Power) cables.
Trench containing any INSERVICE/CONSTRUCTED (Power) cables.
BROADWAY ST
Road and the street name "Broadway ST"
Scale
0 20 40 60 Meters
1:2000
1 cm equals 20 m

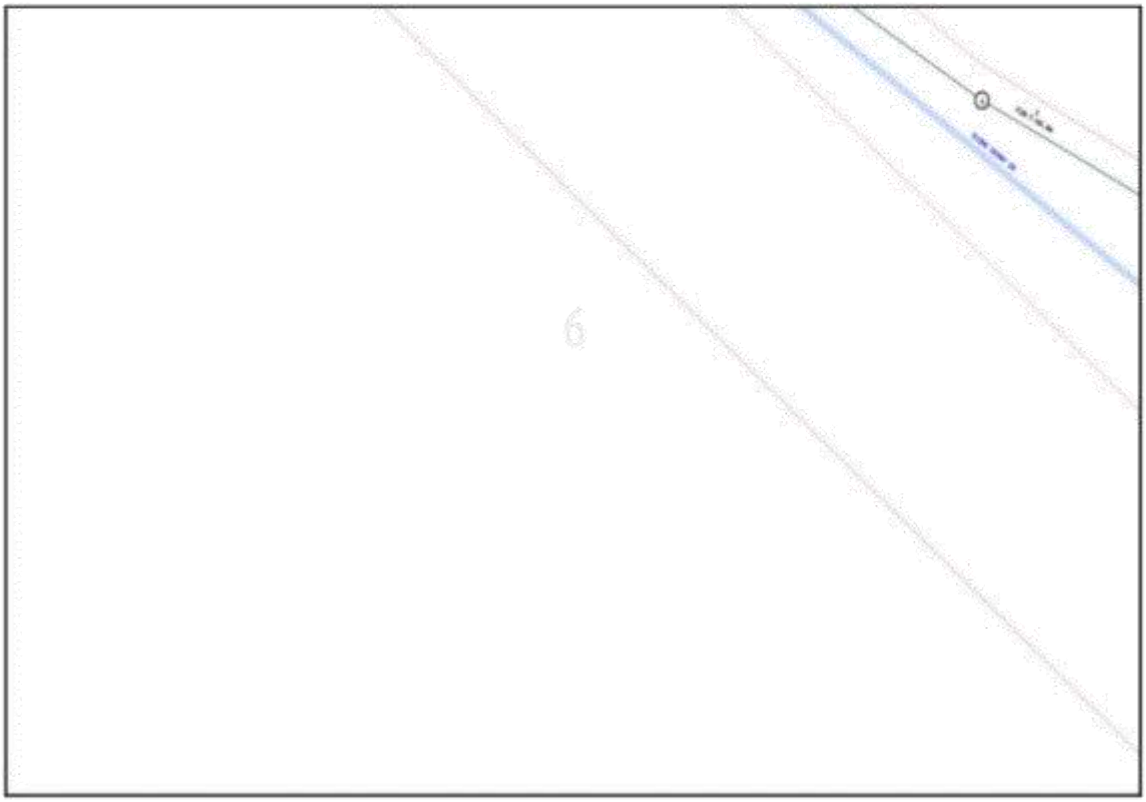


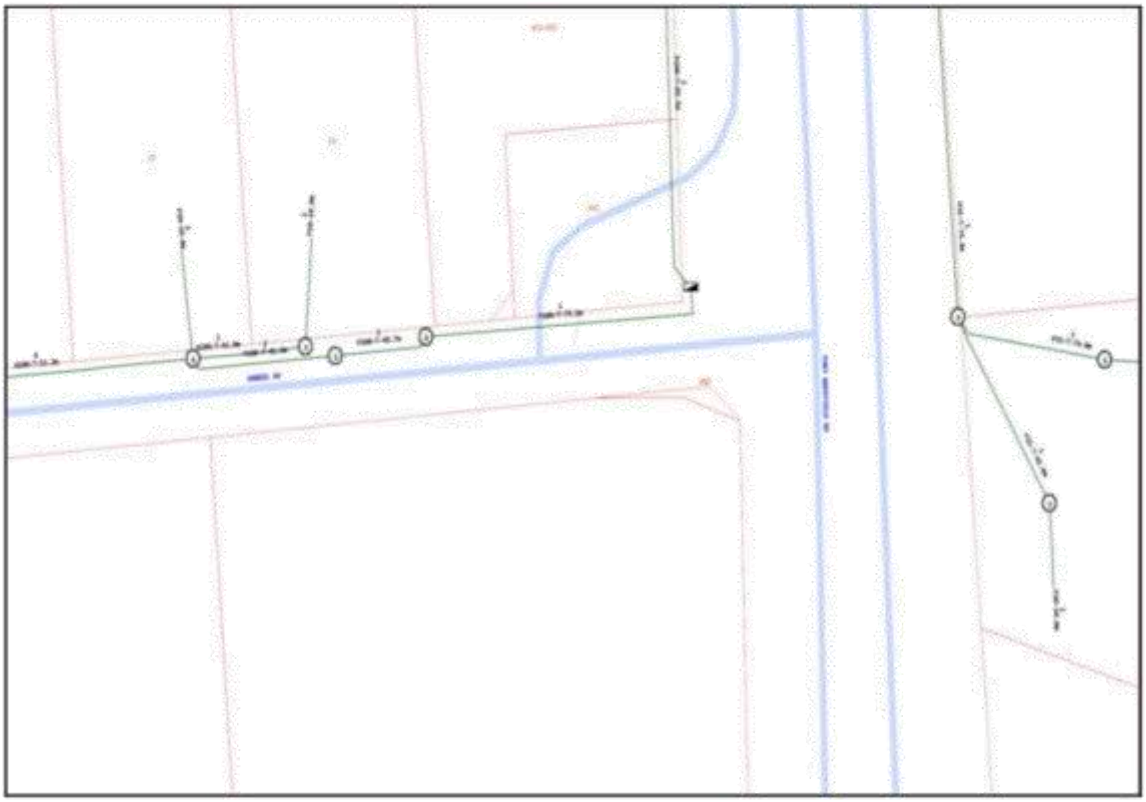


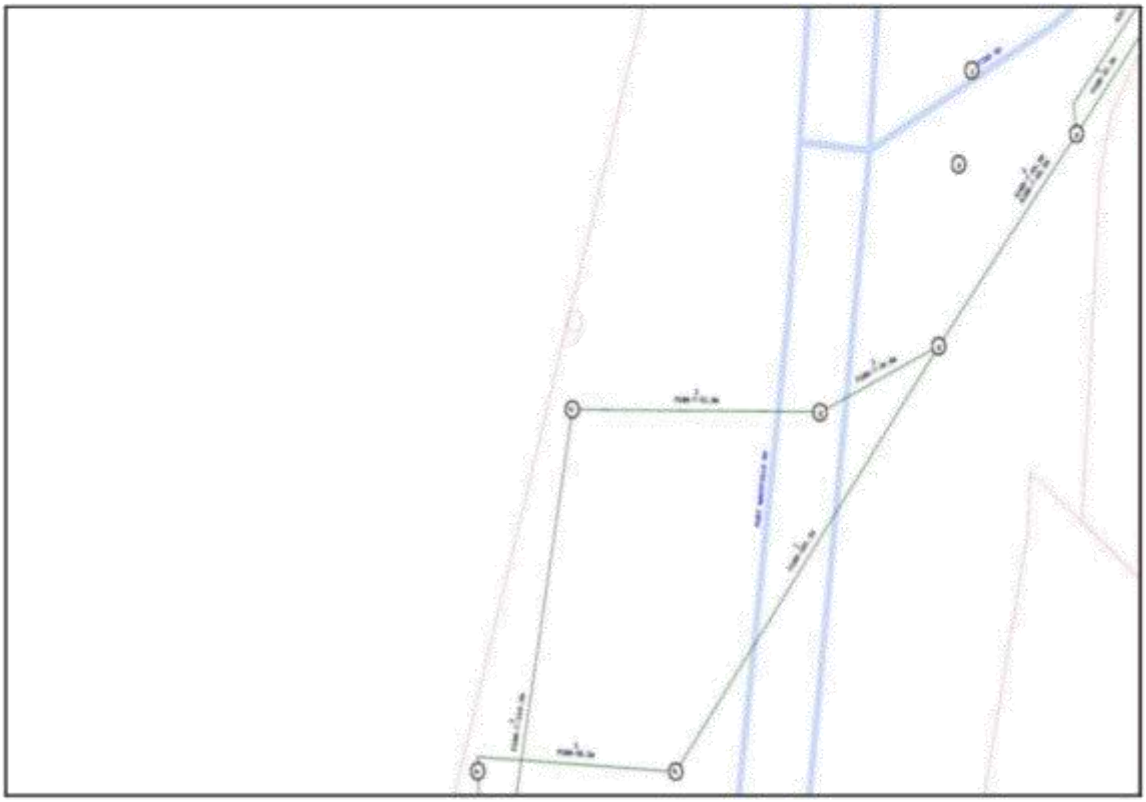


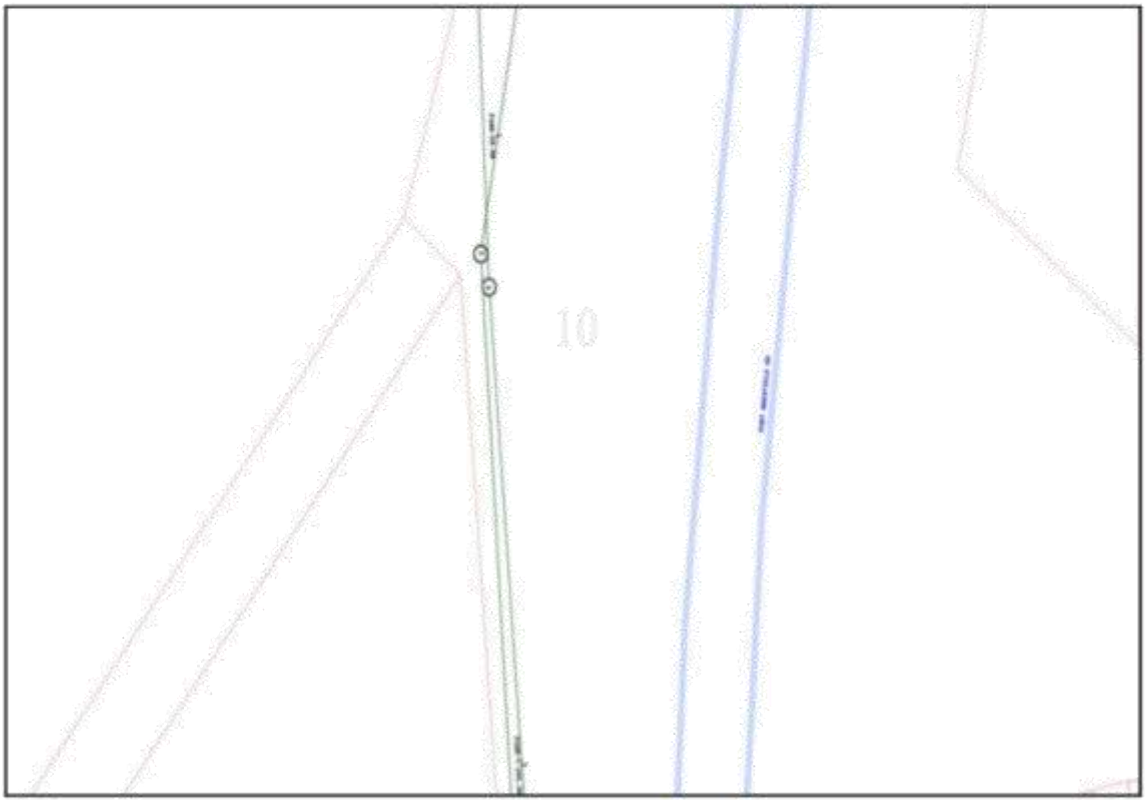








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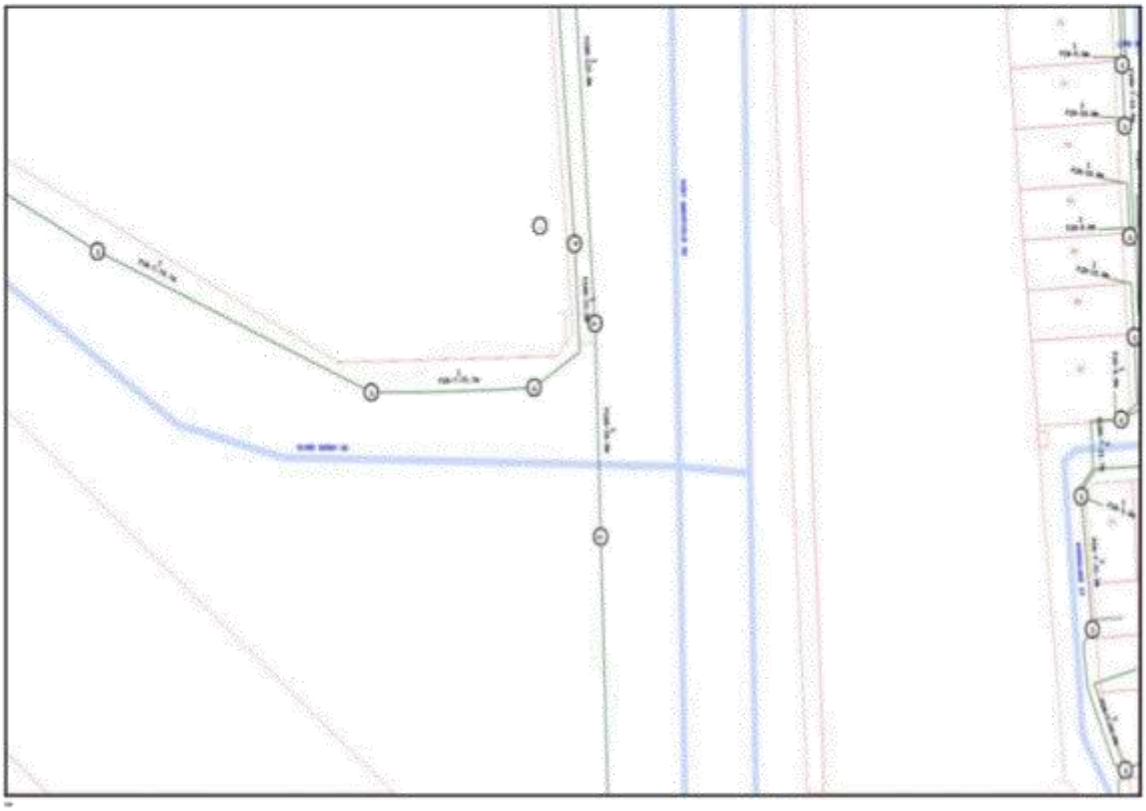


Emergency Contacts

You must immediately report any damage to the **nbn™** network that you are/become aware of. Notification may be by telephone - 1800 626 329.

To:	Gagan Pandey
Phone:	Not Supplied
Fax:	Not Supplied
Email:	gpandey@greenhillaustralia.com.au

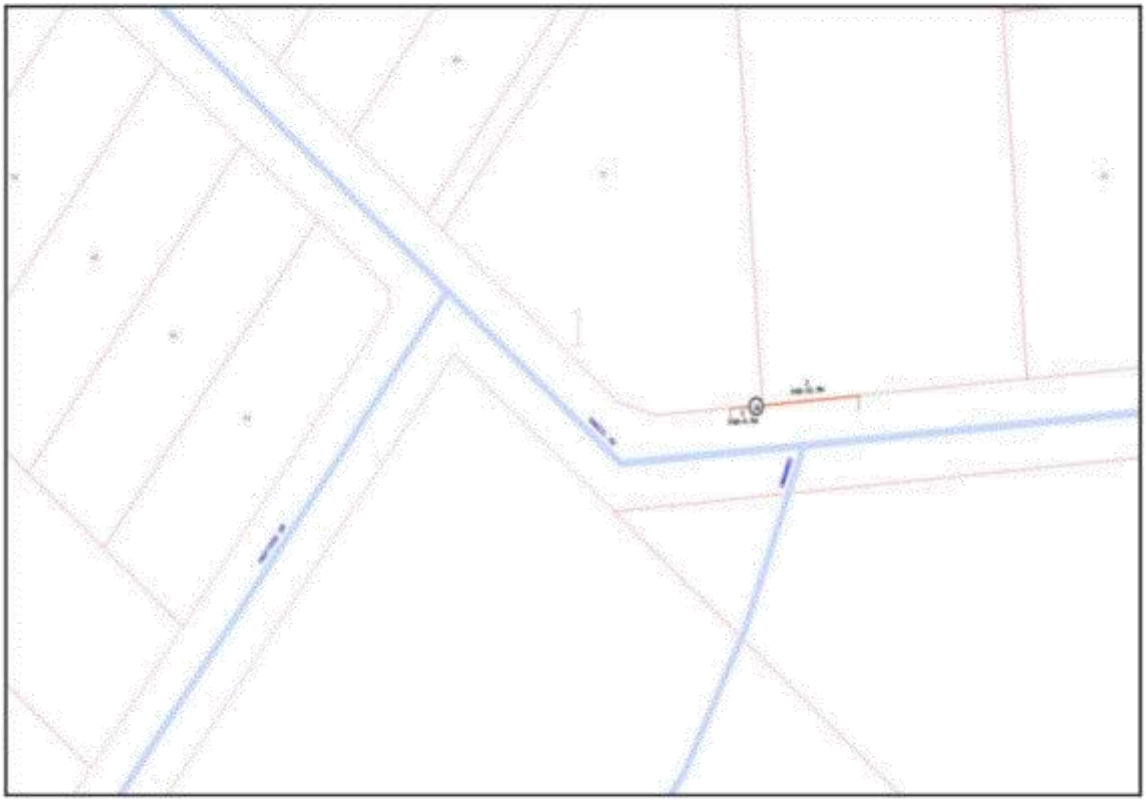
Dial before you dig Job #:	34585041
Sequence #	226868017
Issue Date:	10/07/2023
Location:	21-77 Globe Derby Drive , Globe Derby Park , SA , 5110

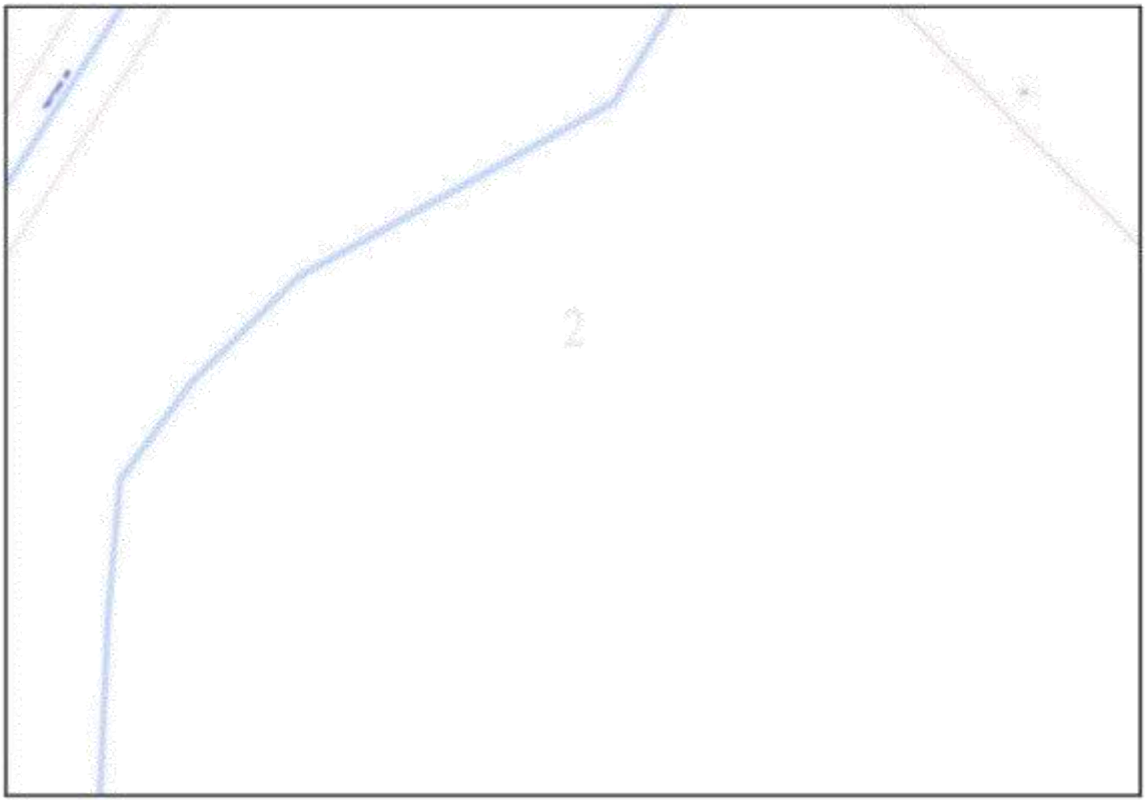
DIAL BEFORE YOU DIG www.1100.com.au

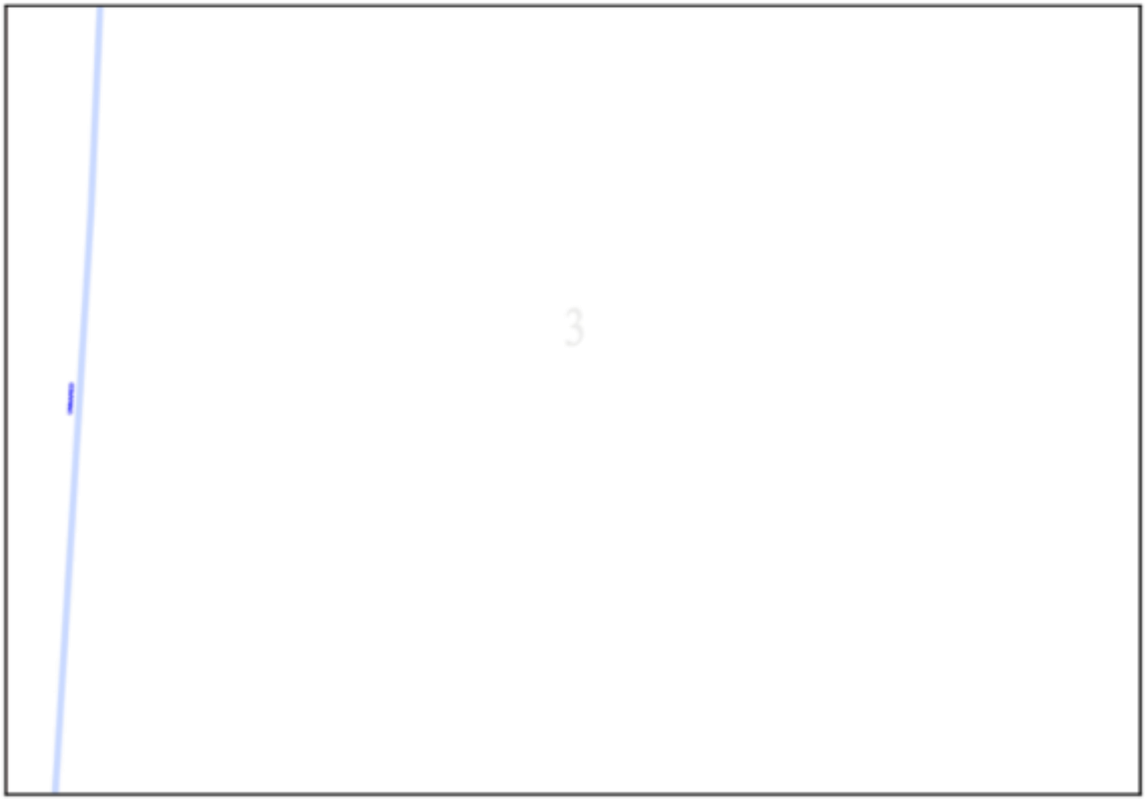
Indicative Plans

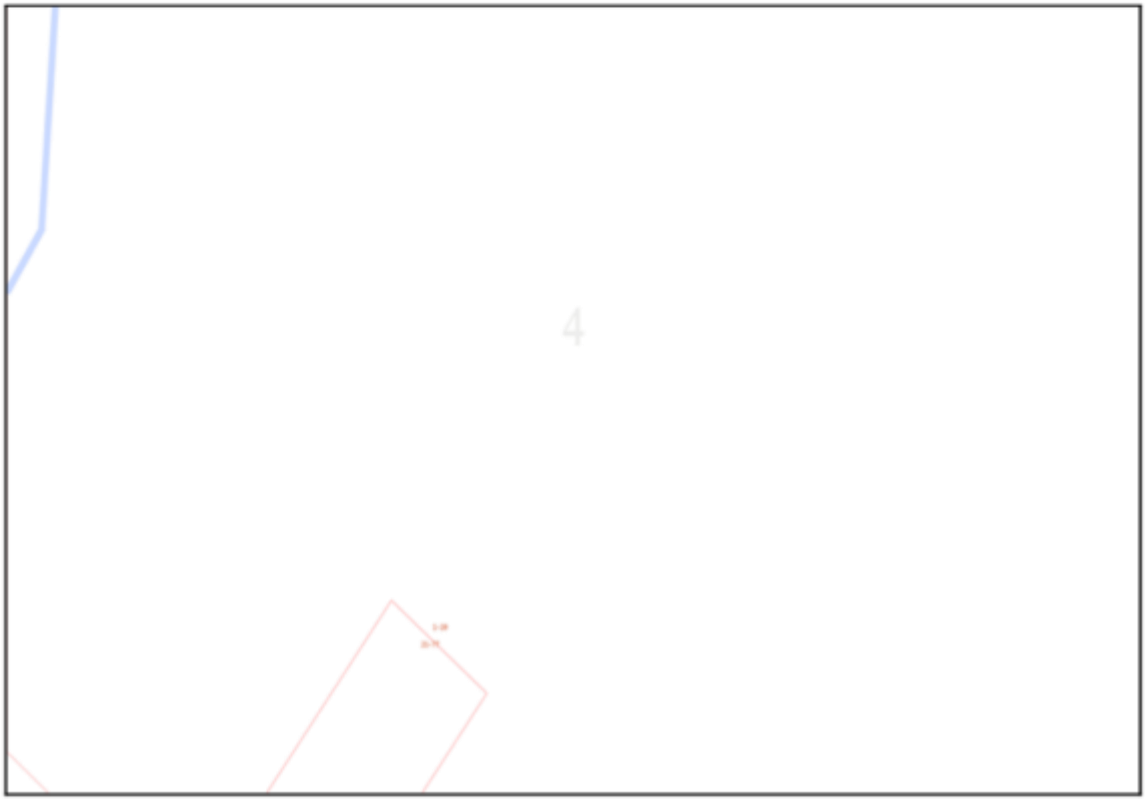
2	8
3	9
4	10
5	11
6	12

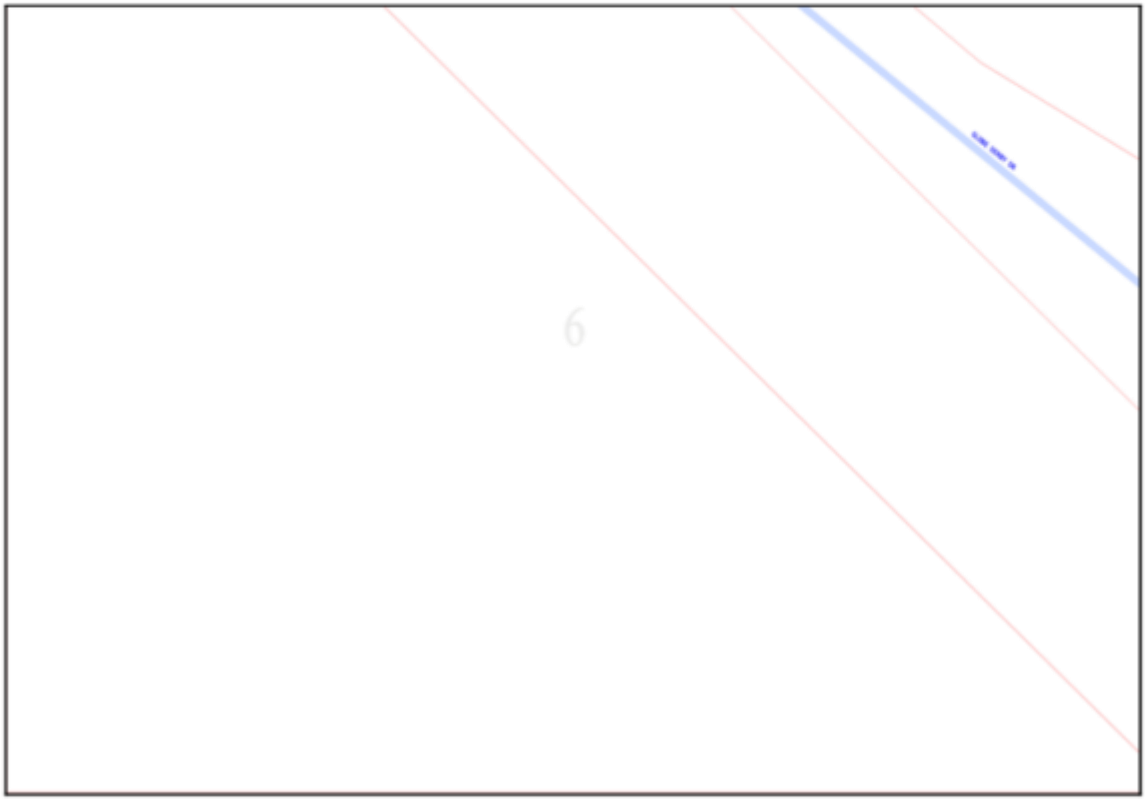
LEGEND	
34	Parcel and the location
5	Pit with size "5"
2E	Power Pit with size "2E". Valid PIT Size: e.g. 2E, 5E, 6E, 8E, 9E, E, null.
	Manhole
	Pillar
2 PO – T- 25.0m P40 – 20.0m 5 9	Cable count of trench is 2. One "Other size" PVC conduit (PO) owned by Telstra (-T-), between pits of sizes, "5" and "9" are 25.0m apart. One 40mm PVC conduit (P40) owned by NBN, between pits of sizes, "5" and "9" are 20.0m apart.
2 10.0m 5 9	2 Direct buried cables between pits of sizes ,"5" and "9" are 10.0m apart.
5 9	Trench containing any INSERVICE/CONSTRUCTED (Copper/RF/Fibre) cables.
5 9	Trench containing only DESIGNED/PLANNED (Copper/RF/Fibre/Power) cables.
5 9	Trench containing any INSERVICE/CONSTRUCTED (Power) cables.
BROADWAY ST	Road and the street name "Broadway ST"
Scale	0 20 40 60 Meters 1:2000 1 cm equals 20 m







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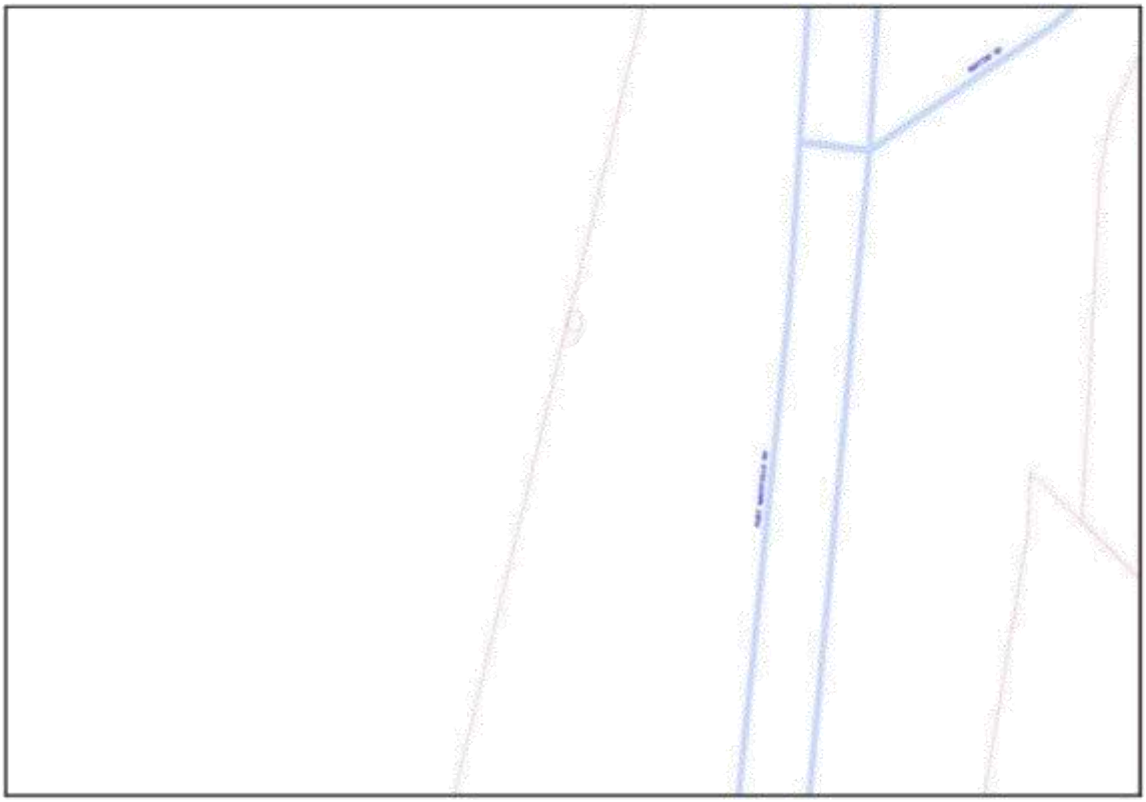

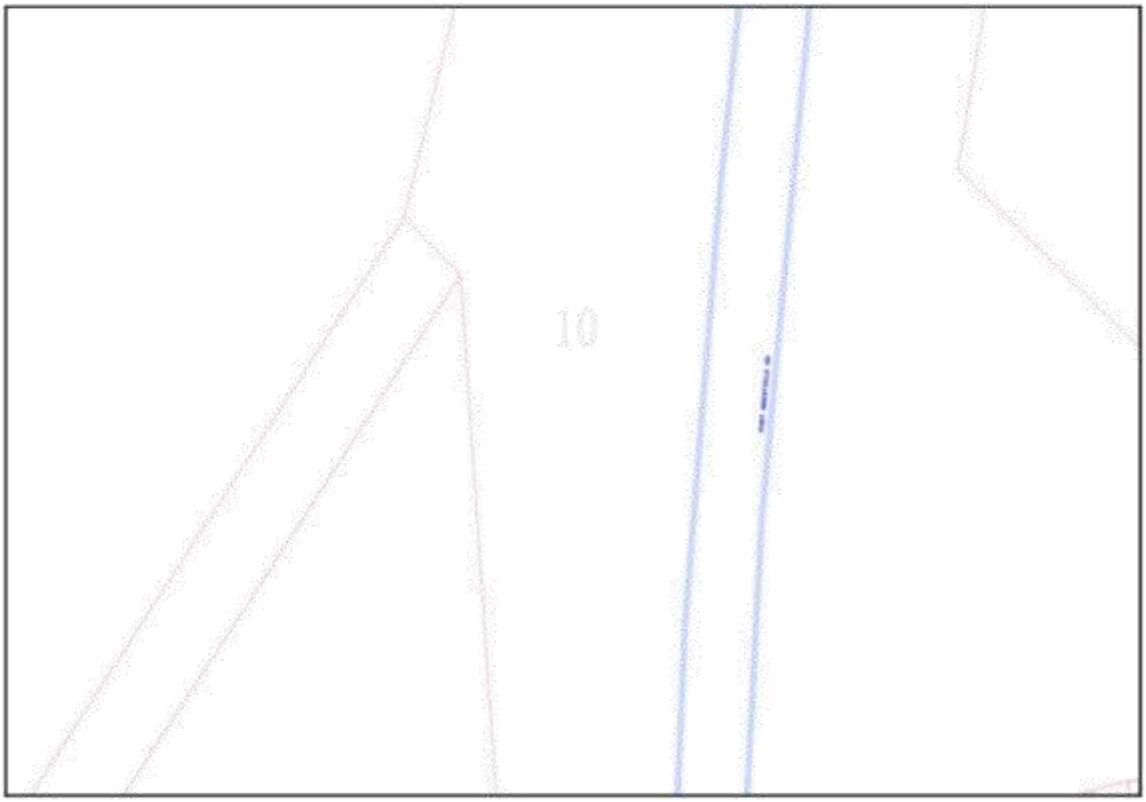
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11

Emergency Contacts

You must immediately report any damage to the **nbn™** network that you are/become aware of. Notification may be by telephone - 1800 626 329.

DIAL BEFORE YOU DIG
The Essential First Step

apa

APA Group
PO Box 6014 Halifax Street
South Australia 5000

10/07/2023

Company: Greenhill Engineers
Gagan Pandey
178 Fullarton Road
Dulwich
SA 5065

gpandey@greenhillaustralia.com.au

Dear Gagan Pandey

Sequence Number: 226868018
Worksite Address: 21-77 Globe Derby Drive
Globe Derby Park
SA 5110

Thank you for your Dial Before You Dig enquiry regarding the location of Gas Assets. We can confirm that the APA Network's Division has **no** underground Gas Assets in the vicinity of the above location.

Please Note: For some DBYD enquiries, you might receive 2 responses from the APA Group. Please read both responses carefully as they will relate to different assets. It is your responsibility to action all requirements set out in APA Group responses.

You are hereby notified that the attached Duty of Care requirements apply to any activity in the vicinity of Gas Assets operated by APA, please ensure you read and comply with all the relevant requirements. Should you have any questions with regards to the attached information please contact our Dial Before You Dig officer - 1800 085 628.

Caution - Damage to gas assets could result in possible explosion and fire with the risk of personal injury.
For Gas Emergencies please call 1800 GAS LEAK (1800 427 532)

Please find enclosed the following information:

- APA's Duty of Care, if you are unclear of your obligations under these requirements please contact the APA Representative listed above immediately
- An overview map with your requested area highlighted to assist in identifying the location of APA's Gas Assets
- A map(s) showing APA's Gas Assets in the requested area, this information is valid for 30 days from the date of this response, **please check this represents the area you requested**, if it does not, please contact the APA Representative listed above immediately

Please ensure you review all the information contained in this response carefully and please do not hesitate to contact us for further information by sending an email to DBYDNetworksAPA@apa.com.au or contacting us direct on 1800 085 628.

Yours Faithfully,

Dial Before You Dig Officer
APA Group
Email: DBYDNetworksAPA@apa.com.au

Mapping information is provided as AS5488-2013 Quality Level D
APA Group • PO Box 6014 Halifax Street SA 5000 • Email: DBYDNetworksAPA@apa.com.au • Template: *SA Not Affected Jun 2022*
Page 1 of 4 • 10/07/2023

Duty of Care - Working Around Gas Assets

General Conditions

- This location enquiry is valid for 30 days from the date of this response
- Expired locations, i.e., over 30 days from the date of this response, require a new Dial Before You Dig request to validate location information
- The location information supplied in this document shall be used as a guide only. APA Group shall not be liable or responsible for the accuracy of any such information supplied pursuant to this request
- It is the responsibility of the excavator to expose all Gas Assets, including Gas Service pipe (see below), **by hand** (Please Note: Do not use vacuum excavation systems as damage to Gas Assets may occur). Gas Asset depths may vary according to ground conditions
- Gas Service (inlet service) connecting Gas Assets in the street to the gas meter on the property are typically **not** marked on the map unless otherwise stated
- Generally, a map of the Gas Service (inlet service) connection may be found inside the gas meter box
- Some Gas Assets are installed inside of a casing. The locations where a Gas Asset changes from inserted to direct burial are not marked on the map
- This information has been generated by an automated system based on the area highlighted in your DBYD request and has not been independently verified. **It is your responsibility** to ensure that the information supplied in this response matches the dig site you defined when submitting your Dial Before You Dig enquiry. If the information does not match the dig site or you have any question, please contact APA immediately using the details listed on the first page and / or please resubmit your enquiry
- If you still require an on-site visit from an APA representative for location or site watch support, this can be provided. A minimum of 5 business days are required to arrange attendance by an APA Group representative.

- **The following rates are applicable to APA on-site representation for supervision or location:**

Item	Rate
Site Watch - Normal Hours	$143.42 (hr)
Site Watch - After Hours	$175.06 (hr)
Electronic Locate – Normal Hours	$143.42 (hr)
Electronic Locate – After Hours	$175.06 (hr)
Cancellation	2 hrs (where less than 1 business day notice is provided)
Mains Proving	As quoted by APA

Notes:
- All prices are exclusive of GST
- All partial hours will be charged at a full hour rate for the first hour, 1hr minimum charge.
- Cancellations must be received 1 business day prior to the booked supervision otherwise a 2hr charge will be incurred
- Contact us for State specific hours of business.

- For **Gas Emergencies** please call 1800 GAS LEAK (1800 427 532)

APA CHANGE NOTIFICATION

The map below may have different symbols to those you are familiar with.

APA recently upgraded the asset mapping software utilised for Dial Before You Dig requests.

To avoid confusion, please carefully review the legend along with the map.

Please direct any questions to DBYDNetworksAPA@apa.com.au

Mapping information is provided as AS5488-2013 Quality Level D
APA Group • PO Box 6014 Halifax Street SA 5000 • Email: DBYDNetworksAPA@apa.com.au • Template: *SA Not Affected Jun 2022*
Page 3 of 4 • 10/07/2023

DIAL BEFORE YOU DIG
The Essential First Step

apa

Site Address	21-77 Globe Derby Drive Globe Derby Park 5110		226868018
Name	Gagan Pandey		
Email	gpandey@greenhillaustralia.com.au		

Scale 1: 6000	N	Enquiry Area / Map Key Area

APA Group does not guarantee the accuracy or completeness of the map and does not make any warranty about the data. APA Group is not under any liability to the user for any loss or damage (including consequential loss or damage) which the user may suffer resulting from the use of this map

Mapping information is provided as AS5488-2013 Quality Level D
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Page 4 of 4 • 10/07/2023

SA Power Networks

Dial Before You Dig (DBYD)
Location Information

To:
Greenhill Engineers - Gagan Pandey
178 Fullarton Road
Dulwich SA 5065

Enquiry Details	
Utility ID	50800
Sequence Number	226868019
Enquiry Date	10/07/2023 14:42
Response	**AFFECTED**
Address	21-77 Globe Derby Drive Globe Derby Park
Location in Road	Road,Nature Strip,Footpath
Activity	Planning and Design

Enquirer Details	
Customer ID	3282628
Contact	Gagan Pandey
Company	Greenhill Engineers
Email	gpandey@greenhillaustralia.com.au
Phone	+61880461300

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Underground cable locations
ASSETS FOUND

The process:

1. You made an enquiry with Dial Before You Dig (1100).
2. Dial Before You Dig referred your enquiry to SA Power Networks (South Australia's Distribution Network).
3. SA Power Networks has checked their records and have found underground assets in your request area.
4. Please review the attached Asset Map(s) in regard to your excavation, as there may be some restrictions that apply if your excavation is greater than 300mm below ground level and less than 3.0m from an SA Power Networks Asset. Further explanation of restricted and exclusion zones can be found at *http://www.sapowernetworks.com.au/public/download.jsp?id=1775* OR search sapowernetworks.com.au for NICC 404 and by referring to the figure on page 10, 11 or 12.
5. An on-site assessment and/or technical drawings may also be necessary to ascertain the exact cable/asset location. This service can be provided by SA Power Networks and may incur a cost.
6. Please contact your local SA Power Networks Location Officer to schedule work or make further enquiries regarding this request either by return email or the contact number supplied. Other general enquiries can be made on (08) 8292 0218.
7. If you have damaged SA Power Networks Assets immediately notify Faults & Emergencies on (08) 8404 4496.

Please note: Underground services in the vicinity of any proposed earthworks must be located by hand digging (pot-holing) prior to the commencement of works. Persons conducting works will be held responsible for any resulting loss or damage to the services associated with infrastructure

Important information and conditions of use for users of underground services information supplied by SA Power Networks

Indicative information only

The accompanying information is intended only to indicate the presence of SA Power Networks' underground services and/or to convey general indicative information in respect of the location marked on the plans. **The information does not necessarily provide current, comprehensive or accurate description or location of the underground services or associated infrastructure.**

The information may also describe or indicate the presence of underground services or infrastructure not owned by SA Power Networks, for example, electrical services connected to an SA Power Networks' service point. SA Power Networks takes no responsibility for services or infrastructure that is not owned or operated by SA Power Networks or the accuracy or completeness of their description or location in the accompanying information.

Additional technical information may be requested from SA Power Networks for planning or engineering design (non-digging) purposes. Such requests are to be directed to SA Power Networks Builders and Contractors Electrical Service Line (1300 650 014).

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Identifying the location of underground services
Working near or around live electrical cables can be hazardous. **An on-site assessment is strongly recommended prior to undertaking ANY works and is necessary to determine the location of the underground services.** This can be undertaken by SA Power Networks or an alternative professional locating service provider. Enquiries can be made about SA Power Networks' cable location service by telephoning (08) 8292 0218.

Restrictions may apply in regard to your excavation particularly if your excavation is greater than 300mm below ground level and less than 3.0m from an SA Power Networks asset. Further explanation regarding restricted exclusion zones can be found at *http://www.sapowernetworks.com.au/public/download.jsp?id=1775* OR search sapowernetworks.com.au for NICC 404 and by referring to the figures on pages 10, 11 or 12.

Underground services in the vicinity of any proposed earthworks must be located by hand digging (pot-holing) prior to the commencement of the works. Persons conducting works will be held responsible for any resulting loss or damage to the services or associated infrastructure.

Working near high voltage 66kV underground cables
Persons intending to conduct earthworks in the vicinity of an SA Power Networks high voltage 66kV underground cable MUST first obtain a site-specific clearance by contacting the SA Power Networks Cable Management Technical Officer on 0403 582 174.

Basis of information supply
The accompanying information is supplied at the request of, and is only provided for use by, the requestor. The information is valid for 30 days from the date of issue.

SA Power Networks, its employees, agents and contractors shall accept no responsibility for any inaccuracy or incompleteness in the information provided or liability in respect of any personal injury, death, loss or damage to any real or personal property or otherwise that arises out of or in connection with, directly or indirectly, the provision of or reliance upon the information.

It is the requestor's responsibility to ensure that the information provided accords with the area depicted on the requestor's Dial Before You Dig request. The information provided should not be used in respect of any area outside of the area depicted on the Dial Before You Dig request. SA Power Networks does not warrant that the information is suitable for the requestor's intended purposes.

Any use of the accompanying information is subject to the requestor's agreement to the conditions contained in this document. Upon acceptance of these conditions, SA Power Networks grants the requestor permission to use the information. The information must be returned to SA Power Networks if the conditions are not accepted.

Important note: It is an offence under the Electricity Act 1996 (SA) to cause damage to or interfere with electrical infrastructure

Date: 10/07/2023

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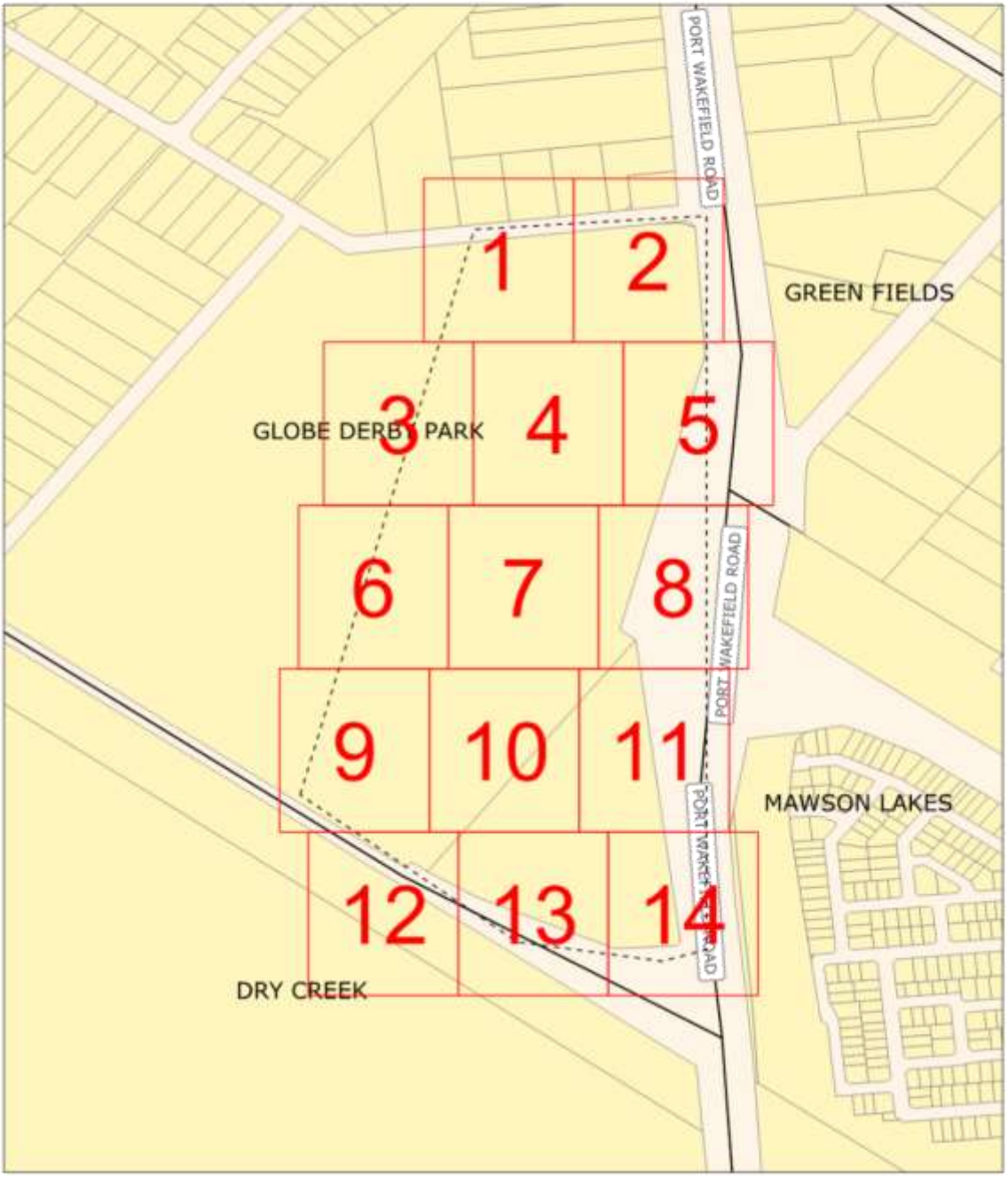
SA Power Networks

Overview Map

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



Disclaimer: The Plan/Sketch is supplied at your request and is subject to your agreement that SA Power Networks shall not be liable or responsible for the correctness or otherwise of any such information supplied pursuant to this request. Upon acceptance of this condition SA Power Networks grants you permission to use the Plan/Sketch as a guide to the location of SA Power Networks assets. The Plan/Sketch must be returned to SA Power Networks if you fail to accept the conditions of use.

N

0 0.06km

LEGEND:

1 Detail Map

DBYD Requested Area

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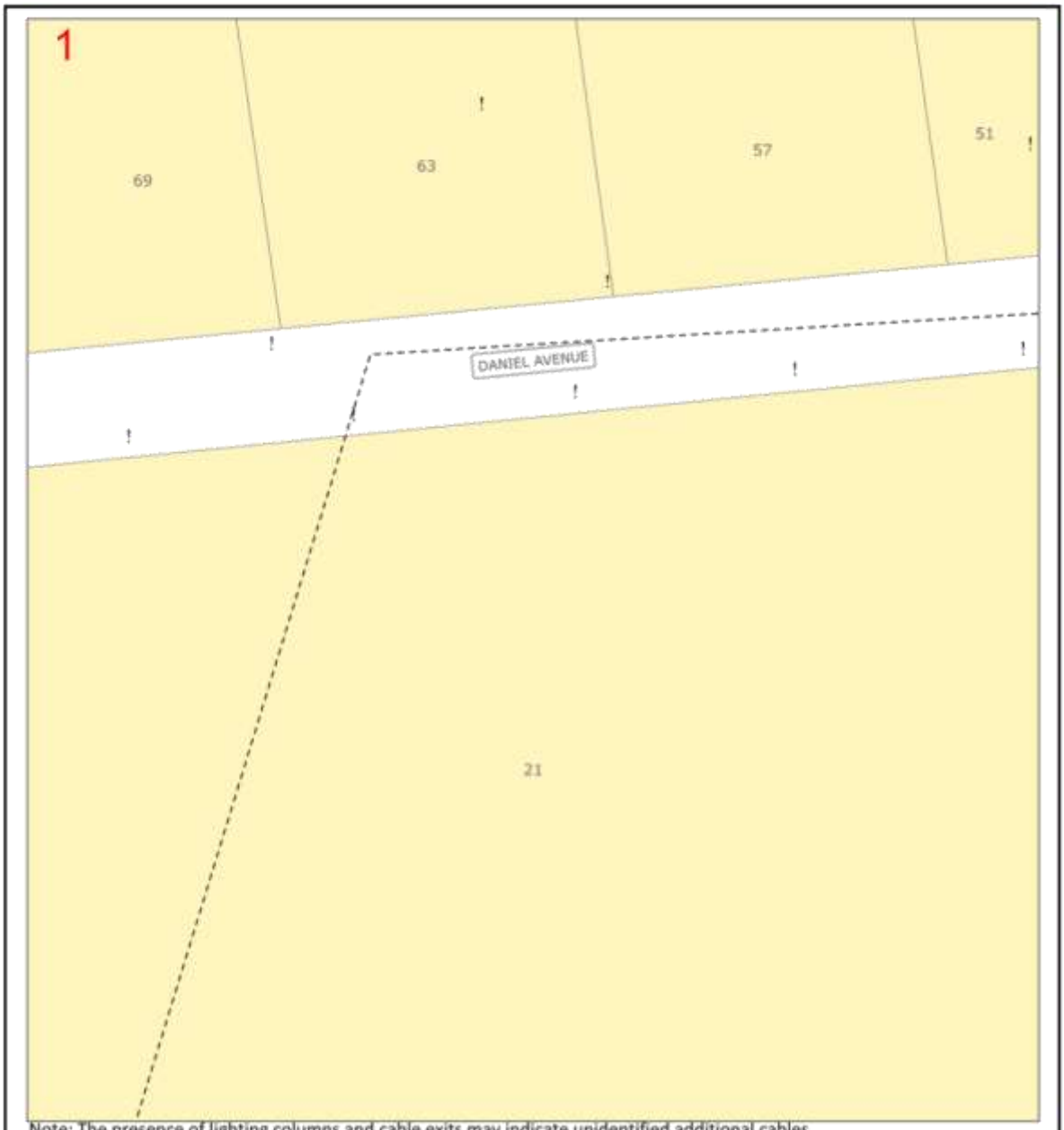
Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 1

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



Note: The presence of lighting columns and cable exits may indicate unidentified additional cables.

LEGEND:

Cable Exits	Cables		
66kV/132kV	66kV/132kV	DBYD Requested Area	Fibre Cable/Duct
33kV	33kV	HV Switch Unit	Fibre Pit
19kV	19kV	Transformer Unit	Pilot Cable
11kV	11kV	HV Joint Bay	Pilot Manhole/Pit
Other HV	Other HV	LV Switching Cubicle/Pit	Substation
Not In Service	Not In Service	Pit	Electricity Pole
Low Voltage	Low Voltage	Electrical Earthing Area	Light Column

N

0 0.009km

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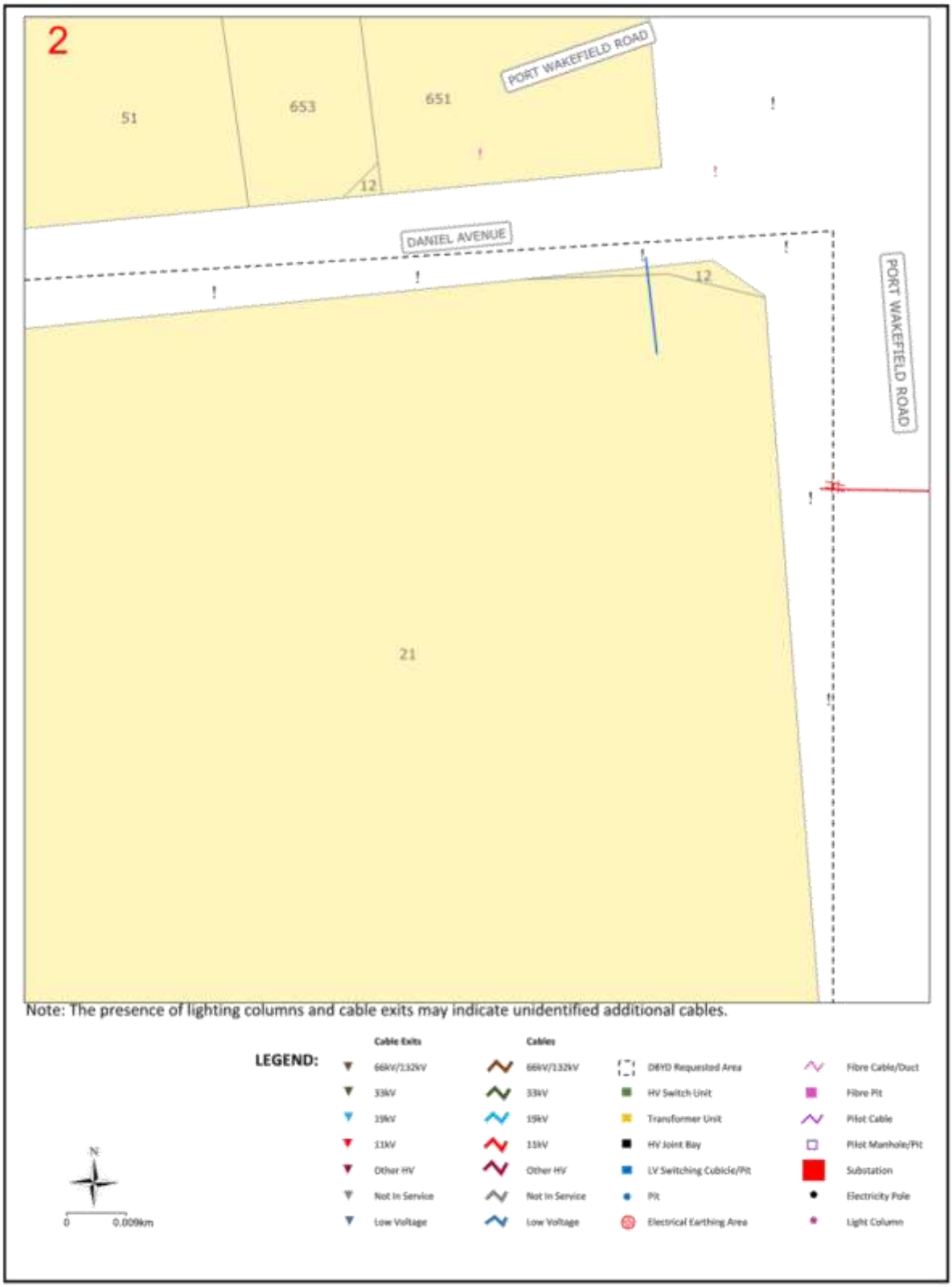
Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 2

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



Powered by dbyd

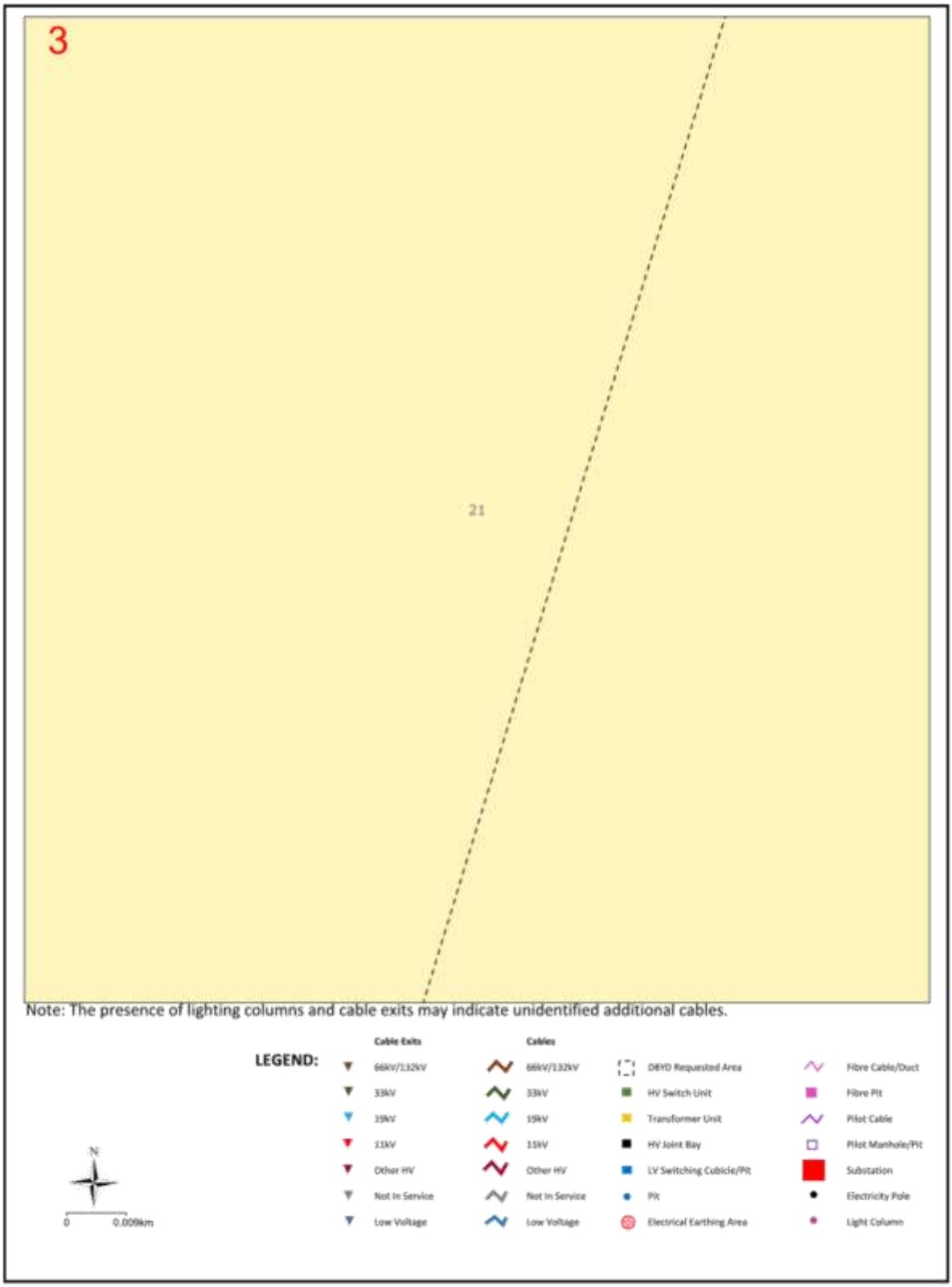
Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 3

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



Powered by dbyd

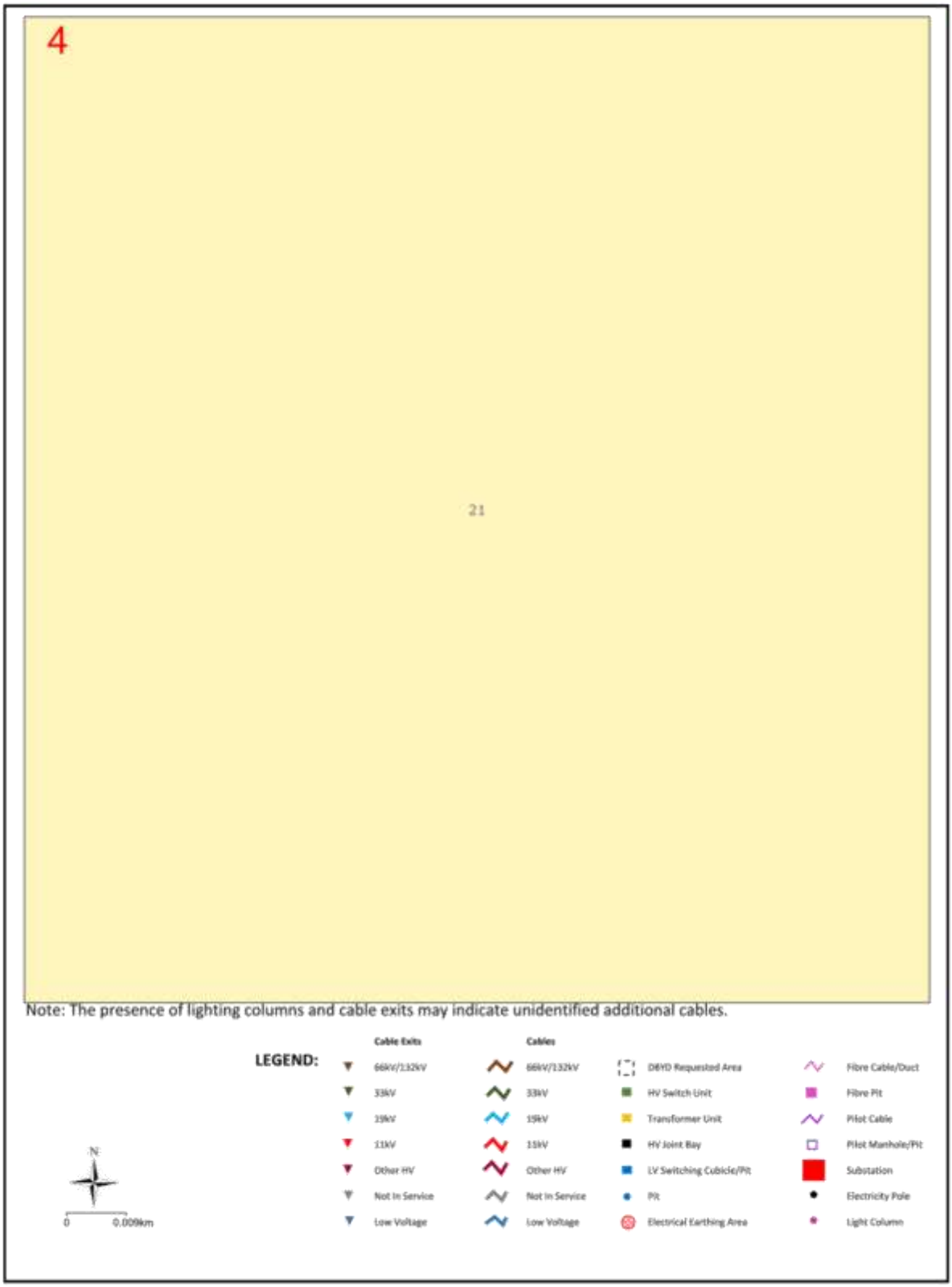
Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 4

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



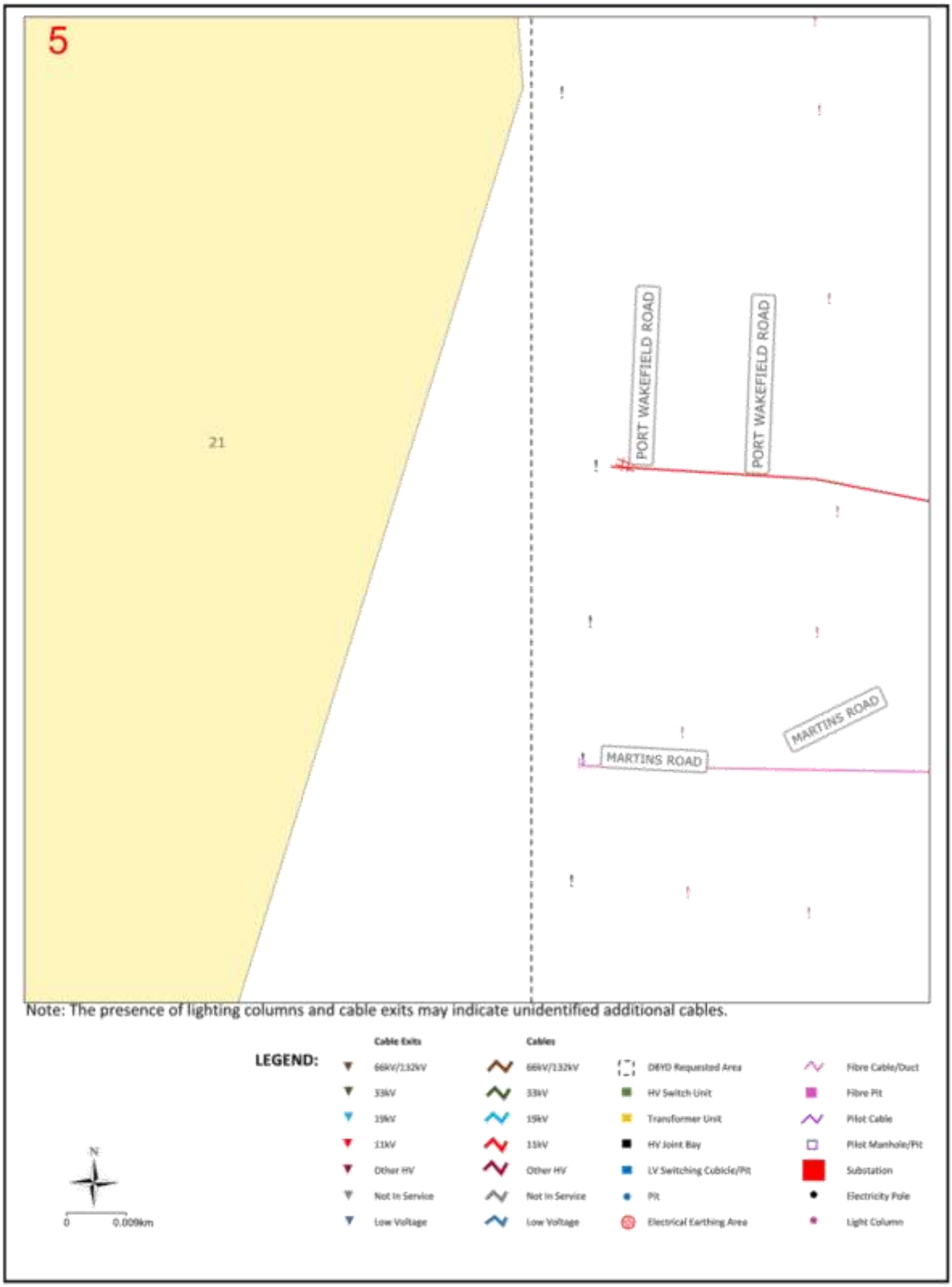
Powered by dbyd

SA Power Networks

Map 5

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



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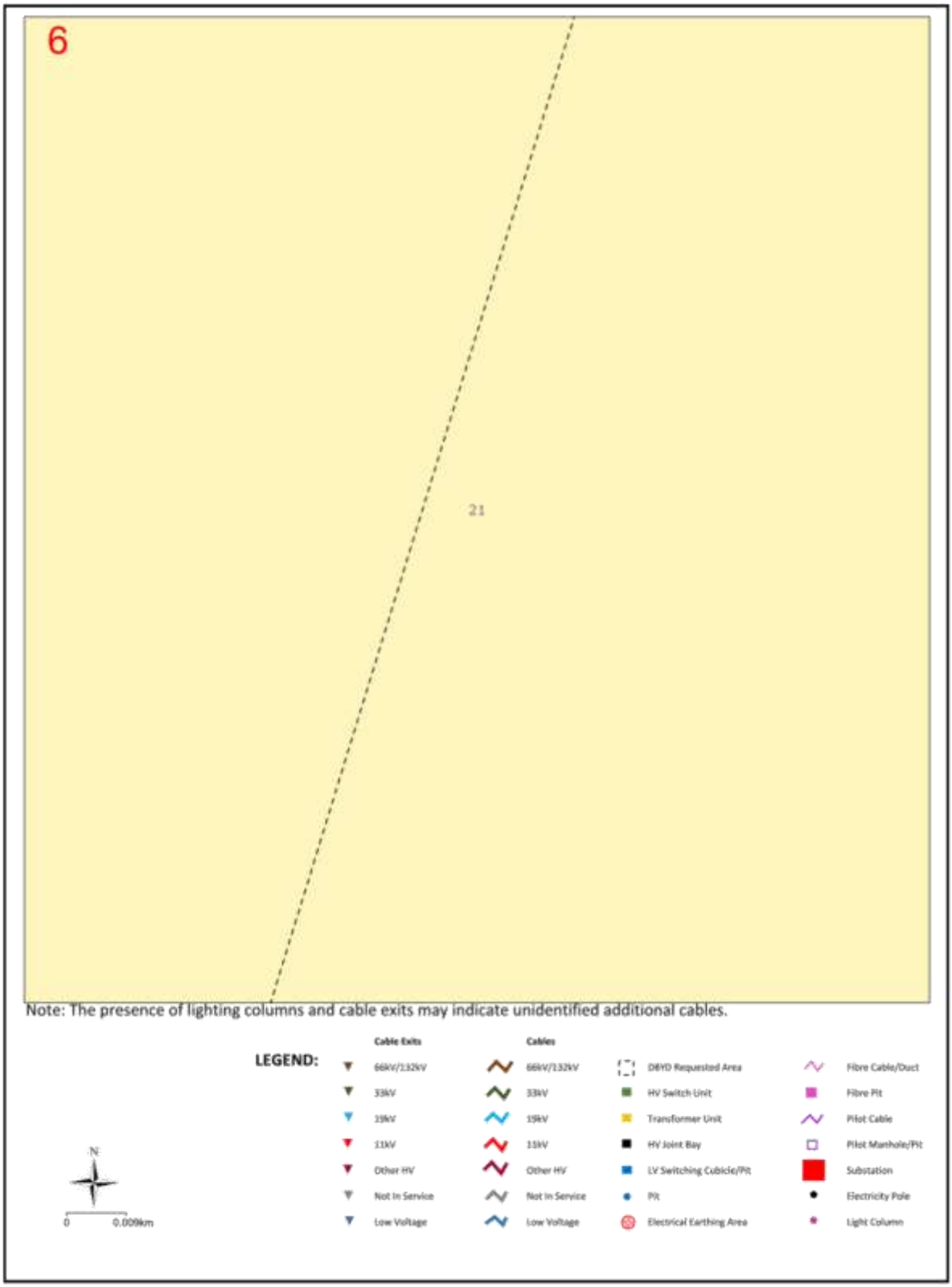
Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 6

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



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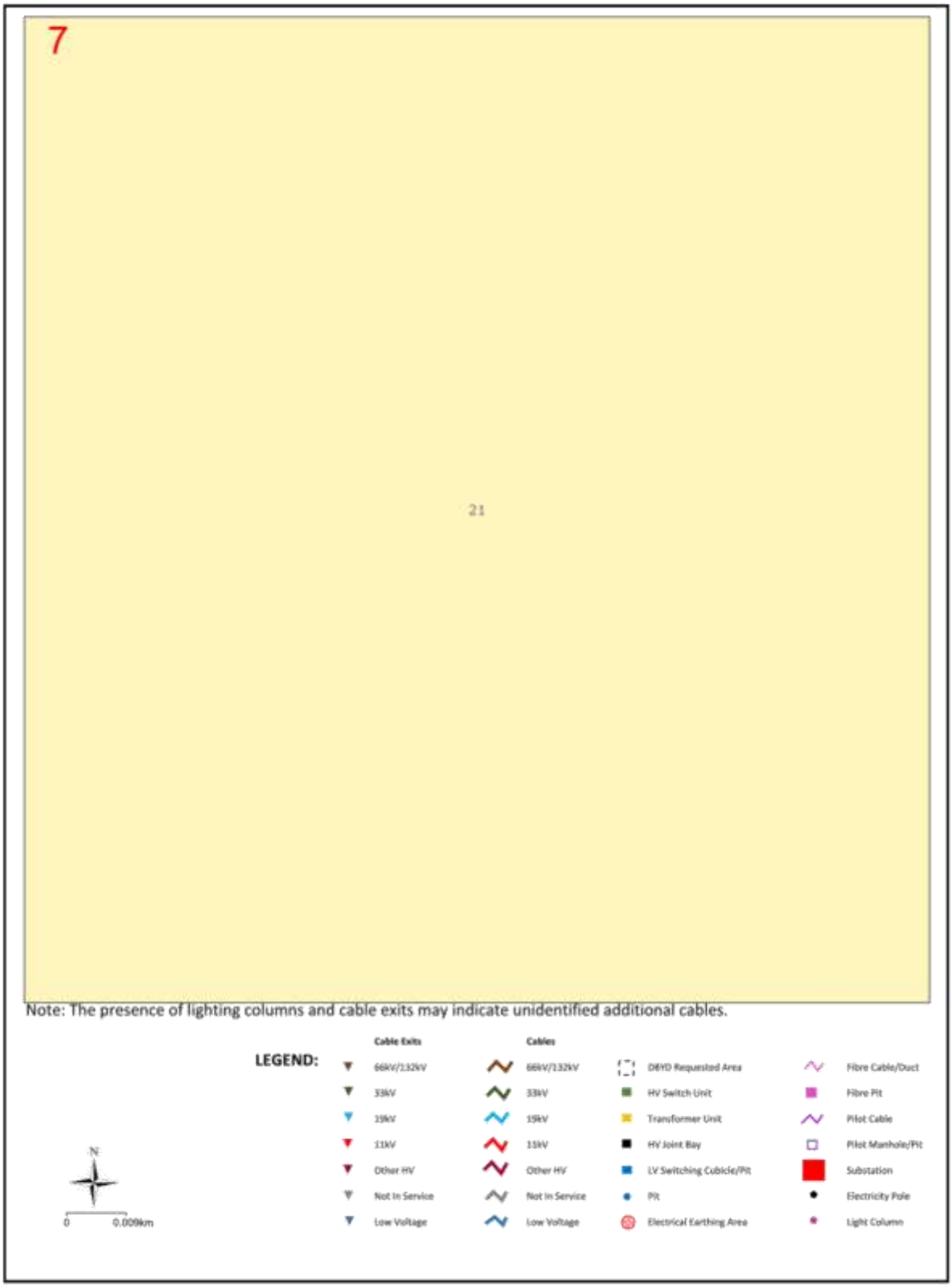
Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 7

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



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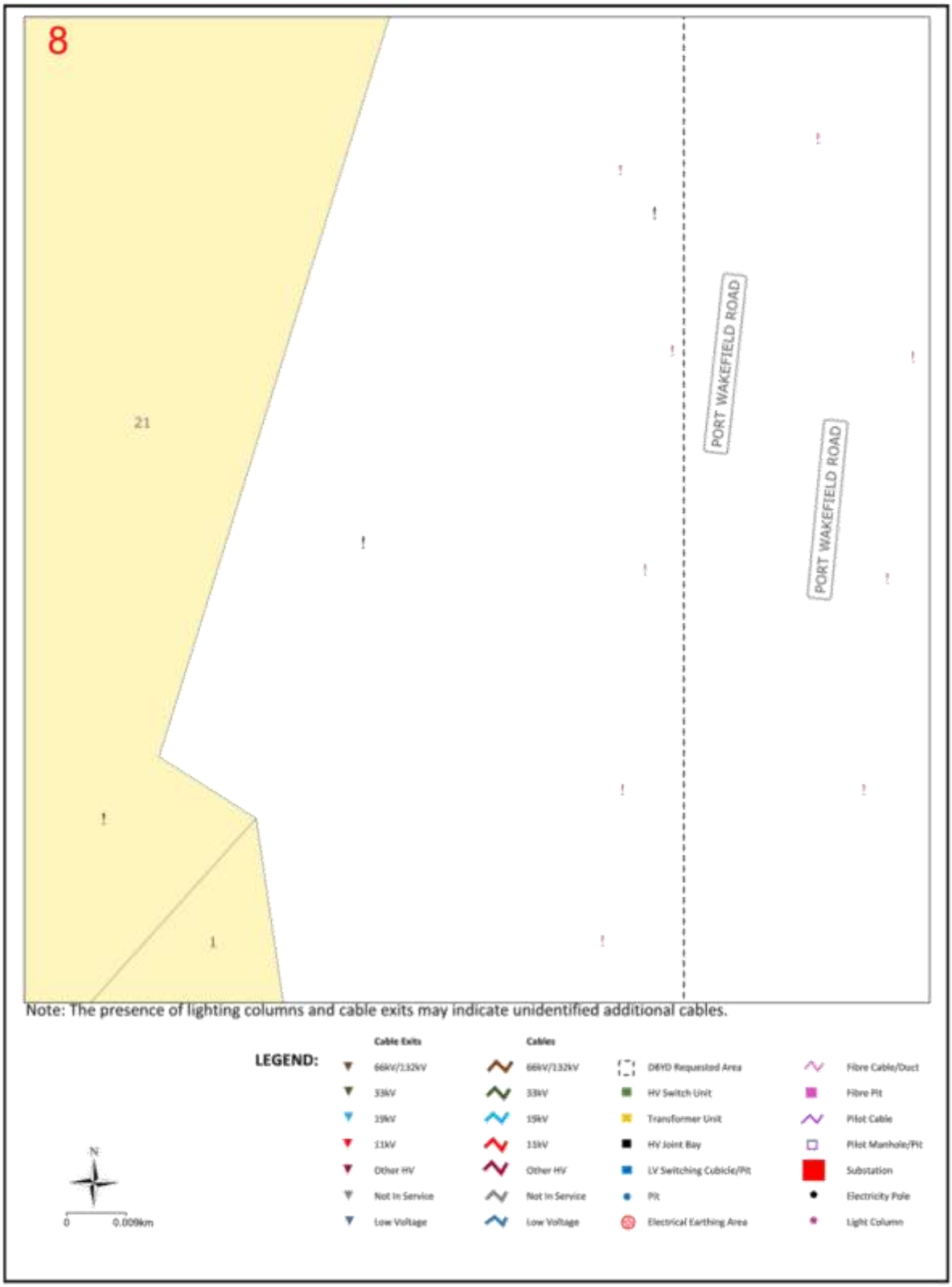
Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 8

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



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Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 9

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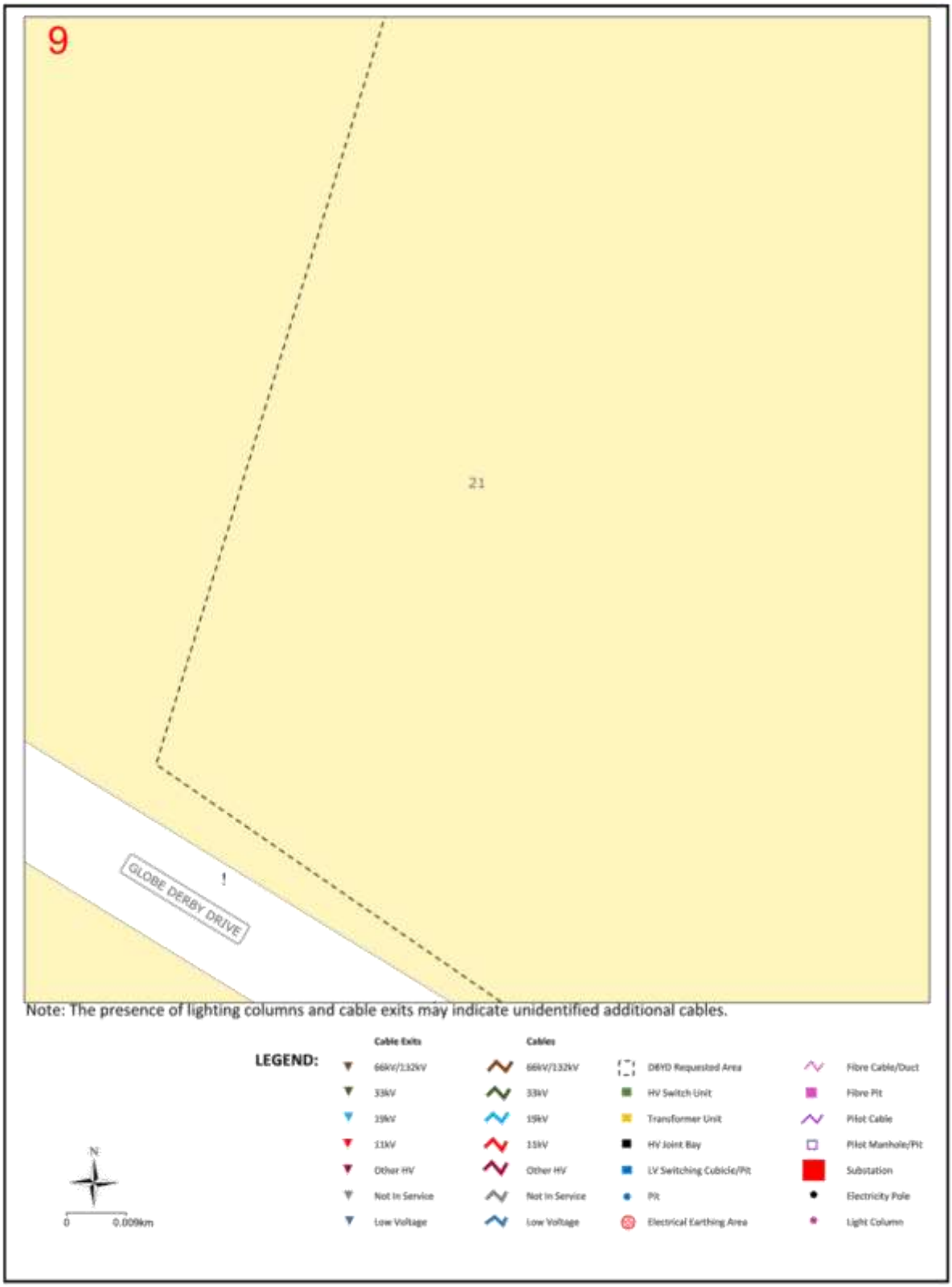

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Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 10

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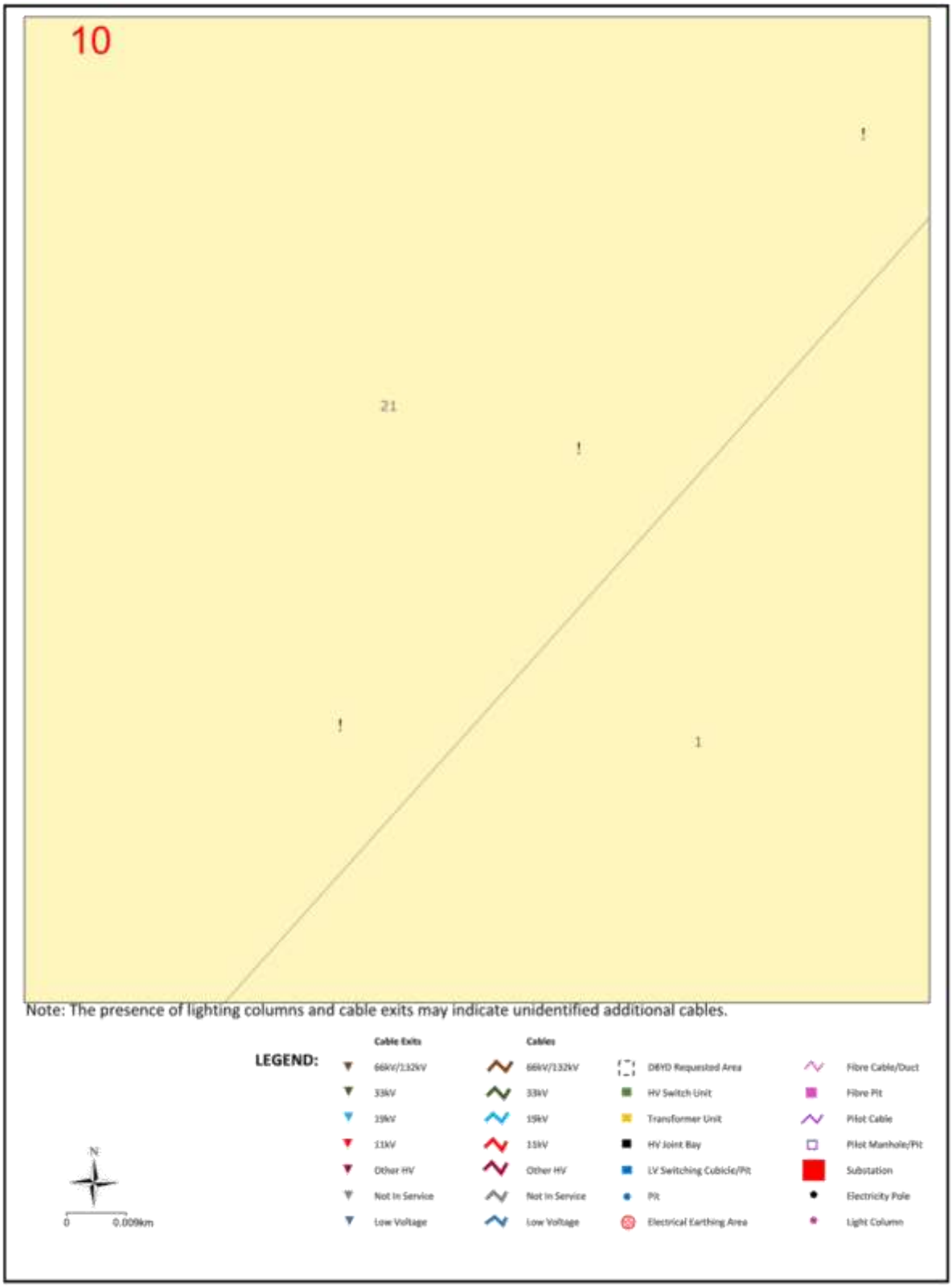

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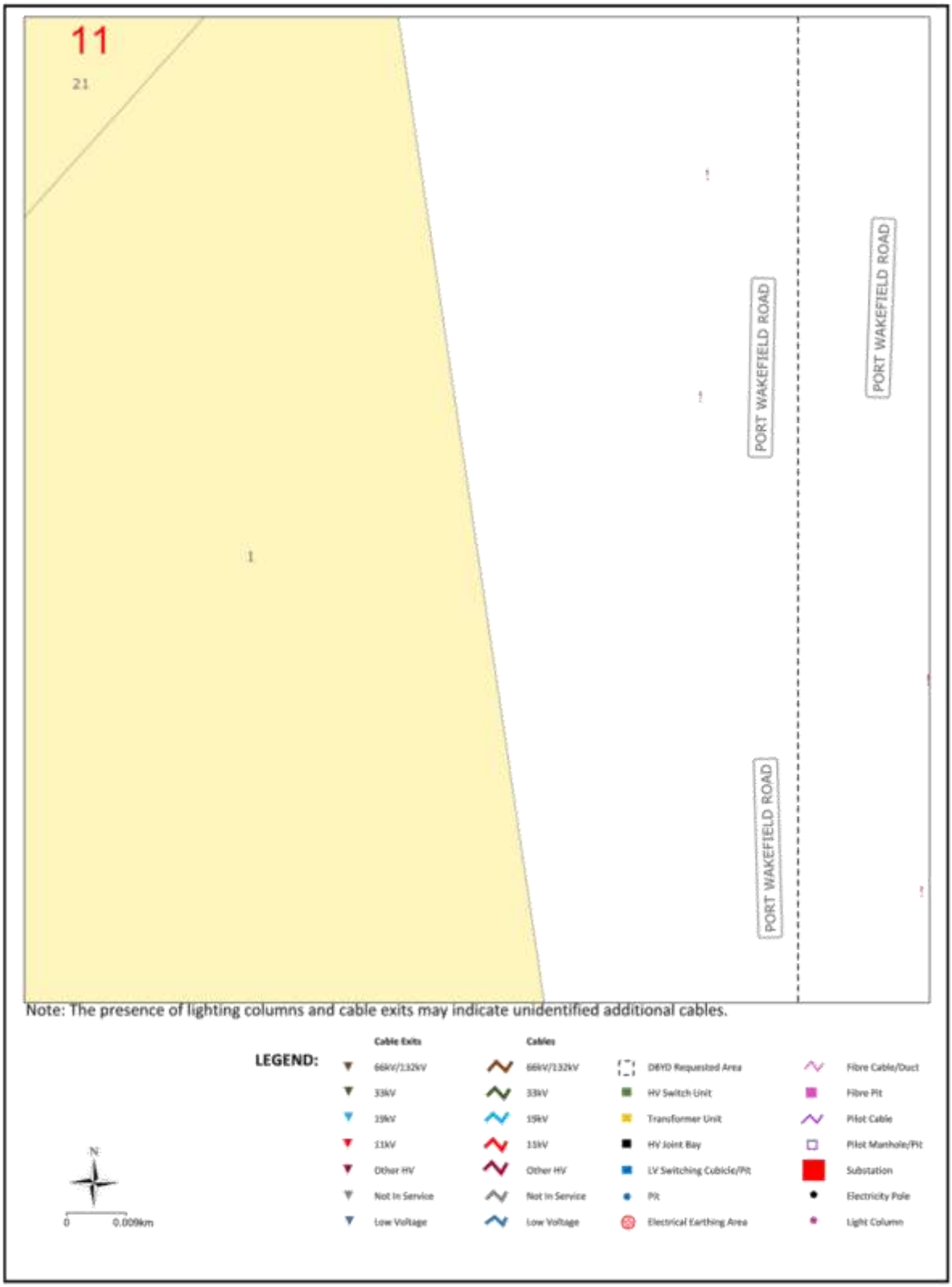
SA Power Networks

Map 11

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



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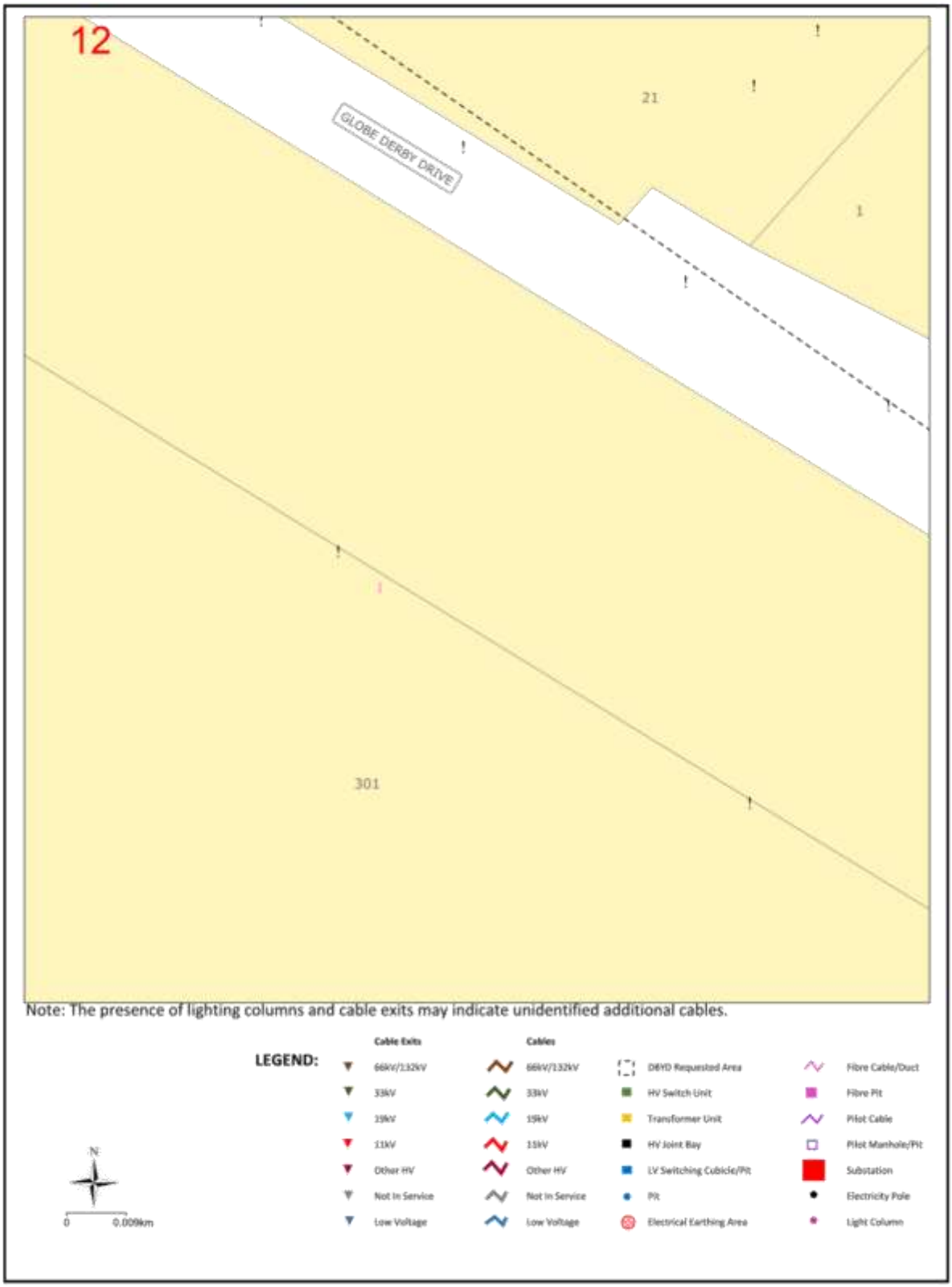
Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 12

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



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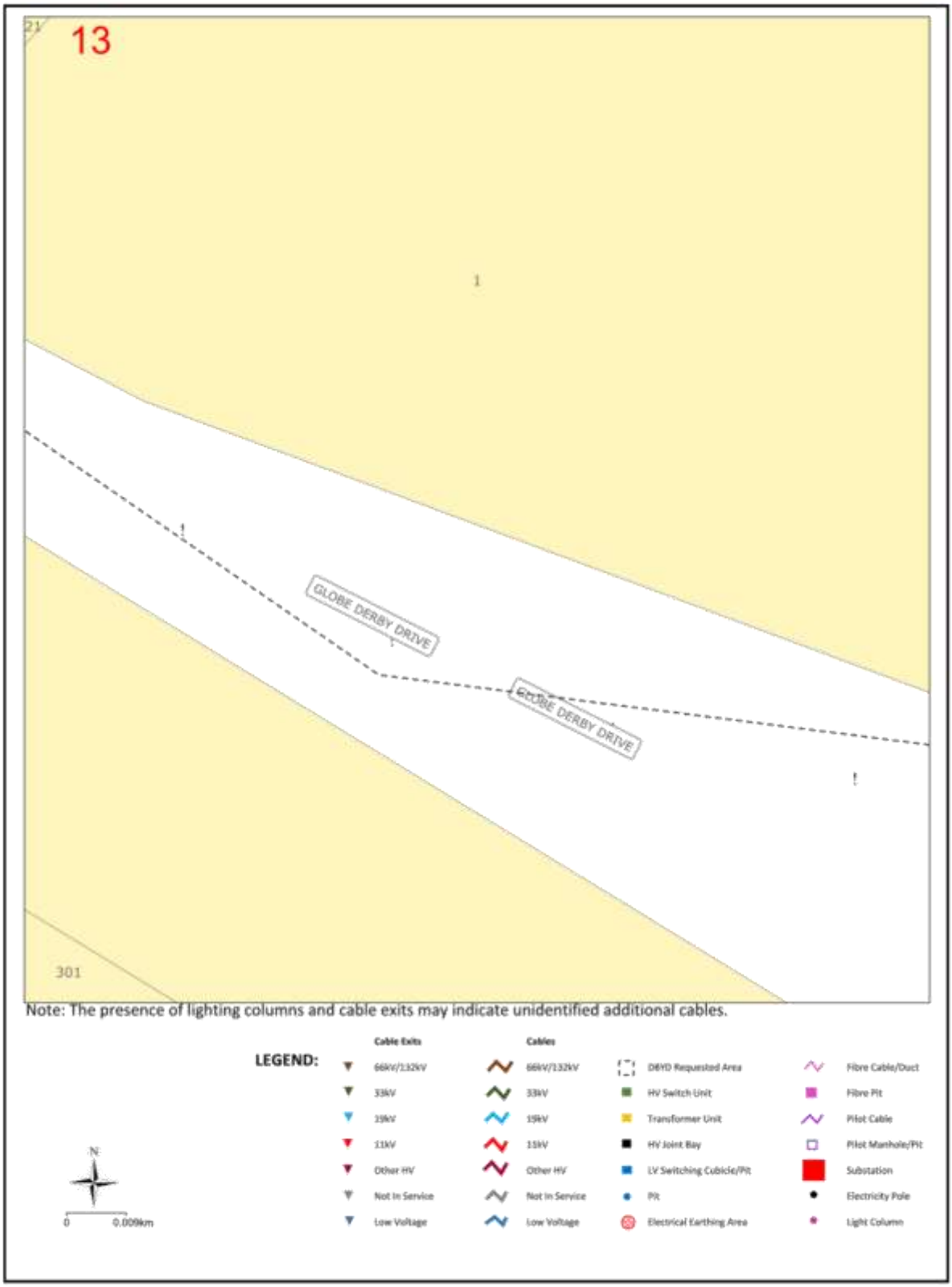
Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 13

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



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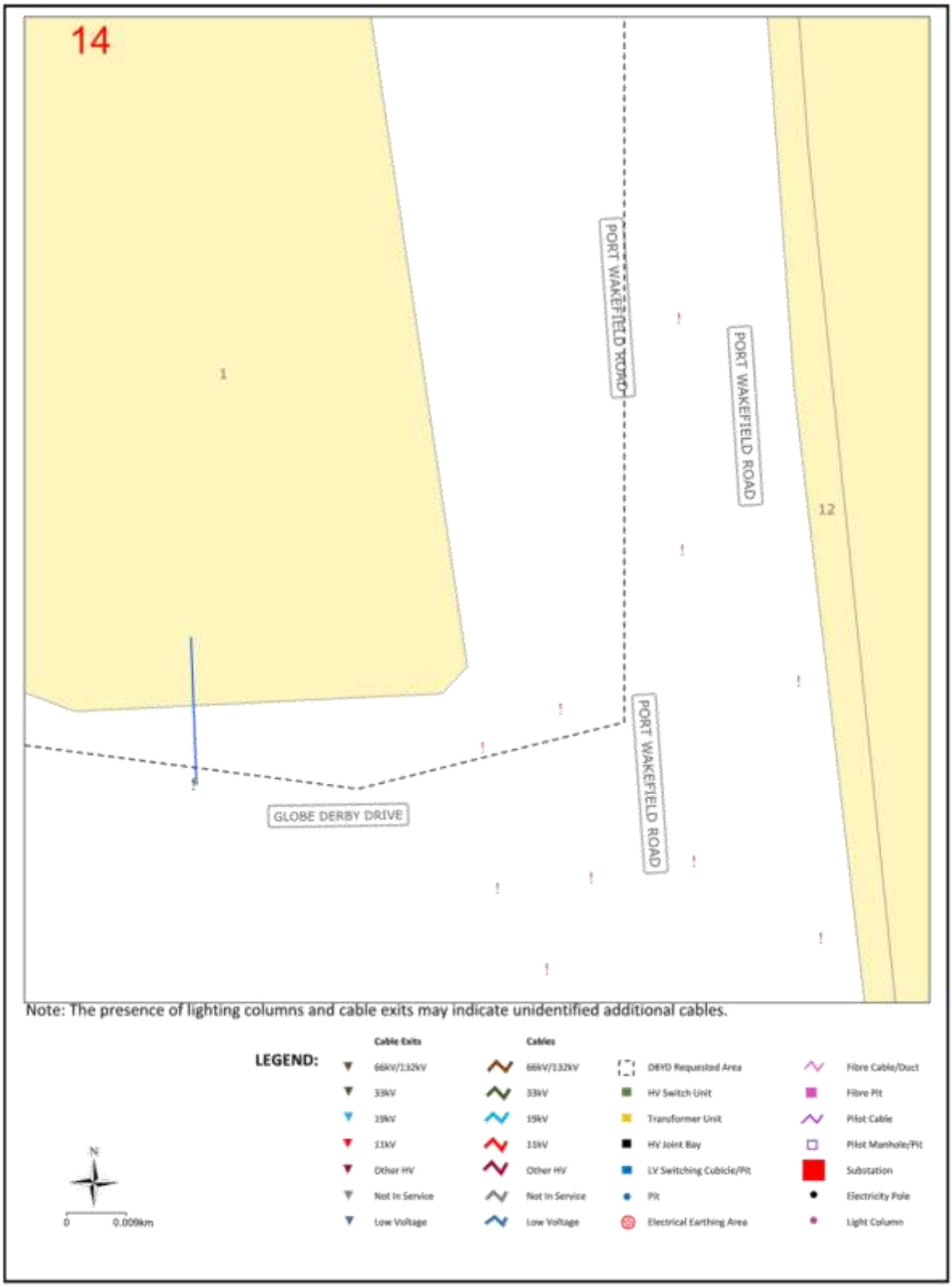
Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

SA Power Networks

Map 14

Sequence No: 226868019

21-77 Globe Derby Drive Globe Derby Park



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Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

Epic Energy South Australia Pty Limited
ACN 068 599 815
Level 6, 70 Franklin Street, Adelaide SA 5000
Telephone (08) 8343 8100
Facsimile (08) 8349 6493
Web Site www.epicenergy.com.au

10/07/2023

Gagan Pandey
178 Fullarton Road
gpandey@greenhillaustralia.com.au

Dear Gagan Pandey

BYDA Sequence No. 226868021
Worksite Address: 21-77 Globe Derby Drive
Globe Derby Park

Before You Dig Inquiry Response

Thank you for your BYDA enquiry regarding the location of our High Pressure Gas Pipelines, we can confirm that Epic Energy **does not have a high pressure gas transmission pipeline and infrastructure** in the vicinity of your proposed works.

Epic Energy's pipeline asset **IS NOT AFFECTED** by the activity of
Planning and Design

NO WORKS ARE TO BE CARRIED OUT NEAR A GAS TRANSMISSION PIPELINE WITHOUT AN EPIC ENERGY REPRESENTATIVE ON SITE AND AN ACCURATE LOCATION OF THE PIPELINE IS PROVIDED BY EPIC ENERGY.

Damage to a gas transmission pipeline could result in :-

- **possible explosion and fire;**
- **substantial repair and gas restoration liability damage costs.**
- **gas escaping at pressures of up to 7,000 kPa;**
- **loss of gas to thousands of customers;**

Please Note: This is an automated response. Please **DO NOT REPLY** to this email. If you require further information in relation to this Before You Dig response, please contact Epic Energy's Pipeline Awareness Officer, on (08) 83438166 if any further information is required, and/or to arrange for Epic to identify the location of the pipeline for you. A minimum of 48 hours notice is required for location identifications to be booked.

Please note that this is **not** an approval to carry out work within Epic Energy's pipeline easement.

Detailed plans of the proposed construction work or activity to be carried out in the vicinity of the pipeline must be forwarded to Epic Energy for approval and to assess any impacts on the pipeline or easement prior to any work being carried out.

For the location of all other gas mains and services, you should contact the relevant utilities in the area.

The information contained in this response is only valid for **30 days** from the enquiry date. After 30 days you must submit a new Before You Dig request, to validate the location information for the site listed.

Epic reserves all rights to recover all costs and expenses, for the loss or damage to its pipelines or other property including consequential losses as a result of work or activity at or near its pipelines.

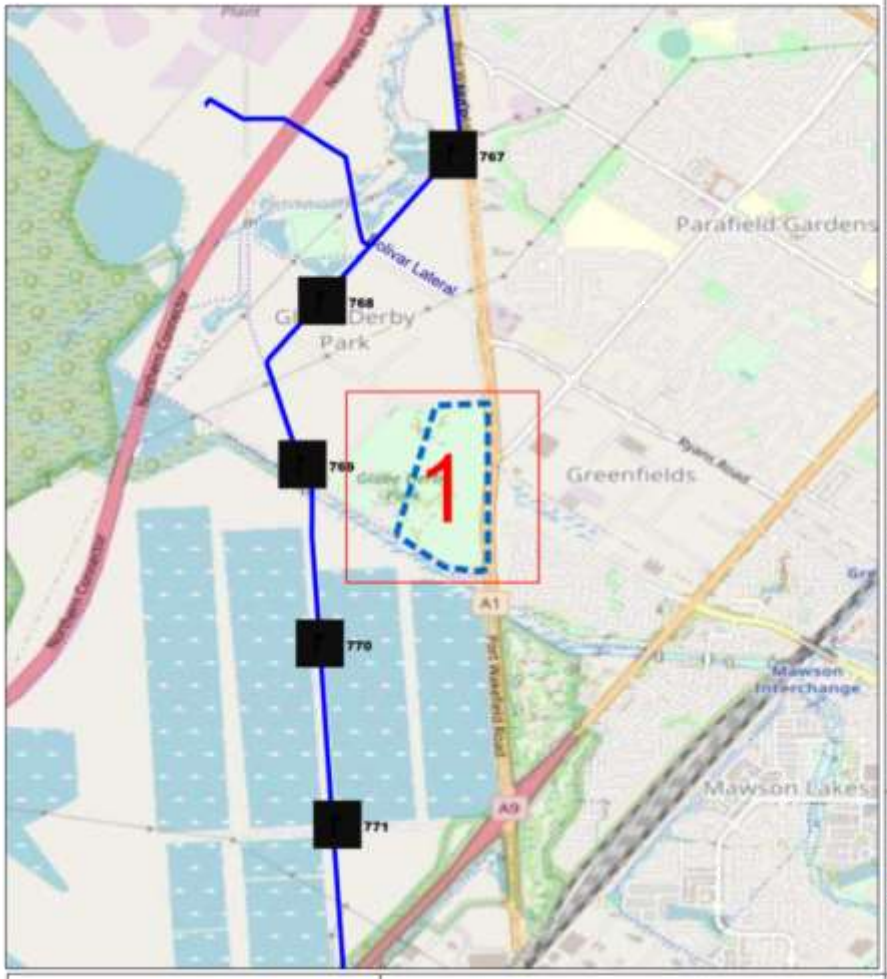
x-info dbydsuite
Protect your assets

BYDA Enquiry Number:	226868021	**BYDA Enquiry Date:**	10/07/2023
Location:	21-77 Globe Derby Drive Globe Derby Park		
Enquirer's Name:	Gagan Pandey	**Enquirer's Phone:**	+61880461300
Enquirer's Address:	178 Fullarton Road		
Response email :	gpandey@greenhillaustralia.com.au		

Thank you for the notification of your interest or proposed works near the underground services at the above location. Epic Energy operates and maintains this high pressure gas infrastructure in the area of your interest, which is:

THIS BYDA REQUEST DOES NOT AFFECT OUR HIGH PRESSURE GAS PIPELINES

The location of the high pressure gas infrastructure operated by Epic Energy in the area of your interest is indicated on the Map below:



Legend

- BYDA Work Area (NOT AFFECTE
- Epic Pipe Alignment and KP
- SWER
- Anode and cable
- Epic Energy Easement
- Property Casements

Data Source

Pipeline Data - Copyright Epic Energy

Imagery Open Street Maps. Othe data as per copyright permissions with Epic Energy. Data for display purposes only

Dig Location provided by BYDA

epic energy

Scale: 1:25000

0 0.3km

Epic Energy does not guarantee the accuracy or completeness of the map and does not make any warranty about the data. Epic Energy is not under any liability to the user for any loss or damage (including consequential loss or damage) which the user may suffer resulting from the use of this map.

Thank you for your interest in maintaining a safe and secure gas pipeline network.

Epic Energy South Australia Pty Limited
Level 6, 70 Franklin Street, Adelaide SA 5000
Telephone (08) 8343 8100
Facsimile (08) 8349 6493
Web Site www.epicenergy.com.au

x-info dbydsuite Protect your assets

226868021 Map Sheet: 1

Scale: 1: 4000 0 0.05km

Legend

- BYDA Work Area (NOT AFFECTED)
- Epic Pipe Alignment and KP
- SWER
- Anode and cable
- Epic Energy Easement
- Property Easements

epic energy

Data Sourc
Pipeline Data - Copyright Epic Energy
Imagery ESRI World Ma
Imagery NearMap Australia Pty Lt
Imagery Metromap by Aerometre
Other data as per copyrigh
permissions with Epic Energy
Data for display purposes on
Dig Location provided by BYD

Epic Energy does not guarantee the accuracy or completeness of the map and does not make any warranty about the data. Epic Energy is not under any liability to the user for any loss or damage (including consequential loss or damage) which the user may suffer resulting from the use of this map.

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Standard Conditions Form

epic energy

MINIMUM STANDARD CONDITIONS
WHEN WORKING NEAR A HIGH PRESSURE GAS PIPELINE

1. All works within the pipeline easement must be approved and supervised by an Epic Energy representative.

2. Activities over the pipeline easement will require approval from Epic Energy and can only be performed under our Safe Systems of Work, which may require a job hazard analysis to be completed.

3. Once construction is complete, Epic will have the right to access the pipeline for any operation and maintenance work. Epic is only responsible to reinstate the area to the original condition.

4. An Epic field maintenance officer must locate and mark the high pressure gas pipeline to identify the depth of cover over the pipeline and to supervise and approve all works within the pipeline easement.

5. To adequately assess any possible impacts of the proposed works on the high pressure gas pipeline, Epic may request depth of cover data to be obtained at the cost of the applicant. If required, the depth of cover (i.e. depth from the ground surface to the top of pipeline) must be physically confirmed on site by a vacuum truck in the presence of an Epic representative.

6. Drawings and a work plan (including activities, duration and dates) must be prepared and submitted to Epic prior to the commencement of works. No work shall commence until the drawings and work plan are approved by Epic. At least five working days prior notice is to be provided to Epic for construction works and a schedule to be arranged by contacting the Epic Pipeline Awareness Officer on (08) 8343 8166.

7. The area over and in the vicinity of the pipeline must be excavated only by hand digging or in accordance with advice from the Epic maintenance officer on site. Epic's excavation procedure must be strictly followed for any proposed earth works. No depth of cover is to be permanently removed from the pipeline easement.

8. Epic must approve any engineering design configurations that cause other pipes to be closer than 600mm to its high pressure gas pipeline, including crossings under the pipeline and any future connections.

9. Horizontal boring and directional drilling is not permitted, unless approved by Epic and conducted under explicit on-site direction from an Epic representative.

10. Blasting is not permitted.

11. The separation distance between the Epic high pressure gas pipeline and any proposed pipe crossings must not be less than 300mm. However, the integrity of other pipes will be affected if the high pressure gas pipeline needs emergency repairs or maintenance. Therefore a 600mm separation is recommended. The type and design of the crossing, use of barriers and other technical details must be developed in consultation with Epic.

12. Any new crossings must be as close as possible to a right angle to the pipeline.

13. Existing crossings must be protected and pipeline depth of cover is to be maintained at all times during construction.

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14. Epic has installed above ground test points and leak detection points along the pipelines. If as a result of the proposed works they need to be relocated, Epic approval must be obtained prior to the commencement of the proposed works.

15. If compacting is required:
    - only a light compactor or roller compactor may be utilised in the easement;
    - Epic must approve the type of compactor or roller used;
    - only water aided compacting methods are permitted for the area five metres either side of the easement;
    - Epic personnel must supervise the compacting/rolling process;
    - no vibrating machinery is to be used within ten metres either side of the easement;
    - only light machinery is to be used near the easement; and
    - stockpiling and parking of heavy equipment is not permitted on the easement.

16. Potential environmental effects must be assessed before conducting new activities and risks must be assessed by an independent expert and approved by Epic before starting a new activity or decommissioning a facility or site. The pipeline easement must be carefully restored after completion of the works so that it is consistent with the surrounding environment.

17. All practical measures must be taken to prevent environmental harm or damage. Contingency procedures must be developed and maintained in order to minimise any impacts if an incident occurs. Any environmental incidents (including follow up actions) must be reported in writing to the Epic Environmental Officer on (08) 8343 8100. An initial report to be is to be provided to Epic within 24 hours of the incident occurring, with a full written report to be provided within seven days.

18. On completion of any pipeline crossings, "as built" drawings are to be supplied to Epic within 30 days, at the cost of the proponent.

19. Epic will erect pipeline danger signs on each side of new vehicle cross over points as part of its routine activities within the area.

20. Epic introduced detailed COVID-19 personal hygiene and social distancing measures as part of a widespread COVID-19 Management Plan implemented in March 2020. We continue to implement fitness for work declarations as well as personal hygiene and social distancing measures to assist workforce and stakeholders. Whilst conducting BYDA assessments, all personnel shall observe appropriate strategies to reduce the risk of COVID-19 transmission.

I ask that you acknowledge your acceptance of the above terms and conditions by signing where indicated below and returning a copy of this letter to an Epic Energy representative.

I hereby acknowledge the above conditions and restrictions:

Name: _____
Date: _____
Signature: _____

Epic Energy representative witness:

Name: _____
Date: _____
Signature: _____

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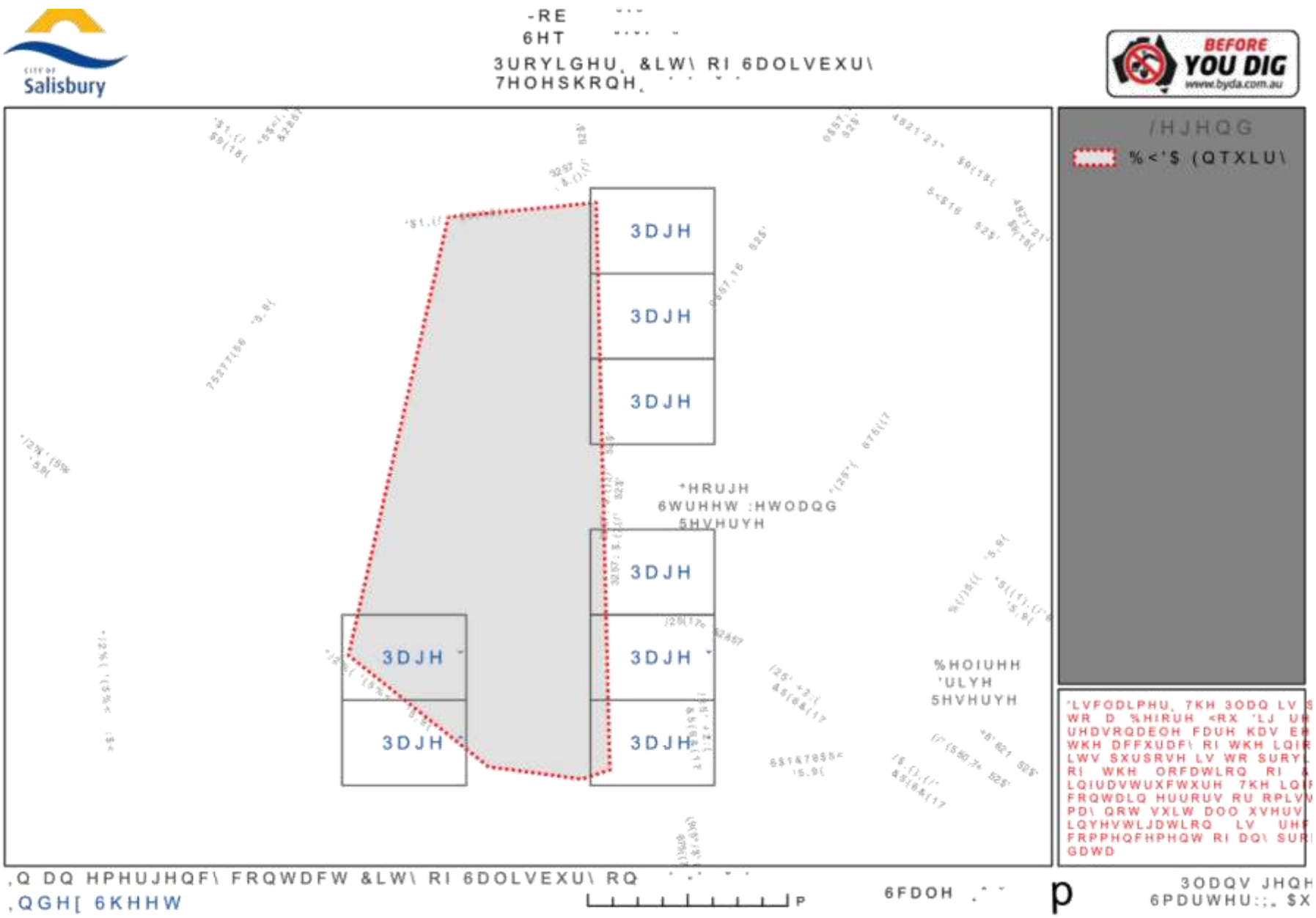
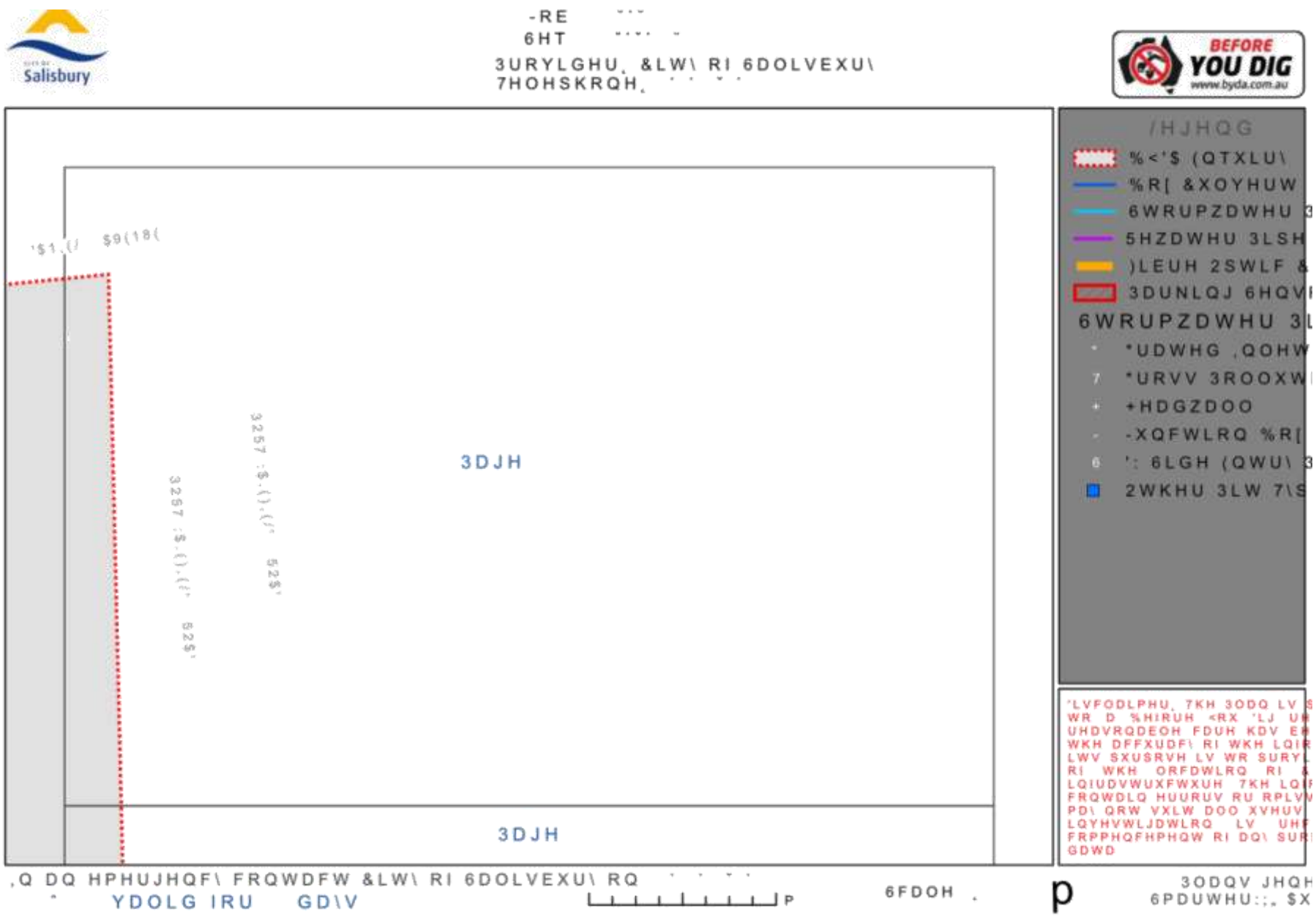


Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation



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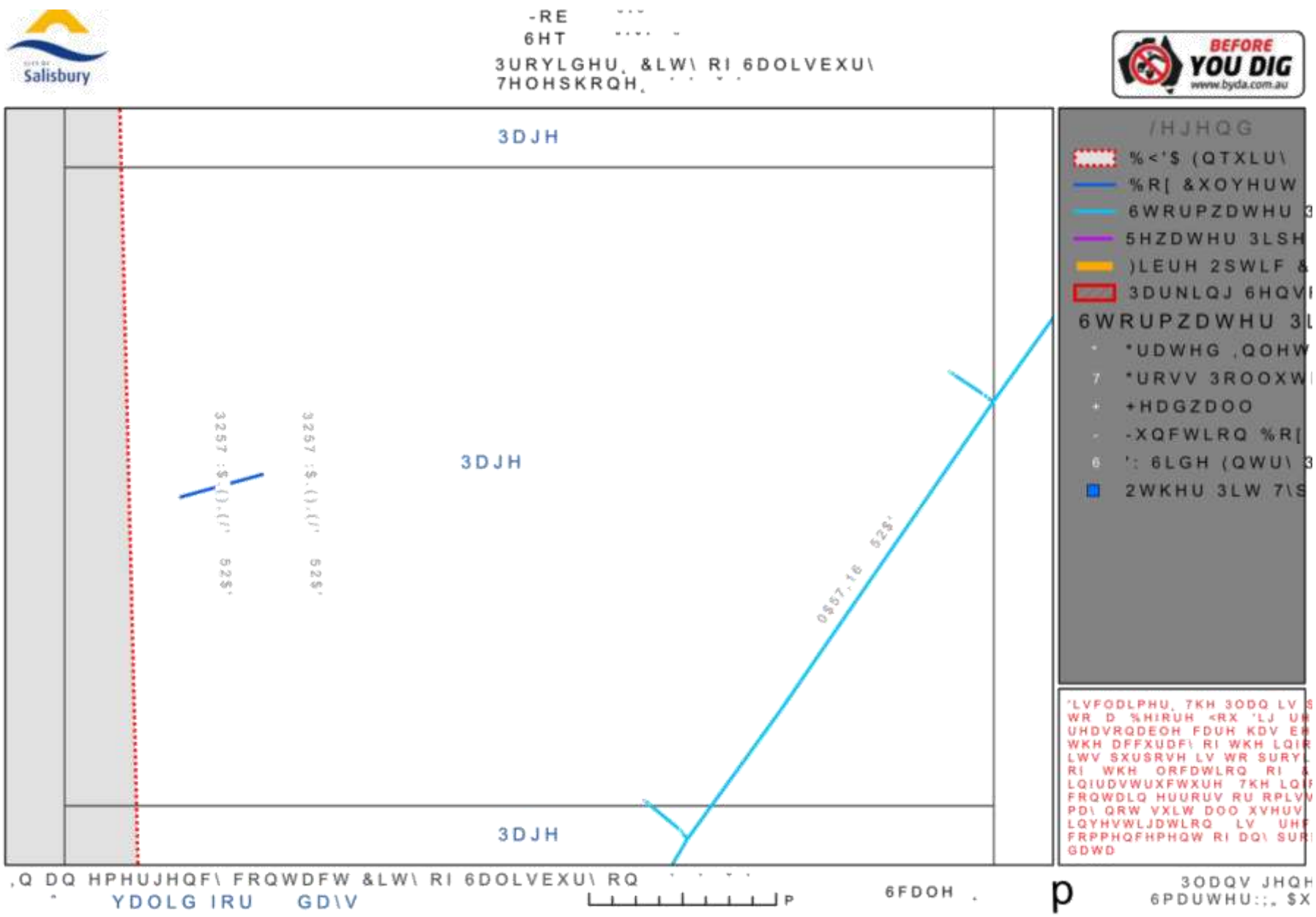

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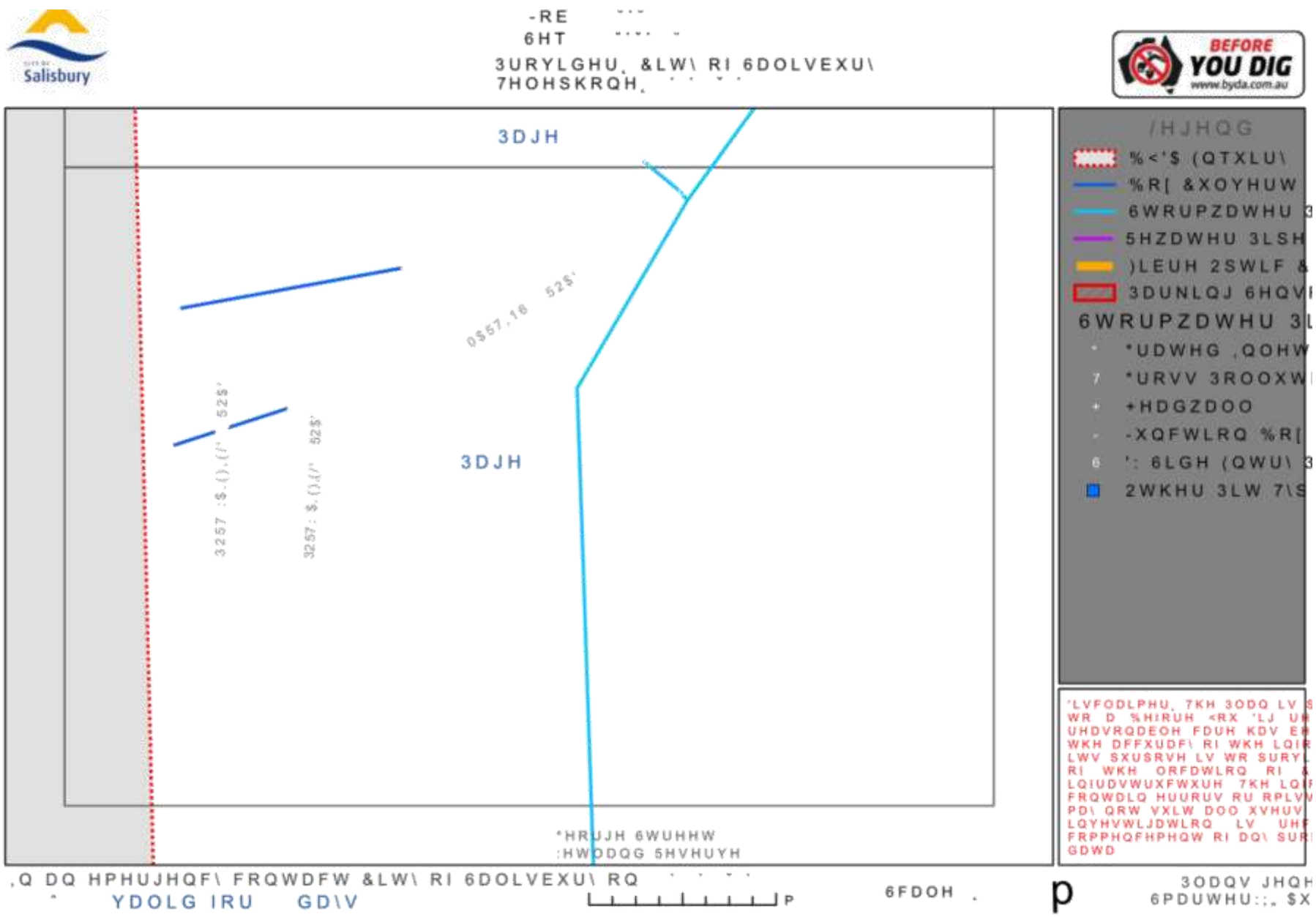

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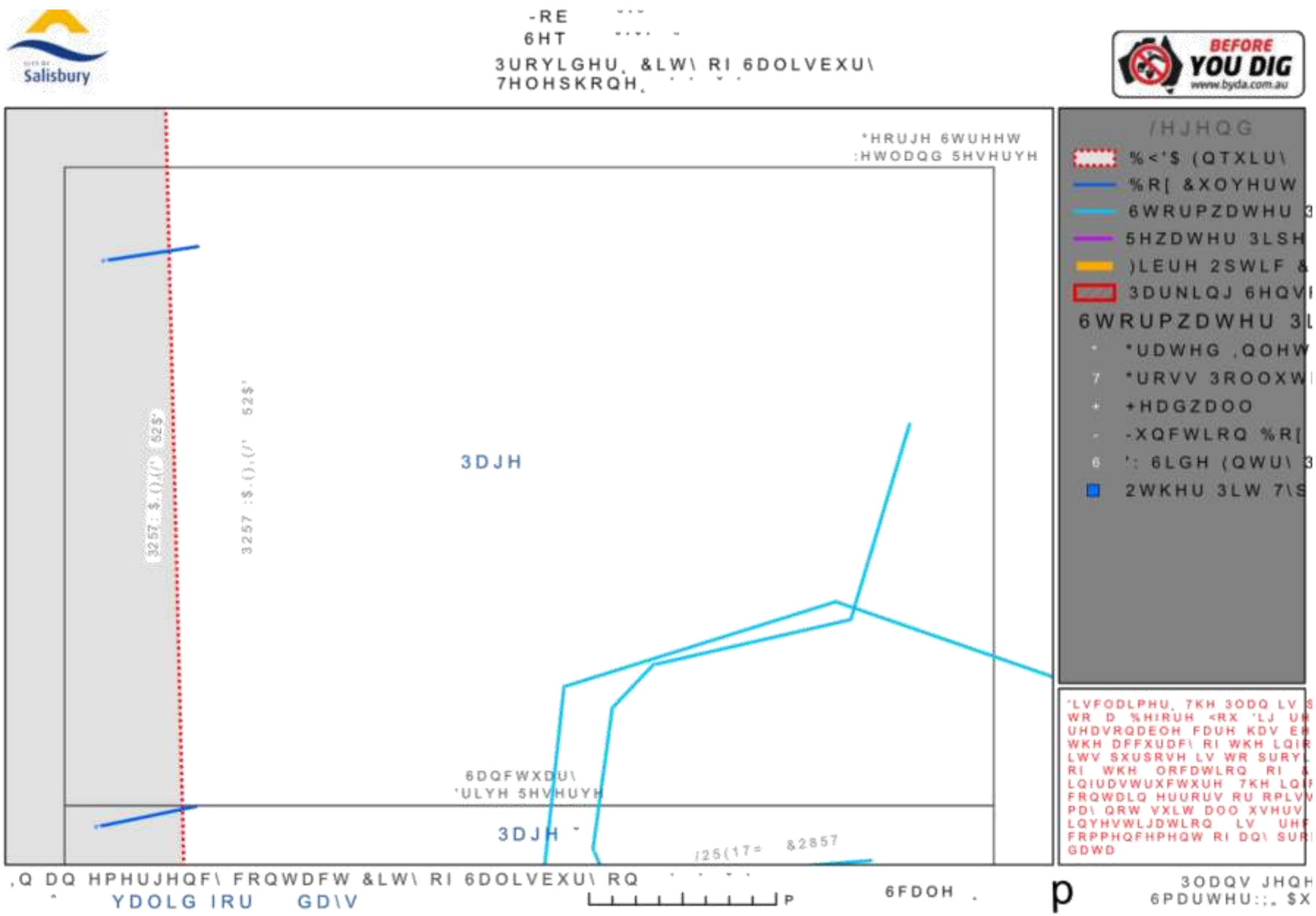

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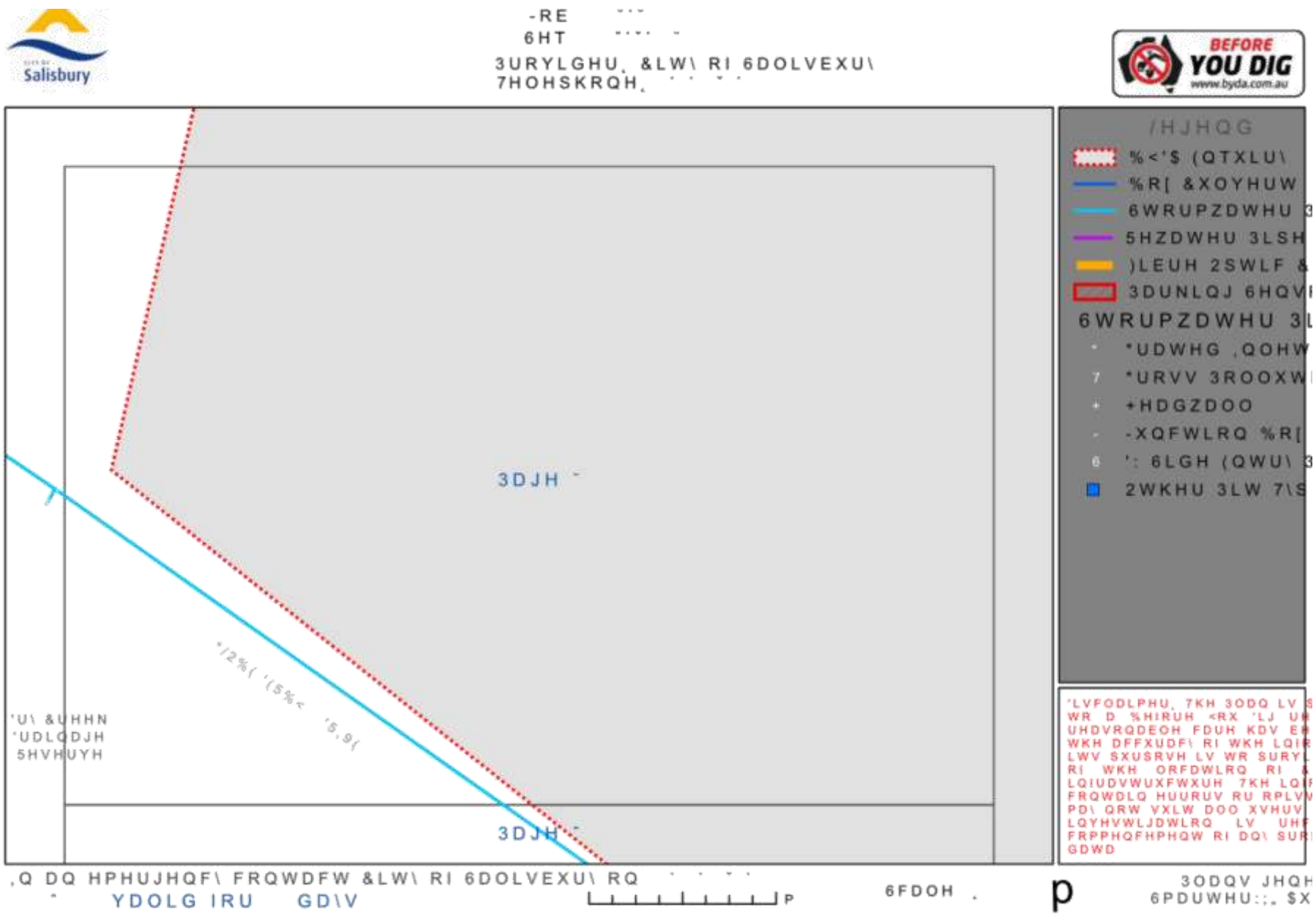
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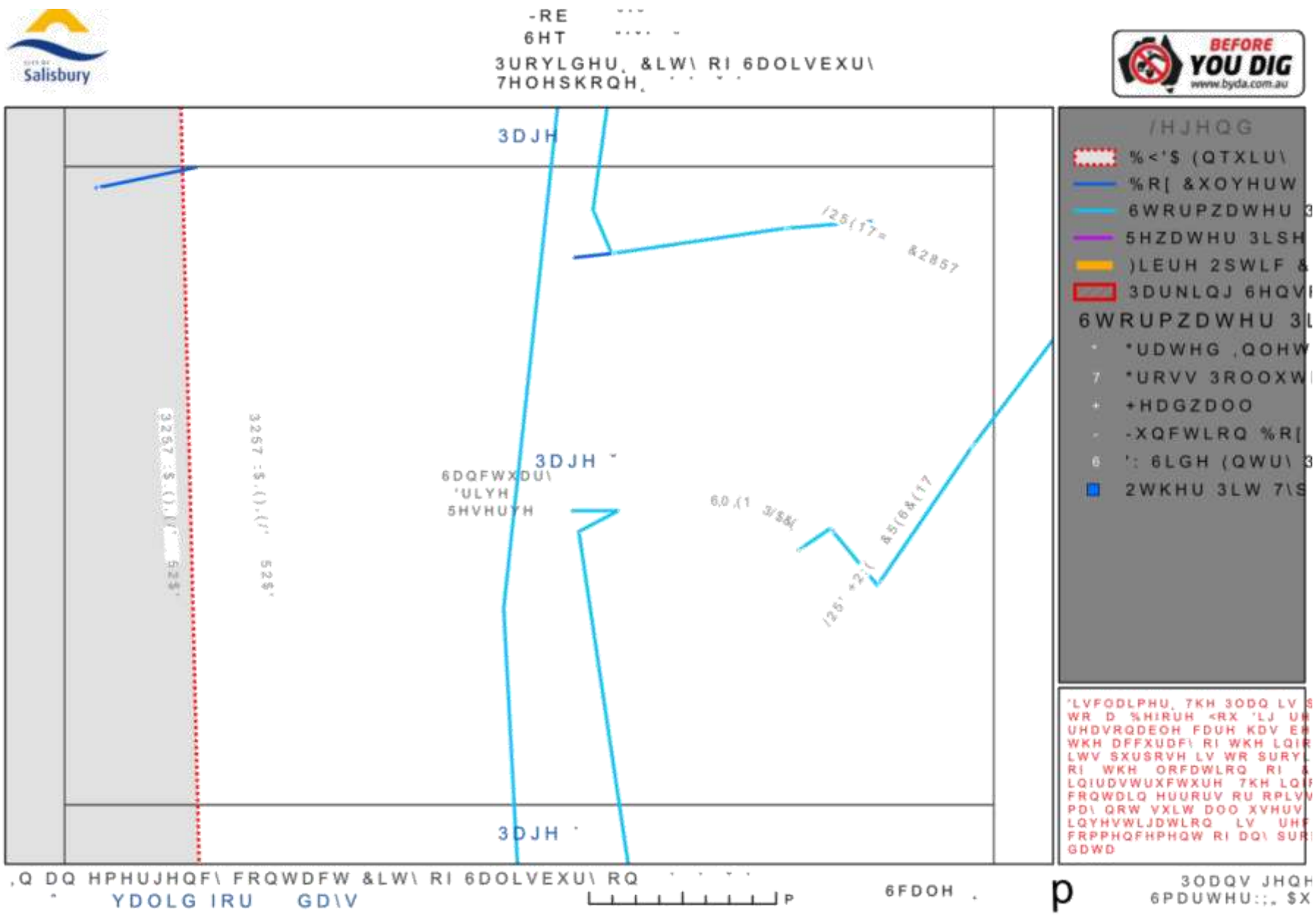

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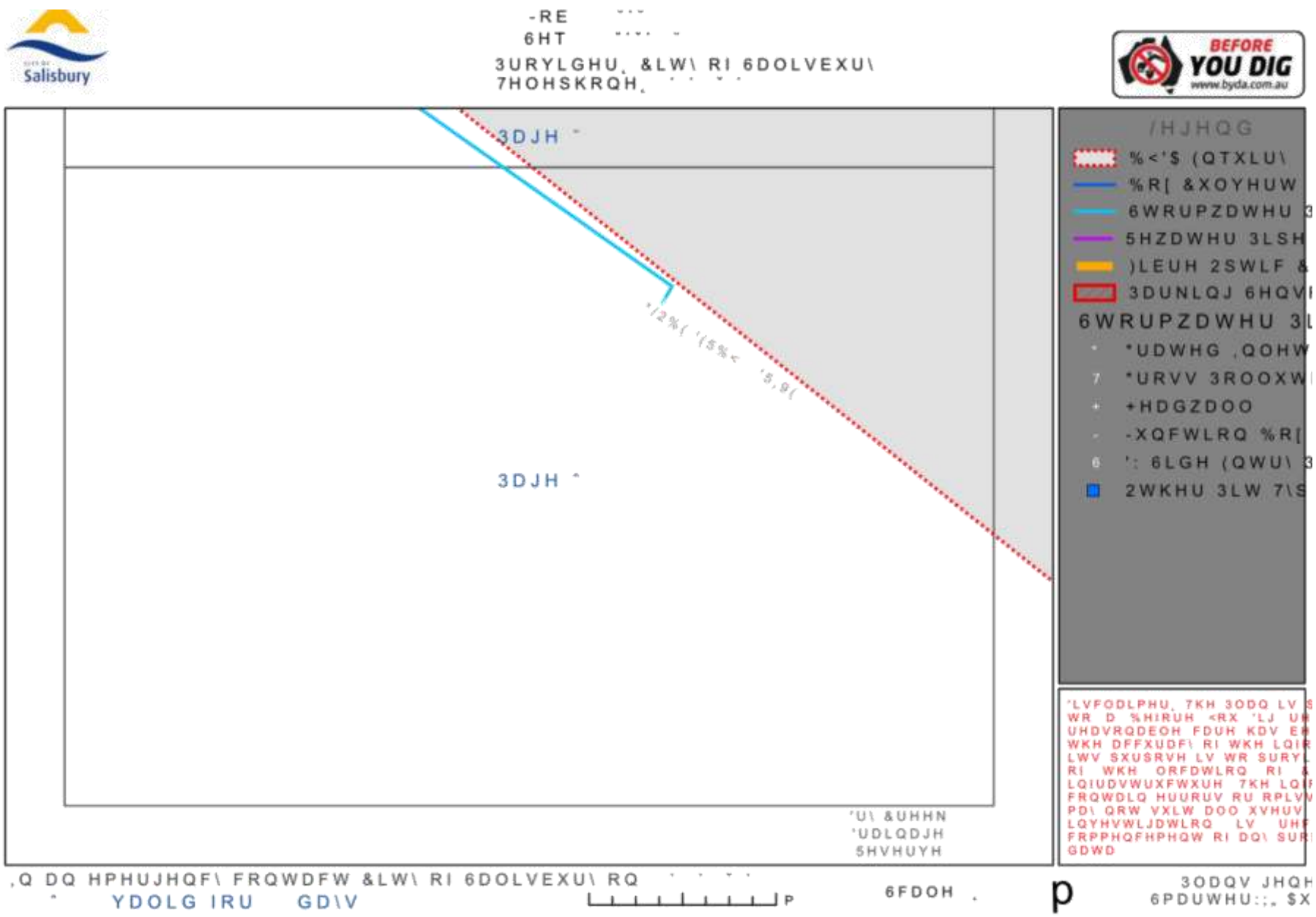

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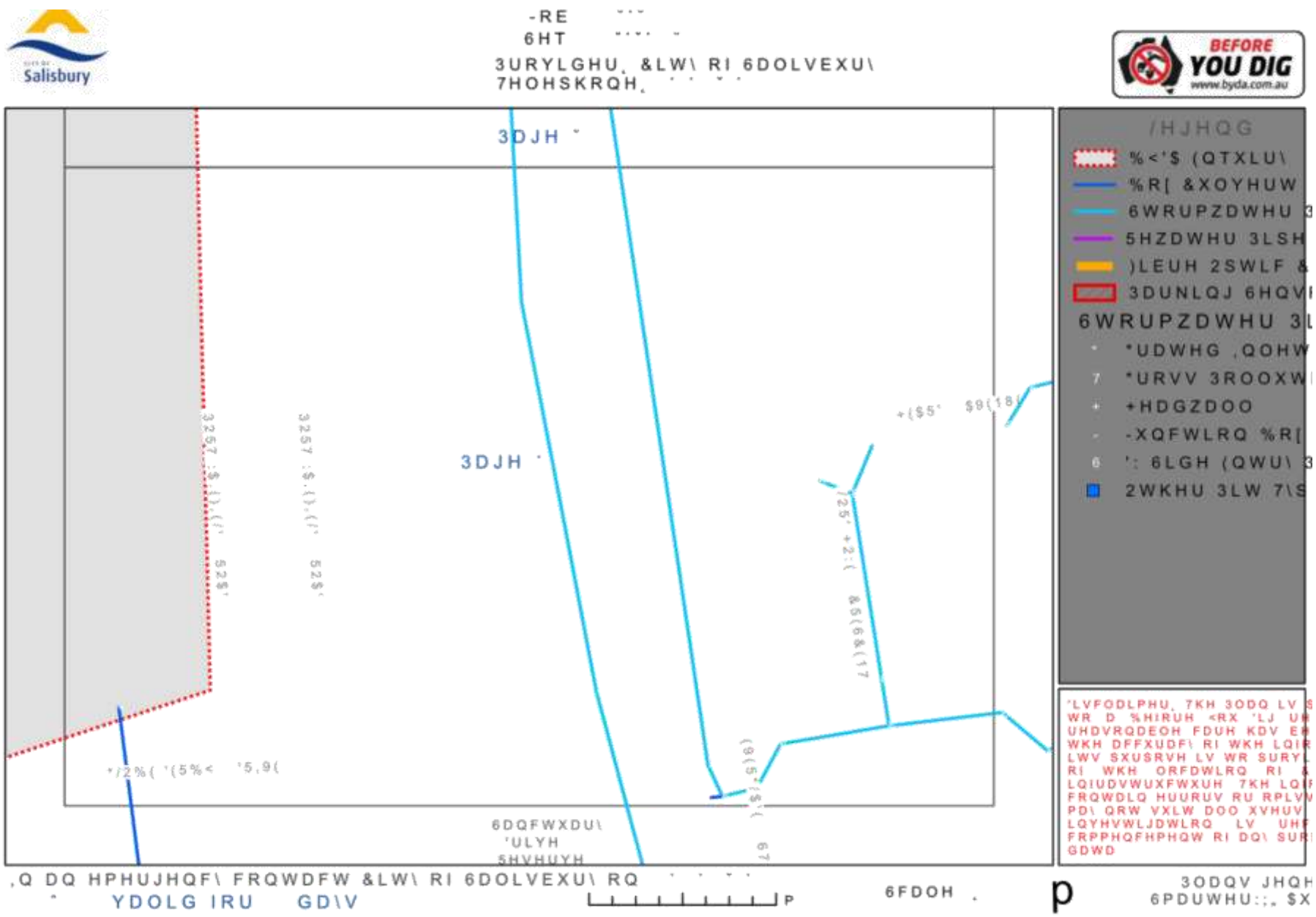

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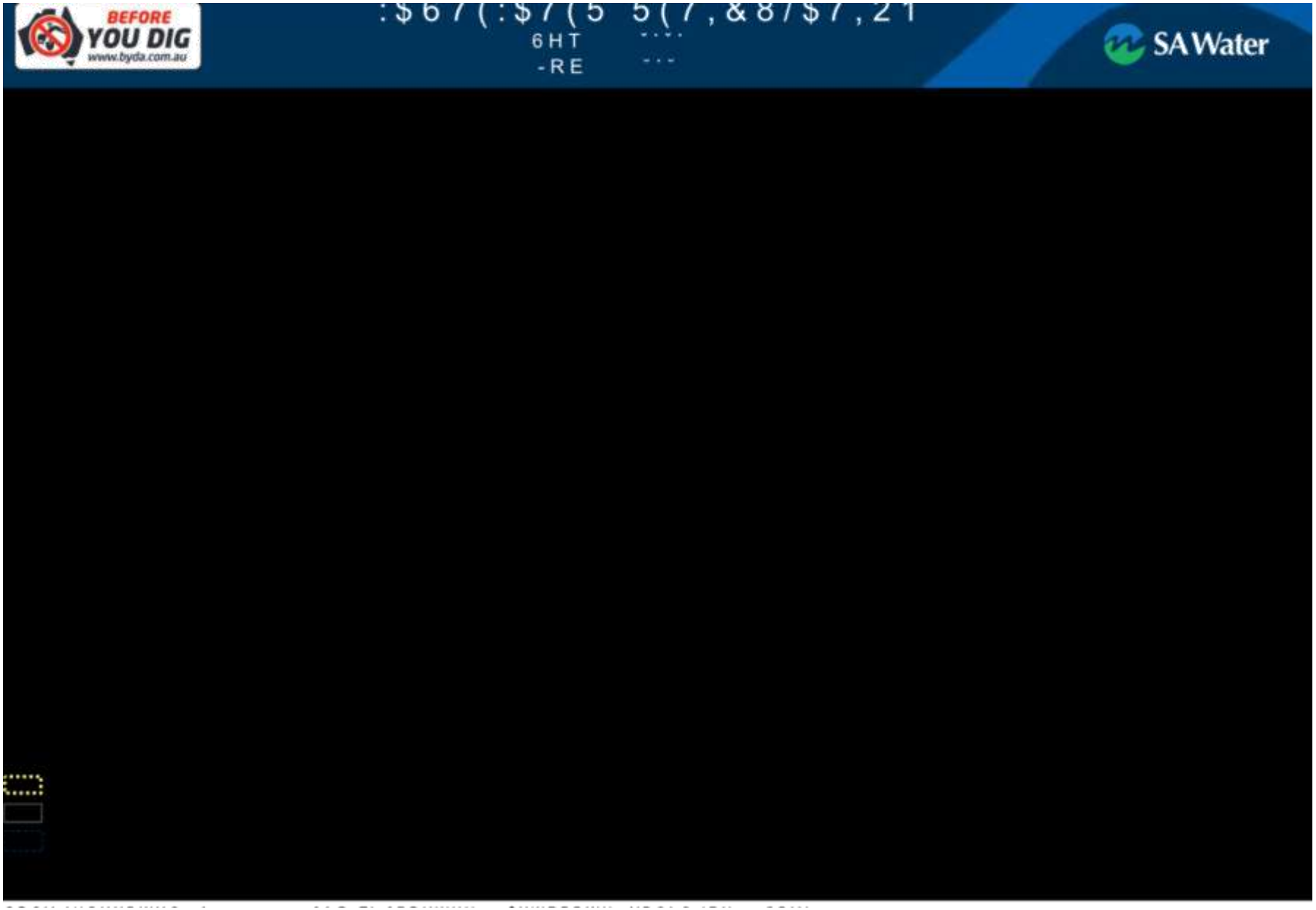
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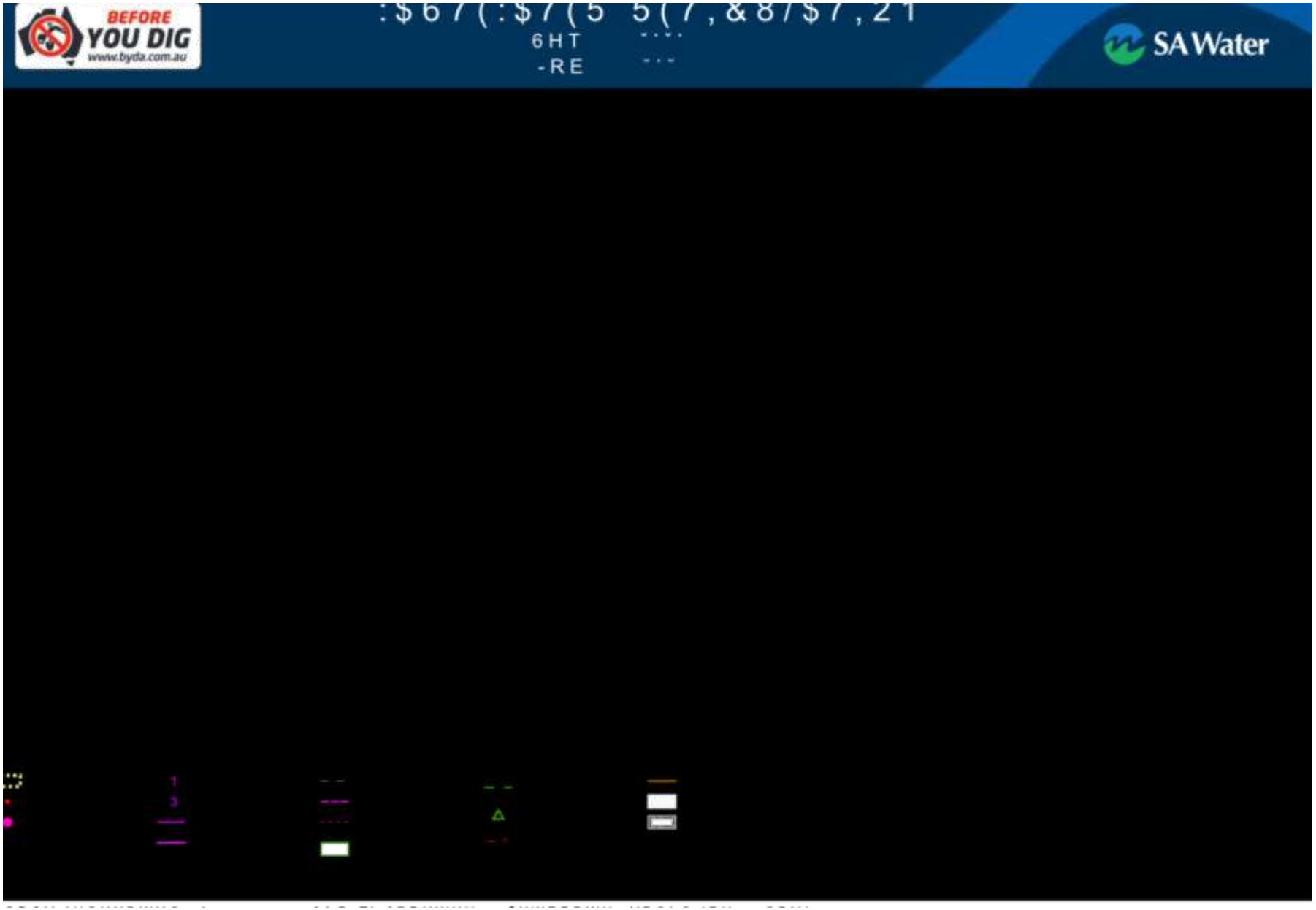
www.byda.com.au
SA Water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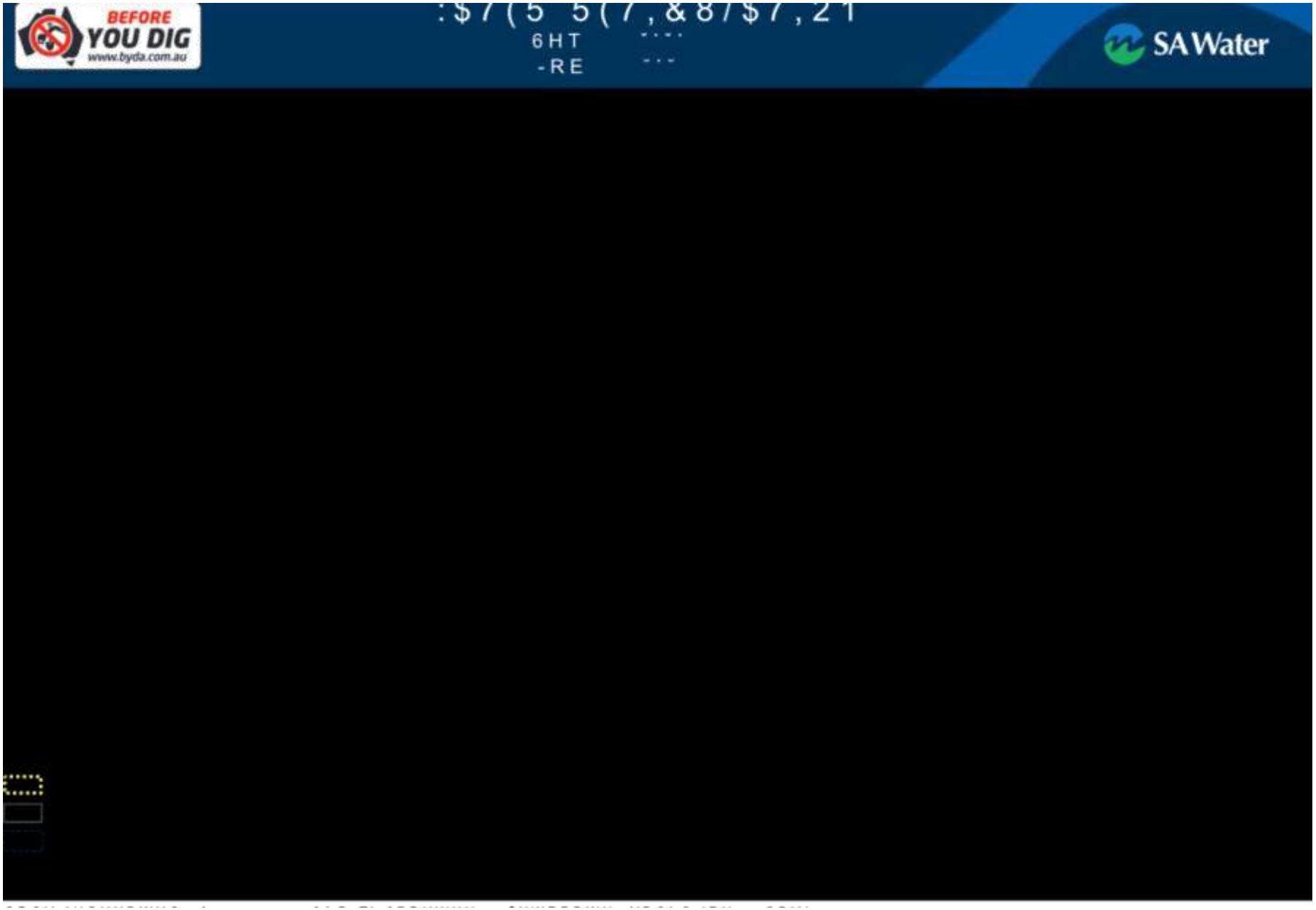
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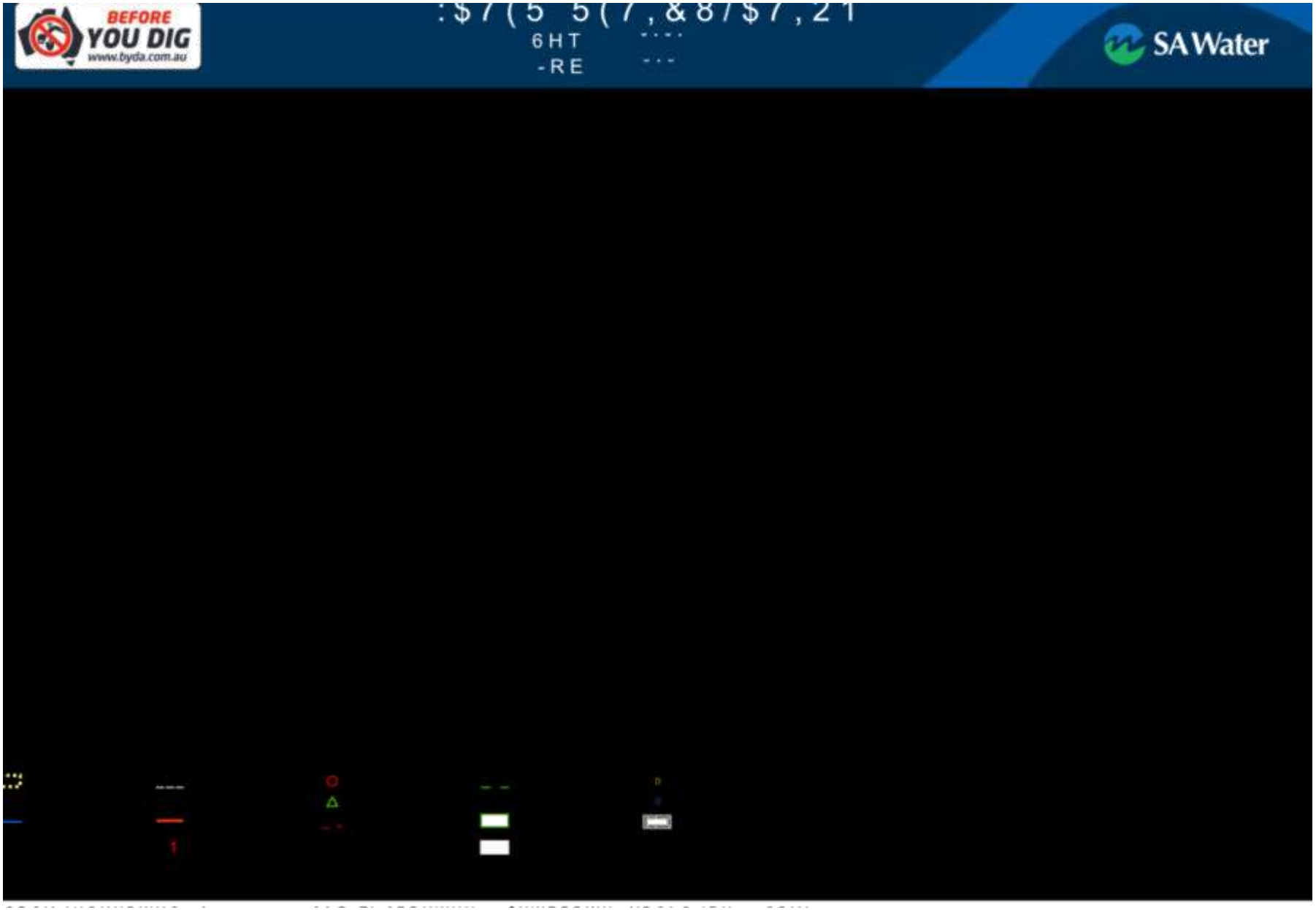
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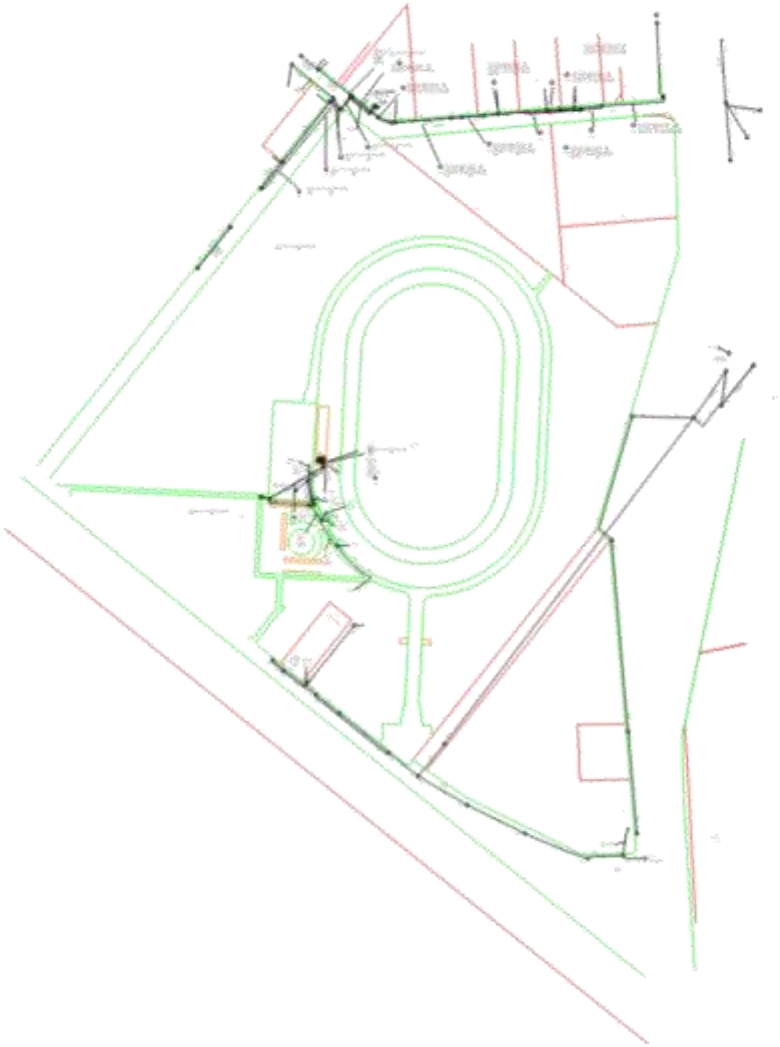

Appendix C – Preliminary Design Plans

26562 - Report

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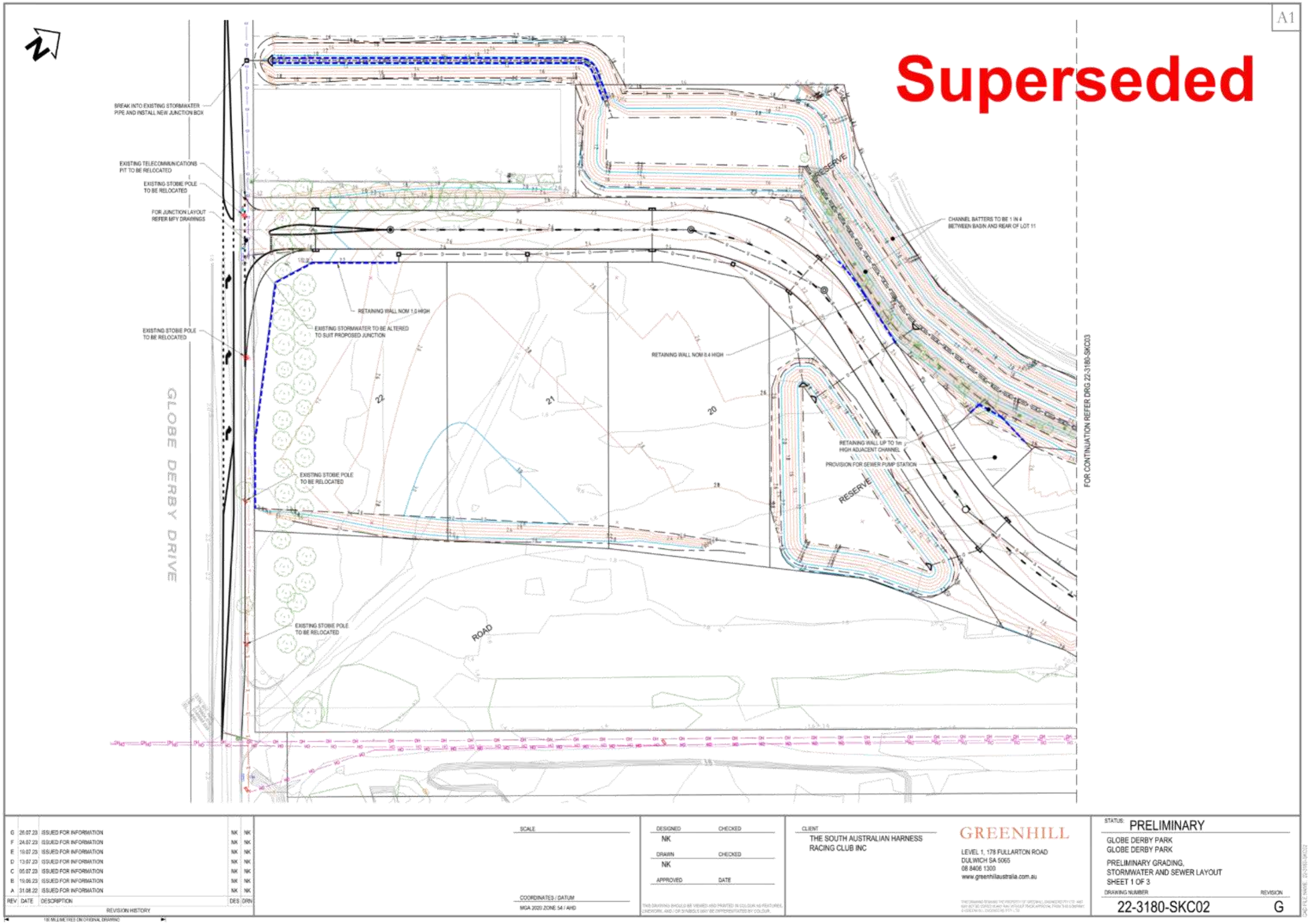
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BREAK INTO EXISTING STORMWATER PIPE AND INSTALL NEW JUNCTION BOX
EXISTING TELECOMMUNICATIONS PIT TO BE RELOCATED
EXISTING STOBIE POLE TO BE RELOCATED
FOR JUNCTION LAYOUT REFER MFY DRAWINGS
EXISTING STOBIE POLE TO BE RELOCATED
RETAINING WALL NOM 1.0 HIGH
EXISTING STORMWATER TO BE ALTERED TO SUIT PROPOSED JUNCTION
EXISTING STOBIE POLE TO BE RELOCATED
EXISTING STOBIE POLE TO BE RELOCATED
GLOBE DERBY DRIVE
ROAD
RESERVE
RETAINING WALL NOM 0.4 HIGH
CHANNEL BATTERS TO BE 1 IN 4 BETWEEN BASIN AND REAR OF LOT 11
RETAINING WALL UP TO 1m HIGH ADJACENT CHANNEL
PROVISION FOR SEWER PUMP STATION
RESERVE
FOR CONTINUATION REFER DRG 22-3180-SKC03
G 26.07.23 ISSUED FOR INFORMATION NK NK
F 24.07.23 ISSUED FOR INFORMATION NK NK
E 19.07.23 ISSUED FOR INFORMATION NK NK
D 13.07.23 ISSUED FOR INFORMATION NK NK
C 05.07.23 ISSUED FOR INFORMATION NK NK
B 19.06.23 ISSUED FOR INFORMATION NK NK
A 31.08.22 ISSUED FOR INFORMATION NK NK
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REVISION HISTORY
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MGA 2020 ZONE 54 / AHD
DESIGNED NK
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APPROVED
DATE
CLIENT
THE SOUTH AUSTRALIAN HARNESS RACING CLUB INC
GREENHILL
LEVEL 1, 178 FULLARTON ROAD
DULWICH SA 5065
08 8406 1300
www.greenhillaustralia.com.au
STATUS: PRELIMINARY
GLOBE DERBY PARK
GLOBE DERBY PARK
PRELIMINARY GRADING, STORMWATER AND SEWER LAYOUT
SHEET 1 OF 3
DRAWING NUMBER
REVISION
22-3180-SKC02
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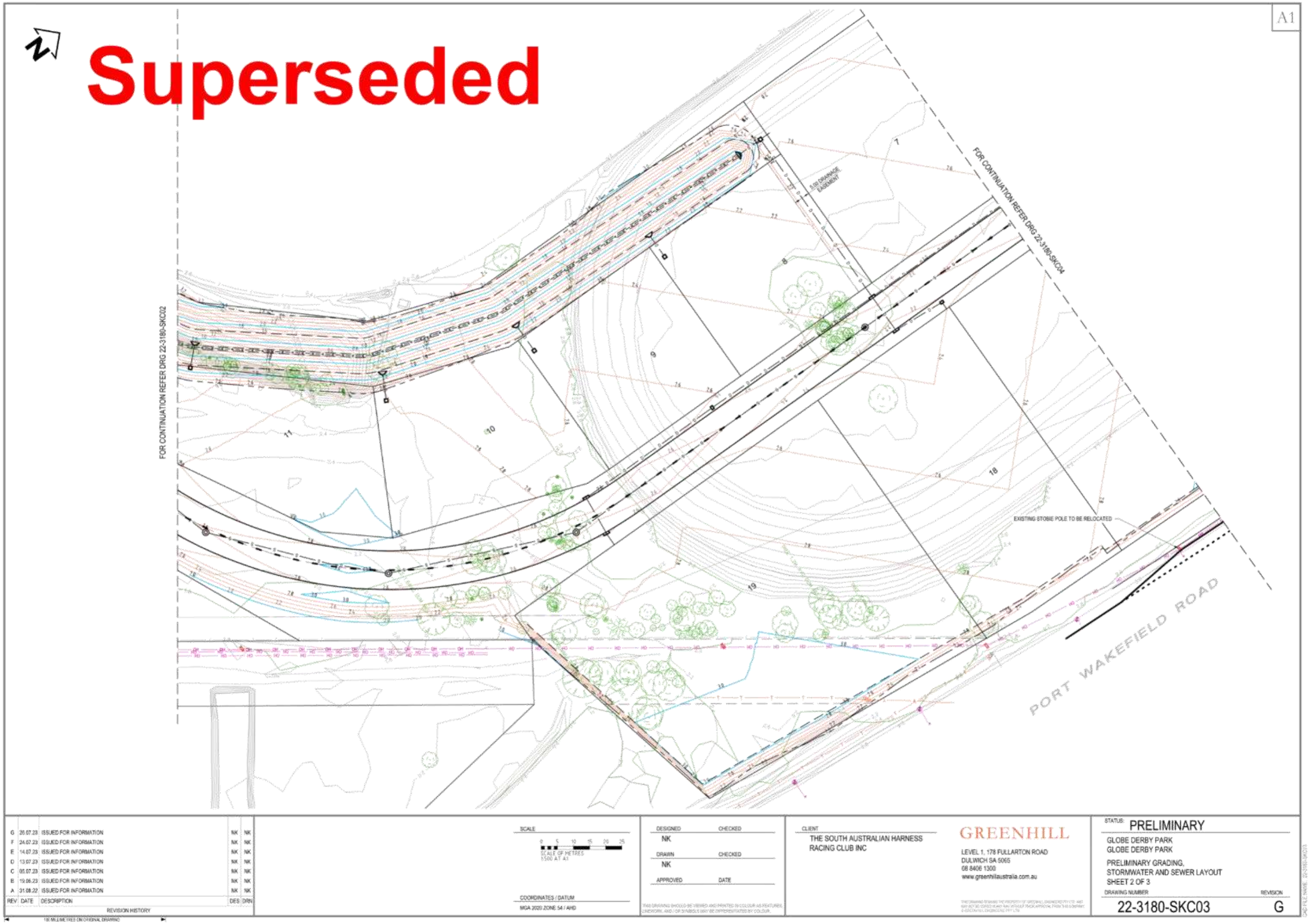
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FOR CONTINUATION REFER DRG 22-3180-SKC02
FOR CONTINUATION REFER DRG 22-3180-SKC04
EXISTING STOBIE POLE TO BE RELOCATED
PORT WAKEFIELD ROAD
G 26.07.23 ISSUED FOR INFORMATION NK NK
F 24.07.23 ISSUED FOR INFORMATION NK NK
E 14.07.23 ISSUED FOR INFORMATION NK NK
D 13.07.23 ISSUED FOR INFORMATION NK NK
C 05.07.23 ISSUED FOR INFORMATION NK NK
B 19.06.23 ISSUED FOR INFORMATION NK NK
A 31.08.22 ISSUED FOR INFORMATION NK NK
REV DATE DESCRIPTION DES DRN
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SCALE
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MGA 2020 ZONE 54 / AHD
DESIGNED NK
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CHECKED
APPROVED
DATE
CLIENT
THE SOUTH AUSTRALIAN HARNESS RACING CLUB INC
GREENHILL
LEVEL 1, 178 FULLARTON ROAD
DULWICH SA 5065
08 8406 1300
www.greenhillaustralia.com.au
STATUS: PRELIMINARY
GLOBE DERBY PARK
GLOBE DERBY PARK
PRELIMINARY GRADING, STORMWATER AND SEWER LAYOUT
SHEET 2 OF 3
DRAWING NUMBER
22-3180-SKC03
REVISION
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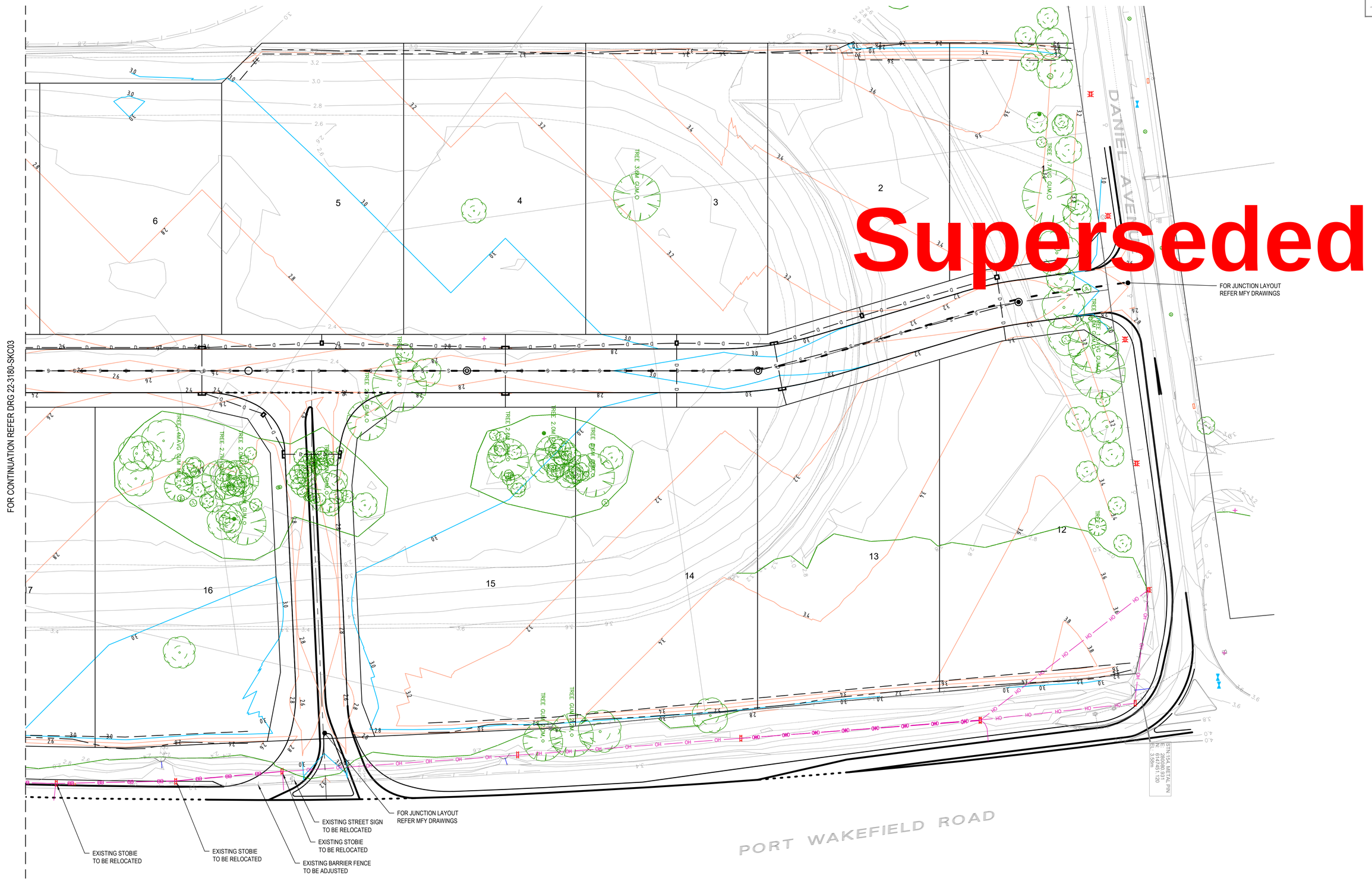

REV	DATE	DESCRIPTION	DES	DRN
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E	24.07.23	ISSUED FOR INFORMATION	NK	NK
D	13.07.23	ISSUED FOR INFORMATION	NK	NK
C	05.07.23	ISSUED FOR INFORMATION	NK	NK
B	19.06.23	ISSUED FOR INFORMATION	NK	NK
A	31.08.22	ISSUED FOR INFORMATION	NK	NK

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STATUS: PRELIMINARY

GLOBE DERBY PARK
GLOBE DERBY PARK

PRELIMINARY GRADING,
STORMWATER AND SEWER LAYOUT
SHEET 3 OF 3

DRAWING NUMBER 22-3180-SKC04

REVISION F

CAD FILE NAME: 22-3180-SKC04

Appendix D – Geotechnical Report

26562 - Report

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18 May 2021

GLOBE DERBY PARK LAND DEVELOPMENT

Globe Derby Drive
GLOBE DERBY PARK, SA 5110

GEOTECHNICAL INVESTIGATION REPORT

The South Australian Harness Racing Club Incorporated
ADL2023-0037AB
Rev0

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ADL2023-0037AB		
Date	Revision	Comments
18 May 2021	Rev0	Final Report

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1 INTRODUCTION

CMW Geosciences (CMW) was authorised by The South Australian Harness Racing Club Incorporated to carry out a geotechnical investigation for the proposed land development, located Globe Derby Drive, Globe Derby Park, SA 5110, by way of an email communication dated 22 March 2023.

The scope of work and associated terms and conditions of our engagement were detailed in our proposal, referenced ADL2023-0037AA, Rev0 dated 23 February 2023.

Included herein is our report including the investigation findings and recommendations.

2 PROPOSED DEVELOPMENT

The proposed land development is located on a land adjoining Globe Derby Drive, Daniel Avenue and Port Wakefield Road. The proposed development will comprise twenty two (22) large allotments of area approximately 89,000 square metre, stormwater detention basin of area approximately 8156 square metre, road network between allotments and open channels. As per the provided information, the proposed development will be in two stages; thirteen (13) large allotments and stormwater detention basin in the south side in stage 1 and nine (9) allotments within the north end will be developed in stage 2. The layout of the proposed development is shown in Figure 1.

Figure 1: Layout of the proposed development in Globe Derby Park (provided by Greenhill)

It is understood that The South Australian Harness Racing Club Incorporated require geotechnical investigation to understand the subsurface condition, groundwater depth (if any) and geotechnical advice relating to the construction of roads, stormwater drainage and stormwater detention basin system.

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3 SCOPE OF WORK

The purpose of this report is to describe the investigation completed, the ground conditions encountered, summary of groundwater depth (if any) and to provide recommendations with respect to geotechnical aspects of the proposed construction of roads and assessment of site won material for using as clay liner.

4 SITE CONDITIONS

The site is located at the corner of Globe Derby Drive and Port Wakefield Road, Globe Derby Park, SA 5110. The site currently occupied by South Australian Trotting Club and bounded by Globe Derby Drive to the south, Port Wakefield Road to the east, Daniel Avenue to the north and existing horse racing track and infrastructure relating to the club. There is an existing horse racing track adjacent to Port Wakefield Road within the footprint of the northern side of the proposed land development area.

Generally, the northern side of the area is covered with low height grass outside the existing horse racing track (Figure 2 and Figure 4). The east side of the site consists of dense vegetation with trees of 15 to 20m in height (Figure 3). The south-west side of the proposed land development area consists of open area, access track partly sealed with asphalt at the west boundary of the project area (Figure 5).

Photographs of the site are provided in Figure 2 to Figure 5 and in Appendix B.

Figure 2: General view of the site near BH04, looking north-east (18 April 2023)

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Figure 3: General view of the site near BH13, looking north-east (17 April 2023)

Figure 4: General view of site near BH07, looking north (18 April 2023)

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Figure 5: Storage area on the west of BH15, looking west (17 April 2023)

5 FIELD INVESTIGATION

Following a dial before you dig search, and onsite service location, the field investigation was carried out on 17 April 2023 and 18 April 2023. All fieldwork was carried out under the direction of CMW Geosciences in general accordance with AS1726 (2017), Geotechnical Site Investigations. The scope of fieldwork completed included:

- Undertake a walkover survey of the site to assess the general landform, site conditions and adjacent structures / infrastructure.
- Eighteen (18x) boreholes, denoted as BH01 to BH14 and BH17 to BH20 were advanced using push tube and solid auger drilling technique to a target depth of up to 3.0m using a 4WD mounted drilling rig, to assess the underlying subgrade conditions. BH05 and BH11 refused at 1.15m below ground level before reaching the target depth. Borehole logs and recovered core photographs are provided in Appendix B.
- Two (2x) boreholes, denoted as BH15 and BH16 were advanced within the footprint of stormwater detention basin using push tube and solid auger drilling technique to a depth of up to 6.0m below ground level using a 4WD mounted drilling rig, to assess the underlying subgrade conditions. Borehole logs and recovered core photographs are provided in Appendix B.
- Dynamic Cone Penetrometer (DCP) tests were carried out adjacent to each borehole, in general accordance with AS1289.6.3.2, up to a depth of 1.5m or shallower upon practical refusal to provide assess in-situ strength and CBR values for pavement design purposes. Graphical results of the DCP testing are presented on the borehole logs in Appendix B.
- Representative soil sampling was undertaken adjacent to selected location using a solid auger to collect samples for subsequent laboratory testing; and

- At the completion of the borehole the boreholes were re-instated with site won materials and compacted with a crowbar to match the existing surface level.

The approximate locations of the respective investigation sites referred to above and two section on north side (Section 1-1) and south side (Section 2-2) are shown on the attached Site Plan (Appendix A Figures). Test locations were measured using handheld GPS to the inherent accuracy of the unit.

5.1 Laboratory testing

Laboratory testing was carried out generally in accordance with the requirements of the current edition of AS 1289 (where applicable). All testing was scheduled by CMW and carried out by Terra Firma Laboratories, a NATA registered Testing Authority.

The extent of testing carried out to provide the geotechnical parameters undertaken in this study are presented in **Table 1.**

Table 1: Laboratory Test Schedule Summary

Type of Test	Test Method	Quantity
Particle size distribution	AS1289.3.6.1	3
Atterberg limits	AS1289.3.1.1, 3.2.1, 3.3.1	3
Linear shrinkage	AS1289.3.4.1	3
Standard compaction	AS1289.5.1.1	1
Emerson Class Test	AS1289.3.8.1	1
Calcium Carbonate Content	USEPA	1
Soaked CBR tests	AS1289.6.1.1	3

Certificates for the test results outlined above are presented in Appendix C.

6 GROUND MODEL

6.1 Geology

The published geological map (1:250,000 Adelaide map sheet) indicates the near surface soils to comprise two distinct surface soil units the Pooraka Formation (Qpp) and the Saint Kilda Formation (Qrk) as shown in Figure 6.

The Pooraka Formation (Qpp) typically consists of sandy clay and clayey to sandy silt, with interbeds and layers of clay, sand, gravel, pebbles, cobbles and boulders. The clayey strata is typically stiff. Numerous layers rich in carbonate silt and carbonate segregations also occur in the Pooraka Formation. In general terms the Pooraka Formation ranges from less than 0.1 metres to about 8 metres thick. The Pooraka Formation includes clays of low to extreme plasticity, silty materials of low to very high plasticity, well sorted and gap-graded sand and gravels. Sharp changes in soil lithology over short distances can occur in the Pooraka Formation. Perched water tables are known to occur in the Pooraka Formation, especially in granular soil layers and may yield large quantities of potable to brackish water.

In significant contrast to the above unit, Saint Kilda Formation (Qrk) generally consists of coastal marine sediment, calcareous fossiliferous sand and mud of intertidal sand flats, beaches and tidal marshes, organic gypseous clay of supratidal flats. These units of sand, silt or clay strata is typically very soft to stiff.

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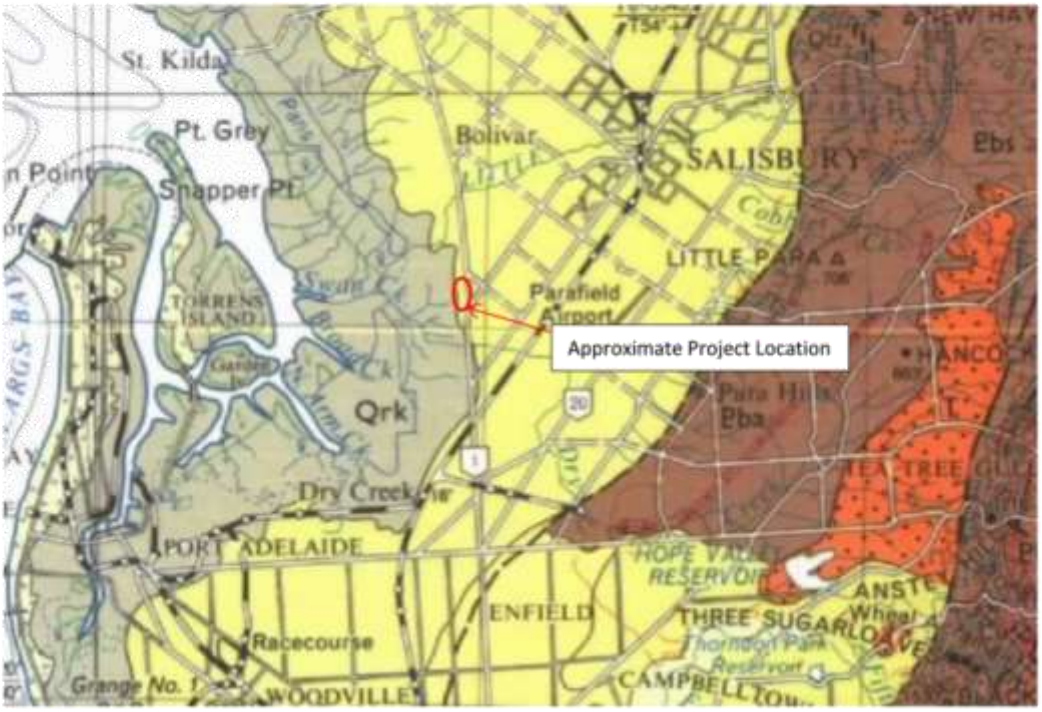

Figure 6: Regional Geology Map (1: 250,000 Adelaide Mapsheet) overlaid aerial imagery of the site (site shown approximately in red)

6.2 Subsurface Conditions

The ground conditions encountered and inferred from the investigation were considered to be generally consistent with the published geology for the area and can be generalised according to the following subsurface sequence:

- **TOPSOIL:** Silty clay / calcareous silty clay, high plasticity, black, low plasticity silt, trace fine to medium grained sand, trace root fibres, generally encountered to a depth varying between 0.25 and 0.45m below ground level at the north side of the proposed development area.
- **FILL:** Sandy clay/gravelly clay, low plasticity, brown, fine to coarse grained, angular to sub-angular gravel, fine to coarse grained sand, generally encountered within the south-western side of the proposed development associated with the access track. Granular fill, consisting Calcareous Gravel / Sandy Gravel, fine to coarse grained, angular to sub-angular, dark grey, fine to coarse grained sand encountered at BH15, BH17 and BH20 associated with unsealed granular pavement.
- **POORAKA FORMATION:** generally comprised an upper thin layer of high plasticity clay, black, low plasticity silt, trace root fibres underlain by low to medium plasticity calcareous clay / calcareous sandy clay, pale brown to brown mottled white, fine to coarse grained sand, underlain by very stiff high plasticity clay / sandy clay, brown to red brown, fine to medium grained sand.

Or <u>however we did encounter a small percentage of</u>:

- **Potentially SAINT KILDA FORMATION:** generally, calcareous sandy clay, low to medium plasticity, pale brown and pale grey green, fine to coarse grained, trace of seashells underlain by high plasticity clay, brown to red-brown with a band of sand / gravel layer. Noting there was a distinct lack of organic rich black silt.

Table 2 summarises the subsurface profile at each of the boreholes.

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Table 2: Summary of Subsurface Conditions

Description	Depth to Base of Layer (m)									
	BH01	BH02	BH03	BH04	BH05	BH06	BH07	BH08	BH09	BH10
Topsoil	-	0.25	-	0.25	-	0.45	-	-	0.3	0.4
Fill	-	-	-	-	-	-	-	-	-	-
Silty Clay (CH)	0.35	-	0.3	-	0.25	-	0.3	0.3	-	0.55
Calcareous Clay /Sandy Clay (CL/CI)	-	1.5	1.5	1.1	-	3.0*	3.0*	1.5	1.1	1.1
Clay / Sandy Clay (CH)	3.0*	3.0*	3.0*	3.0*	0.9			3.0*	3.0*	3.0*
Calcareous Gravel					1.15*					

Notes: NE = Not Encountered, * = Termination depth

Description	Depth to Base of Layer (m)									
	BH11	BH12	BH13	BH14	BH15	BH16	BH17	BH18	BH19	BH20
Topsoil	0.3	-	-	-	-	-	-	0.1	-	-
Fill	-	0.85	-	0.2	0.65	0.65	0.55	1.0	0.4	0.6
Silty Clay (CH)	-	-	-	-	-	-	-	-	-	-
Calcareous Clay /Sandy Clay (CL/CI)	1.1	1.8	0.75	1.3	-	1.5	1.5	1.6	1.25	1.4
Clay / Sandy Clay (CH)	-	3.0*	3.0*	3.0*	6.0*	6.0*	3.0*	3.0*	3.0*	3.0*
Calcareous Gravel	1.15*									

Notes: '-' = Not Encountered, * = Termination depth

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6.3 Groundwater

Groundwater was encountered at BH15, BH17, BH18, BH19 and BH20 during the investigation which are located at the southern end of the project area. The depth of groundwater level encountered at these borehole logs are summarised in Table 3. The expected groundwater level within the project area is shown in Figure 7 as per the available information in the South Australian Resource Information Geoserver (SARIG 2023). Groundwater levels are expected to be between 2m and 5m below ground level on the majority of the project area (green area in Figure 7) while groundwater levels are expected within 2m below ground level near the southern side of the project area (blue area in Figure 7), where the orange shaded area represents the approximate project area.

Table 3: Summary of Groundwater Depth

Locations	BH15	BH17	BH18	BH19	BH20
Depth of encountered Groundwater Level (mBGL)	1.2	0.75	1.0	0.85	0.95

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Figure 7: Expected Groundwater depth as per SARIG (2023) overlaid aerial imagery of the site (site shown approximately in orange shaded)

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6.4 Laboratory Test Results

Results of the laboratory tests provided are summarised in Table and test certificates are provided in Appendix C.

Table 4: Summary of Laboratory Test Results

ID	Depth (mbgl)	Gravel (%)	Sand (%)	Fines (%)	LL (%)	PI (%)	LS (%)	FMC (%)	OMC (%)	SMDD (%)	CBR (%)	Swell (%)	Est. CBR* (%)	Emerson Class	$CaCO_3$ content (%)
BH06	1.1 – 1.5	6	30	64	39	20	9.5	15.1	18.5	1.72	10	1.0	9	-	
BH09	0.4 – 0.75	1	32	67	39	22	10.5	-	-	-	-	-	7	-	
BH09	0.4 – 0.8	-	-	-	-	-	-	20.4	23.0	1.63	12	0.5	-	-	
BH14	0.3 – 0.7	-	-	-	-	-	-	23.5	22.0	1.62	6	0.5	-	-	
BH15	1.5 – 1.8	-	-	-	-	-	-	-	-	-	-	-	-	4**	
BH16	1.1 – 1.5	9	33	58	47	27	11.0	-	-	-	-	-	9	-	-
BH17	2.0 – 3.0	-	-	-	-	-	-	-	-	-	-	-	-	-	19.0

Note: LL = Liquid Limits, PI = Plasticity Index, LS = Linear Shrinkage, FMC = Field Moisture Content, OMC = Optimum Moisture Content, SMDD = Standard Maximum Dry Density, SSI – Shrink-swell Index, CBR = California Bearing Ratio, * - estimated CBR based on DIT TP133, ** - Carbonate and Gypsum mineral present

7 GEOTECHNICAL ASSESSMENT

7.1 Earthworks

Based on the results of the field investigation, the depth of topsoil and fill varies between 0.2m and 1.0m below existing ground level. The details of the fill placement is unknown and therefore is considered as uncontrolled fill. It is recommended to remove any highly organic topsoil or any weak, wet or disturbed natural soils be stripped from the proposed development and road construction areas.

Excavation depths must be checked during the site earthworks by a suitably experienced Engineer.

General guidelines relating to earthworks for foundations, subject to the structure being constructed, are to include:

- Remove any uncontrolled fill, loose surface soils and vegetation.
- At the completion of excavation to design levels or base of fill levels, the exposed subgrade must be moisture conditioned, and compacted to achieve at least 98% compaction with respect to Standard Maximum Dry Density (SMDD) at its Optimum Moisture Content within ±2%. This shall be judged to occur when tested with a nuclear densometer with moisture contents calibrated in the laboratory.
- Proof roll the exposed surface as per AS3798 under the guidance of a suitable trained person as per AS3798.
- Any wet, soft, loose or heaving materials identified during proof rolling should be removed as directed by the geotechnical engineer or Level 1 Geotechnical Inspection and Testing Authority (GITA).
- Fill, where required, should be placed in layers not exceeding 250mm loose thickness and be compacted to the required standard and level before placing the next layer. Thinner layers may be required for smaller compaction equipment. The recommended compaction levels would be:
    - Pavement Subgrades – 98% standard minimum dry density ratio at ±3% optimum moisture content
    - Pavement Materials – 98% modified minimum dry density ratio
    - Beneath Structures – 100% standard minimum dry density ratio at ±2% optimum moisture content
- Care must be exercised when compacting in the vicinity of existing structures, particularly if vibratory compaction is being carried out.

The technical and control requirements for engineered fill, including site observation and compaction testing, are outlined in AS3798. We recommend that this work is completed under the direction and control of a suitably experienced Geotechnical Engineer familiar with the contents of this report. CMW would be pleased to perform this function if required.

7.2 Subgrade CBR

Following site preparation recommended in Section 7.1, it would be expected that the pavement subgrade would typically comprise a low to medium plasticity calcareous clay / sandy clay or engineered fill.

The in situ CBR values of the natural subgrade was assessed from the results of the classification test using the DIT's method of estimation of CBR from classification test (TP133) dated May 2012. The estimated CBR values of the natural soils assessed using the above method were greater than 7%.

The laboratory testing conducted on selected samples of natural clay subgrade indicated the following soaked CBR value greater than 6%. Each of these tests are based on a four day soak CBR% at similar % of compaction.

Based on the results of the above results and our experience with similar soil types and conditions, a design subgrade CBR value of 5% is recommended for the natural clay subgrade in a well-drained pavement.

The design CBR value assumes that:

- the pavement subgrades are prepared in accordance with the DPTI Master Specification, Part RD-EW-C1 and Section 7.1.
- exposed natural subgrades are assessed by a geotechnical engineer at the time of construction to confirm the design CBR value.
- fill in underground service trenches beneath the pavements have been adequately compacted, and trench backfill materials at subgrade level have a CBR value of at least 5%.
- the upper 150 mm of subgrade is compacted to achieve a dry density ratio of at least 98% based on Standard compaction (AS 1289 5.1.1).
- the pavement formation is adequately drained to prevent saturation of the pavement materials and underlying subgrade; and
- field testing is undertaken on subgrade and pavement materials during construction to ensure compliance with the above recommendations.

Pavements should be placed as soon as practicable after preparation of the subgrade to avoid disturbance and loosening of the subgrade materials.

7.3 Suitability for Reuse of Material

7.3.1 Reuse as General Fill

As per AS 2870 both excavations and the placement of fill materials on site leads to a change in soil moisture condition of the site. These changes warrant specific engineering assessment for any structures to be build on site.

Based on preliminary field investigation, laboratory testing from the site,

- The low to medium plasticity clay / sandy clay may be re-use as engineered general fill. Special considerations required for the over wet materials that encountered at the south-west side of the area (BH15 to BH20), which needs to be dry out satisfactorily or blended to achieve the appropriate moisture condition.
- The high plasticity clay / sandy clay, generally encountered below depth of 1.5m is also considered suitable as engineered general fill. High plasticity clays are extremely reactive and need to be selectively placed within the fill under strict moisture and density control.

Subgrade preparation, moisture conditioning, placement of fill to be undertaken as per the guidelines provided in Section 7.1.

7.3.2 Reuse as Clay Liner

It is understood that a proposed stormwater basin is considering the use of a clay liner, with site won materials providing a suitable source material.

As per the EPA guidelines for Wastewater lagoon construction (2019) states that constructed clay-lining, the material to be used as clay liner be well graded, of low permeability and conforms to the particle size distribution, plasticity index and other characteristics listed in Appendix 4A of EPA guidelines for Wastewater

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lagoon construction (2019). The acceptance criteria, testing requirements of pre-qualification of materials and corresponding assessment based on the test results are presented below Table 5.

Table 5: Assessment of Material Suitability as Clay Liner

Item	Test Method	Acceptance Criteria	Meets Acceptance Criteria (Y/N)
Particle Size Distribution (PSD), AS1289.3.6.1, Test Frequency Required: 3, Test Performed: 3			
Particles Passing 53 mm sieve	AS 1289.3.6.1	100%	Y
Particles Passing 19 mm sieve	AS 1289.3.6.1	>90%	Y
Particles Passing 2.36 mm sieve	AS 1289.3.6.1	>70%	Y
Particles Passing 0.075 mm sieve	AS 1289.3.6.1	>30%	Y
Maximum particle size	AS 1289.3.6.1	40 mm	Y
Atterberg Limits, AS 1289.3.1.2, 3.2.1, 3.3.1, 3.4.1, Test Frequency Required: 3, Test Performed: 3			
Plasticity Index	AS 1289.3.3.1	≥10% and above Casagrande A line	Y
Liquid Limit	AS 1289.3.3.1	30 – 60%	Y
Permeability, AS 1289.6.7.3, *Test Frequency Required: 2, Test Performed: 0**			
Permeability (remoulded)	AS 1289.6.7.3	≤1 x 10-9 m/sec (300-mm thick clay pad liner)	No Specific Testing Performed
Emerson Class Number, AS1289.3.8.1, *Test Frequency Required: 3, Test Performed: 1**			
Emerson Class Number	AS 1289.3.8.1	>4	N
Calcium Carbonate Content, USEPA, *Test Frequency Required: 3, Test Performed: 1**			
Calcium Carbonate Content	USEPA	<15%	N

* Number of testing performed as this is the preliminary assessment. Further testing is required to comply with the EPA guidelines.

Based on the particle size distribution and the Atterberg limits test results and EPA guidelines for Wastewater lagoon construction (2019), we assess that the site-won material may be suitable for use as clay liner. Emerson Class 4 indicates that the soil does not disperse, but does have calcium carbonate present, with the calcium carbonate content greater than 15%.

As per the EPA guidelines, the clay liner material used should be free of topsoil, tree roots and organic matter, and compacted to achieve a minimum dry density ratio of 95% relative to standard compaction. The compacted clay liner must have a minimum thickness of 300 mm and be constructed in two layers of 150 mm each following compaction with an in-situ coefficient of permeability of less than 1×10^{-9} m/s. The finished liner thickness must be surveyed to confirm it meets the design specifications and be tested in-situ to ensure that it meets the specified permeability criteria.

The prepared subgrade should be proof rolled to determine the presence of weak zones (ex. uncontrolled fill, voids and weak or compressible materials that are susceptible to collapse) that may require subgrade improvement.

An effective bond should be created between successive layers. Prior to placement of each layer the surface of the previous layer should be scarified and moisture conditioned, if necessary, to bond the layers to prevent laminations at the layer interface. The final surface should be smooth and evenly graded.

The prepared clay liner should be tested for checking the field compliance as per the guidelines provided in Appendix 4A of EPA guidelines for Wastewater lagoon construction (2019).

The EPA recommends that side walls should generally have a batter slope not exceeding a gradient of 1V: 3H to allow for any person or animal to be able to climb out of the pond should they accidently fall into the pond.

Separate to the EPA guideline, CMW recommend that the clay liner be constructed with consideration of maintenance methods that typically lead to disturbing the liner and also the effects of drying and desiccation of the clay liner. Adelaide crack depth zone is 3m and therefore there is a high potential desiccation of the clay liner will occur throughout the design life. Also Clay lining should be maintained to avoid desiccation during construction and if water is encountered while preparing earthworks, the site should be dewatered and dried to an appropriate level before being lined with clay.

7.4 Other Considerations

7.4.1 Trafficability

Trafficability on clays of medium plasticity is expected to be very poor when wet. Contractors should make allowance for poor trafficability, compaction difficulties and program delays, particularly when earthworks are conducted in the winter months.

Where the clay subgrade provides poor support, resulting in trafficability and compaction problems, the clay may need to be over-excavated (nominally 150 mm) and replaced with suitably moisture conditioned and compacted site won or imported granular materials. Alternatively, the clay subgrade may be lime stabilised.

7.4.2 Excavation Stability

It is recommended to use 1V:1H continuous batter slope profile in Alluvial Clay for short-term temporary cut slopes less than 1.5m in depth where no groundwater seepage is encountered. A temporary continuous slope of 1V:2H is recommended for granular fill. No vertical benching is considered to be suitable.

For long-term cut, the final batter slope profile should be protected from scour and erosion and no surcharges applied within at the crest of the batter considered in the design. Groundwater seepage should be considered in the design.

7.4.3 Excavatability

The soil profile encountered in the borehole locations to a depth of at least 6.0m is expected to be excavatable using conventional earthmoving equipment such as backhoes and excavators.

7.4.4 Management of Subgrade Moisture Conditions

Particular attention should be undertaken during construction to prevent large changes in moisture content in any reactive subgrade soils.

Desiccation of clayey subgrade soils could result in excessive soil swelling movements following construction of the pavements, whilst the ponding of water could result in softening of the subgrade.

Storm water and surface run-off must not be allowed to pool adjacent to pavements. Trees and shrubs should be carefully selected and located to minimise desiccation effects beneath the pavements.

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8 CLOSURE

The findings contained within this report are the result of limited discrete investigations conducted in accordance with normal practices and standards. To the best of our knowledge, they represent a reasonable interpretation of the general condition of the site. Under no circumstances, can it be considered that these findings represent the actual state of the ground conditions away from our investigation locations.

If the ground conditions encountered during construction are significantly different from those described in this report and on which the conclusions and recommendations were based, then we must be notified immediately.

Additional important information regarding the use of your CMW report is provided in the '*Using your CMW Report*' document attached to this report.

This report has been prepared for use by The South Australian Harness Racing Club Incorporated in relation to the Globe Derby Drive Globe derby park, sa 5110 project in accordance with the scope, proposed uses and limitations described in the report. Should you have further questions relating to the use of your report please do not hesitate to contact us.

Where a party other than The South Australian Harness Racing Club Incorporated seeks to rely upon or otherwise use this report, the consent of CMW should be sought prior to any such use. CMW can then advise whether the report and its contents are suitable for the intended use by the other party.

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9 REFERENCES

AS 1289, Methods of testing soils for engineering purposes, Standards Australia, Sydney

AS 1726, Geotechnical Site Investigations, Standards Australia, Sydney, 2017

AS 3798 (inc. amendment 1), Guidelines on earthworks for commercial and residential developments, Standards Australia, Sydney, 2007

DIT (2012), TP133 – Method of estimation of CBR from classification test.

EPA 509/19 (2019), Guidelines for Wastewater and Evaporation Lagoon Construction, Environmental Protection Agency, South Australia.

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USING YOUR CMW GEOTECHNICAL REPORT

Geotechnical reporting relies on interpretation of facts and collected information using experience, professional judgement, and opinion. As such it generally has a level of uncertainty attached to it, which is often far less exact than other engineering design disciplines. The notes below provide general advice on what can be reasonably expected from your report and the inherent limitations of a geotechnical report.

Preparation of your report

Your geotechnical report has been written for your use on your project. The contents of your report may not meet the needs of others who may have different objectives or requirements. The report has been prepared using generally accepted Geotechnical Engineering and Engineering Geology practices and procedures. The opinions and conclusions reached in your report are made in accordance with these accepted principles. Specific items of geotechnical or geological importance are highlighted in the report.

In producing your report, we have relied on the information which is referenced or summarised in the report. If further information becomes available or the nature of your project changes, then the findings in this report may no longer be appropriate. In such cases the report must be reviewed, and any necessary changes must be made by us.

Your geotechnical report is based on your project's requirements

Your geotechnical report has been developed based on your specific project requirements and only applies to the site in this report. Project requirements could include the type of works being undertaken; project locality, size and configuration; the location of any structures on or around the site; the presence of underground utilities; proposed design methodology; the duration or design life of the works; and construction method and/or sequencing.

The information or advice in your geotechnical report should not be applied to any other project given the intrinsic differences between different projects and site locations. Similarly geotechnical information, data and conclusions from other sites and projects may not be relevant or appropriate for your project.

Interpretation of geotechnical data

Site investigations identify subsurface conditions at discrete locations. Additional geotechnical information (e.g. literature and external data source review, laboratory testing etc) are interpreted by Geologists or Engineers to provide an opinion about a site specific ground models, their likely impact on the proposed development and recommended actions. Actual conditions may differ from those inferred to exist due to the variability of geological environments. The actual interface between materials may be far more gradual or abrupt than assumed based on the facts obtained. Nothing can be done to change the actual site conditions which exist, but steps can be taken to reduce the impact of unexpected conditions. Interpretation of factual data can be influenced by design and/or construction methods. Where these methods change review of the interpretation in the report may be required.

Subsurface conditions can change

Subsurface conditions are created by natural processes and then can be altered anthropically or over time. For example, groundwater levels can vary with time or activities adjacent to your site, fill may be placed on a site, or the consistency of near surface conditions might be susceptible to seasonal changes. The report is based on conditions which existed at the time of investigation. It is important to confirm whether conditions may have changed, particularly when large periods of time have elapsed since the investigations were performed.

Interpretation and use by other design professionals

Costly problems can occur when other design professionals develop their plans based on misinterpretations of a geotechnical report. To help avoid misinterpretations, it is important to retain the assistance of CMW to work with other project design professionals who are affected by the contents of your report. CMW staff can explain the report implications to design professionals and then review design plans and specifications to see that they have correctly incorporated the findings of this report.

Your report's recommendations require confirmation during construction

Your report is based on site conditions as revealed through selective point sampling. Engineering judgement is then applied to assess how indicative of actual conditions throughout an area the point sampling might be. Any assumptions made cannot be substantiated until construction is complete. For this reason, you should retain geotechnical services throughout the construction stage, to identify variances from previous assumption, conduct additional tests if required and recommend solutions to problems encountered on site.

A Geotechnical Engineer, who is fully familiar with the site and the background information, can assess whether the report's recommendations remain valid and whether changes should be considered as the project develops. An unfamiliar party using this report increases the risk that the report will be misinterpreted.

Environmental Matters Are Not Covered

Unless specifically discussed in your report environmental matters are not covered by a CMW Geotechnical Report. Environmental matters might include the level of contaminants present of the site covered by this report, potential uses or treatment of contaminated materials or the disposal of contaminated materials. These matters can be complex and are often governed by specific legislation.

The personnel, equipment, and techniques used to perform an environmental study can differ significantly from those used in this report. For that reason, our report does not provide environmental recommendations. Unanticipated subsurface environmental problems can have large consequences for your site. If you have not obtained your own environmental information about the project site, ask your CMW contact about how to find environmental risk-management guidance.

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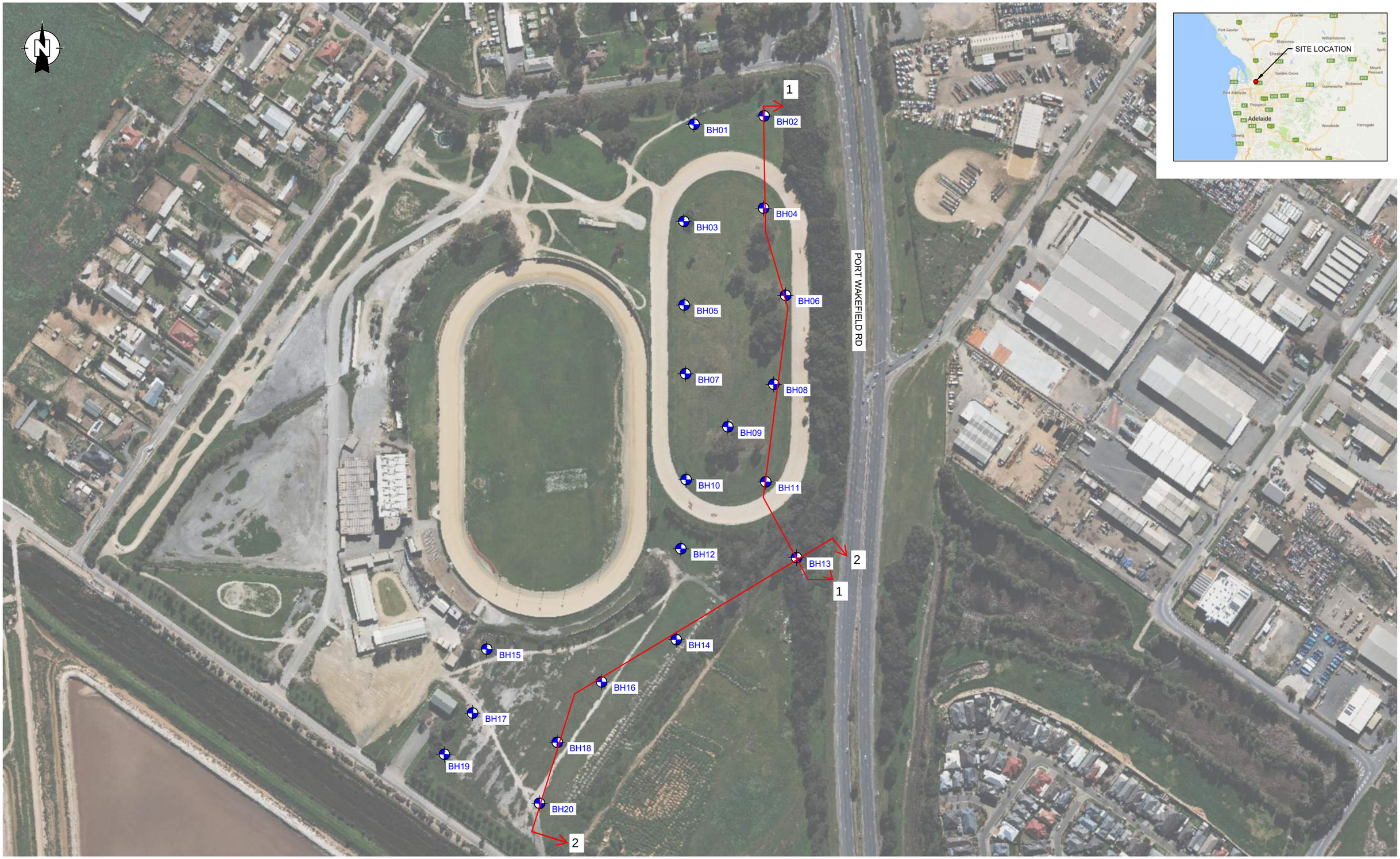
Appendix A: Figures

Title	Reference No.	Date	Revision
Site Investigation Plan	ADL2023-0037	04/05/2023	B



LEGEND:

BH01 APPROXIMATE BOREHOLE (BH) LOCATION

NOTES:

1. AERIAL FROM BING MAP.

1:3000 0 30 60 90 120 150 m

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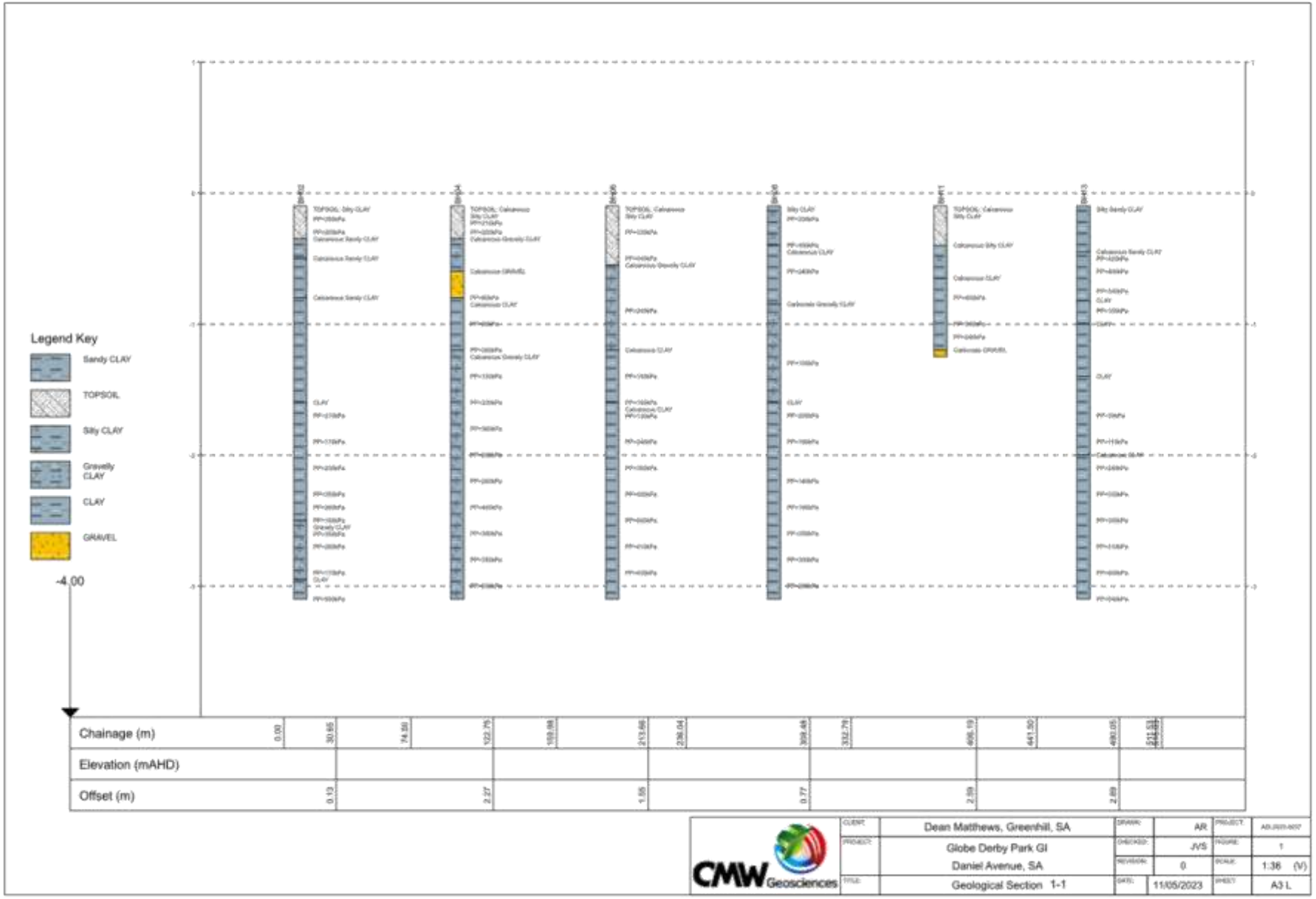
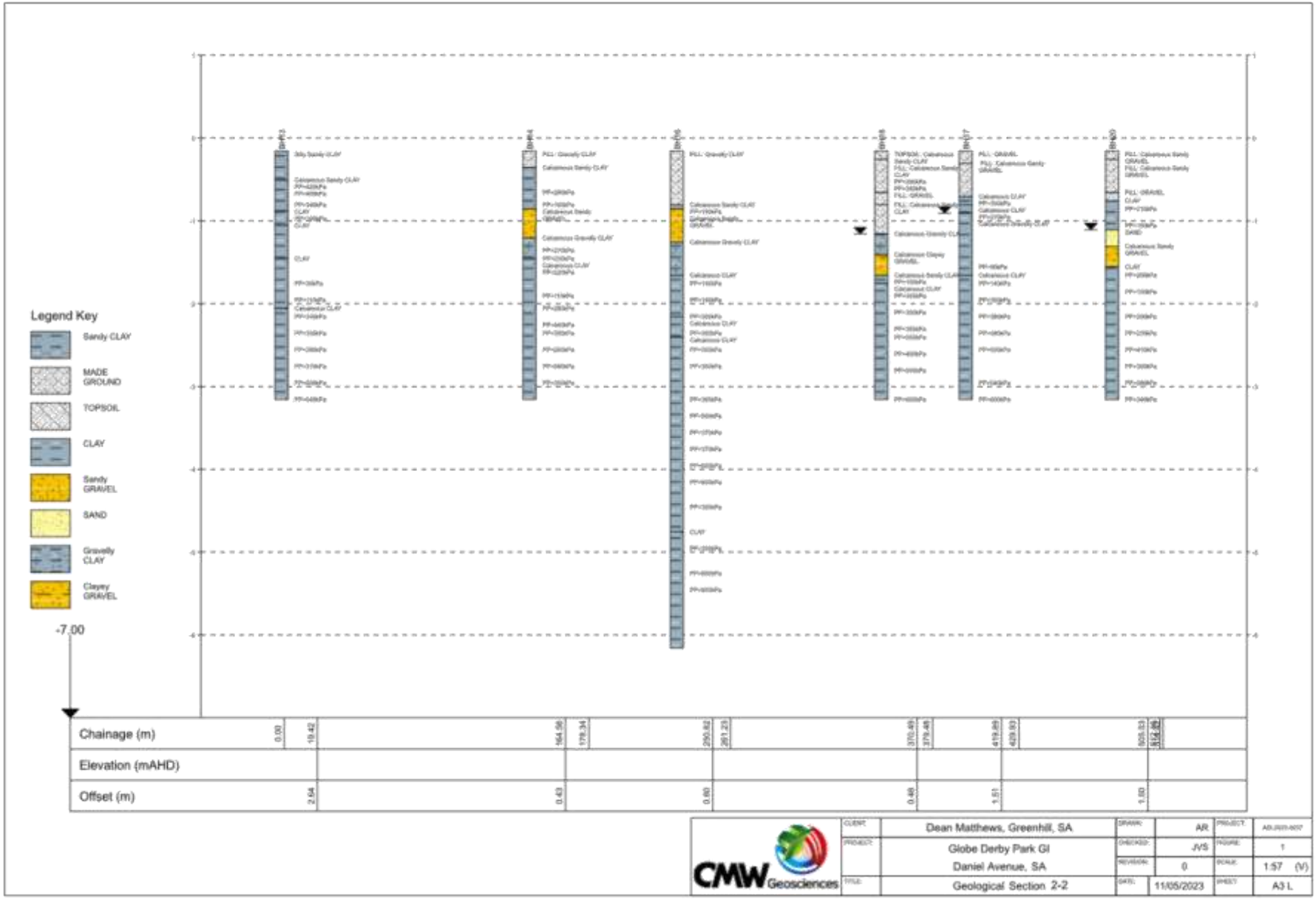
CLIENT: DEAN MATTHEWS, GREENHILL, SA	DRAWN: JS	PROJECT: ADL2023-0037	
PROJECT: GLOBE DERBY PARK GI	CHECKED: AR	DRAWING: 01	
	REVISION: B	SCALE: 1:3000	
TITLE: SITE INVESTIGATION PLAN	DATE: 04/05/2023	SHEET: A3 L	


Legend Key
Sandy CLAY
TOPSOIL
Silty CLAY
Gravelly CLAY
CLAY
GRAVEL
-4.00
Chainage (m)
Elevation (mAHD)
Offset (m)
CMW Geosciences
Dean Matthews, Greenhill, SA
Globe Derby Park GI
Daniel Avenue, SA
Geological Section 1-1
AR
JVS
0
11/05/2023
1:38 (V)
A3 L


Legend Key
Sandy CLAY
MADE GROUND
TOPSOIL
CLAY
Sandy GRAVEL
SAND
Gravelly CLAY
Clayey GRAVEL
-7.00
Chainage (m)
Elevation (mAHD)
Offset (m)
CMW Geosciences
Dean Matthews, Greenhill, SA
Globe Derby Park GI
Daniel Avenue, SA
Geological Section 2-2
AR
JVS
0
11/05/2023
1:57 (V)
A3 L

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Appendix B: Results of Field Investigation

Explanatory Notes – Soil Description

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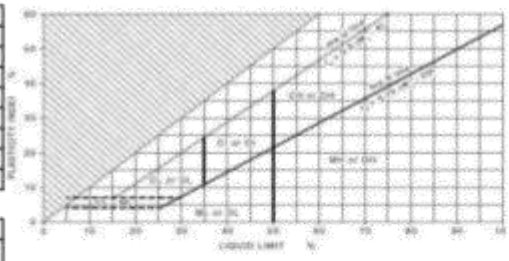
GRAVEL	Gravelly SAND	Sandy CLAY
SILTY GRAVEL	SILTY SAND	SILT
CLAYEY GRAVEL	CLAYEY SAND	Gravelly SILT
Sandy GRAVEL	CLAY	Sandy SILT
SAND	Gravelly CLAY	PEAT

FILL	
TOPSOIL	
COBBLES & BOULDERS	
CONCRETE	
NO CORE	

GP	Poorly Graded Gravel	ML	Low Plasticity Silt
GW	Well Graded Gravel	MH	High Plasticity Silt
GM	Silty Gravel	CL	Low Plasticity Clay
GC	Clayey Gravel	CI	Medium Plasticity Clay
SP	Poorly Graded Sand	CH	High Plasticity Clay
SW	Well Graded Sand	OL	Organic Soils (LP)
SM	Silty Sand	OH	Organic Soils (HP)
SC	Clayey Sand	PT	Peat
	Fill		Cobbles & Boulders

Soil colours based on BGS Internal report IR/05/123 "A Revised scheme for coding unlithified deposits", 2006.



WATER	
Groundwater (Strike)	Groundwater (rise)

CLASSIFICATION AND INFERRED STRATIGRAPHY

Particle Size		
Major Division	Sub Division	Particle Size
Boulders		> 200 mm
Cobbles		63 to 200 mm
Gravel	Coarse	19 to 63 mm
	Medium	6.7 to 19 mm
	Fine	2.36 to 6.7 mm
Sand	Coarse	0.6 to 2.36 mm
	Medium	0.21 to 0.6 mm
	Fine	0.075 to 0.21 mm
Silt		0.002 to 0.075 mm
Clay		< 0.002 mm

SECONDARY/MINOR COMPONENTS	
TERMS FOR SANDS/GRAVELS (Less than 35% Particles < 0.075mm)	TERMS FOR CLAYS/SILTS (More than 35% Particles < 0.075mm)
trace... sand/gravel = <15% clay/silt = <5%	**trace...** sand/gravel = <15%
with... sand/gravel = >15%, <30% clay/silt = >5%, <12%	**with...** sand/gravel = >15%, <30%
Sandy... / Gravelly... >30%	**Sandy... / Gravelly...** >30%
Clayey... / Silty ... >12%	

MOISTURE CONDITION (Cohesionless Soils)

Symbol	Term	Description
D	Dry	Looks and feels dry. Cohesionless and free-running.
M	Moist	No free water on remoulding. Soil feels cool, darkened in colour. Soil tends to cohere.
W	Wet	Free water on remoulding. Soil feels cool, darkened in colour. Soil tends to cohere.

MOISTURE CONDITION (Cohesive Soils)

Symbol	Term	Description
<PL	Dry	Looks and feels dry. Hard and friable or powdery, well dry of the plastic limit
≈PL	Moist	Soil feels cool, darkened in colour. Soil can be moulded. Near plastic limit.
>PL	Wet	Soils feels cool, darkened in colour. Usually weakened and free water forms when remoulding. Wet of plastic limit.

DENSITY (Cohesionless Soils)

Sym.	Term	Density Index (%)	SPT 'N'
VL	Very Loose	Less than 15	0 to 4
L	Loose	15 to 35	4 to 10
MD	Medium Dense	35 to 65	10 to 30
D	Dense	65 to 85	30 to 50
VD	Very Dense	Above 85	Above 50

STIFFNESS (Cohesive Soils)

Sym.	Term	Undrained Shear Strength
VS	Very Soft	0 to 12 kPa
S	Soft	12 to 25 kPa
F	Firm	25 to 50 kPa
St	Stiff	50 to 100 kPa
VSt	Very Stiff	100 to 200 kPa
H	Hard	over 200kPa
Fr	Friable	-

SAMPLING AND LABORATORY / INSITU TESTING RESULTS

B	Bulk Disturbed Sample	U	Undisturbed Push-in Sample	CBR	California Bearing Ratio
BLK	Block Sample	W	Water Sample	UCS	Unconfined Compressive Strength
C	Core Sample	LL	Liquid Limit	PLI	Point Load Index
ES	Environmental Soil Sample	PI	Plasticity Index	N	SPT-N Value
P	Piston Sample	LS	Linear Shrinkage		

DRILLING/EXCAVATION METHOD

AC	Air Core	HA	Hand Auger	RC	Rotary Cored
ADH	Hollow Auger Drilling	HQ	Rotary Core 63.5mm	RO	Rotary Open Hole
AD/V	Auger with V-Bit	HQ3	Rotary Core 61.1mm	SPT	Standard Penetration Test
AD/T	Auger with TC-Bit	PQ3	Rotary Drill 83mm	TP	Test Pit
DPP	Direct Push Probe	PT	Push Tube	W	Wash Bore

BOREHOLE LOG - BH01

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

1:15 Sheet 1 of 1

Logged by: BN Position: E.279960m N.6147478m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Well	Groundwater	Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	RL (m)	Depth (m)	Graphic Log	Material Description: Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm) 5 10 15	Structure & other observations
							CH: Silty CLAY: high plasticity, dark brown, low plasticity silt, with fine grained sand. ... from 0.00m to 0.80m, traces of roots	<PL	St to VSt	4, 5, 6, 7, 5, 12, 10	0.00-3.00m: Pooraka Formation
							CH: CLAY: high plasticity, brown, with fine grained sand.				
					1		CH: Calcareous CLAY: high plasticity, red-brown, with fine grained, sub-angular to sub-rounded gravel, trace sand.		St	3, 4, 4, 9, 5, 5, 4, 4	
		1.10	PP=260kPa								
		1.30	PP=150kPa					>PL			
		1.50	PP=280kPa						F	4, 4, 5	
		1.60	PP=90kPa								
		1.70	PP=60kPa								
		1.80	PP=100kPa				CH: CLAY: high plasticity, red-brown, mottled pale red-brown.				
		1.90	PP=280kPa								
					2						
		2.10	PP=340kPa								
		2.30	PP=340kPa						VSt		
		2.50	PP=270kPa					<PL			
		2.70	PP=340kPa								
		2.90	PP=440kPa								
					3		Borehole terminated at 3.00 m				

DCP/PSP Equipment Ref.: DCP 2 In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH01

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

BOREHOLE LOG - BH02

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

1:15 Sheet 1 of 1

Logged by: BN Position: E.280017m N.6147408m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Structure & other observations
0.10	PP=250kPa	TOPSOIL: Silty CLAY: high plasticity, black, low plasticity silt, trace sand, trace grass roots	≈PL	F	0.00-0.25m: Topsoil
0.20	PP=200kPa				
		CL: Calcareous Sandy CLAY: low plasticity, brown-black, fine to medium grained. … from 0.25m to 1.50m, traces of roots			0.25-3.00m: Pooraka Formation
		CI: Calcareous Sandy CLAY: medium plasticity, pale brown, fine to coarse grained, with fine grained, sub-angular to sub-rounded gravel.			
		CI: Calcareous Sandy CLAY: medium plasticity, pale brown, fine to coarse grained, with fine grained, sub-angular to sub-rounded gravel.	<PL	Fr	
1.60	PP=210kPa	CH: CLAY: high plasticity, red-brown, mottled pale red-brown.			
1.80	PP=170kPa				
2.00	PP=230kPa				
2.20	PP=250kPa		≈PL	St to VSt	
2.30	PP=260kPa				
2.40	PP=160kPa	CH: Gravely CLAY: high plasticity, red-brown, mottled white, fine to medium grained, angular to sub-angular.			
2.50	PP=350kPa				
2.60	PP=280kPa				
2.80	PP=170kPa				
		CH: CLAY: high plasticity, red-brown, mottled pale red-brown.			
3.00	PP=500kPa	Borehole terminated at 3.00 m			

Dynamic Cone Penetrometer (Blows/100mm): 5 10 15

DCP/PSP Equipment Ref.: DCP 2 In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH02

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

BOREHOLE LOG - BH03

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

1:15 Sheet 1 of 1

Logged by: BN Position: E.279937m N.6147303m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Structure & other observations
		CH: Calcareous Silty CLAY : high plasticity, black, low plasticity silt, trace sand, trace root fibres		F to St	0.00-3.00m: Pooraka Formation
0.40	PP=510kPa	CL: Calcareous Sandy CLAY: low plasticity, brown-black, fine grained.	<PL	St to VSt	
		CH: Calcareous CLAY: medium plasticity, orange-brown, trace fine grained sand.		F	
1.10	PP=310kPa	CH: Calcareous CLAY: high plasticity, pale brown, with fine to medium grained, sub-rounded gravel, trace sand.		St to VSt	
		CH: CLAY: high plasticity, red-brown mottled pale red-brown, trace gravel and sand.			
1.70	PP=270kPa				
1.85	PP=240kPa				
2.00	PP=440kPa		≈PL		
2.30	PP=240kPa			VSt	
2.50	PP=250kPa				
2.70	PP=300kPa				
2.80	PP=350kPa				
3.00	PP=500kPa	Borehole terminated at 3.00 m			

Dynamic Cone Penetrometer (Blows/100mm): 5 10 15

DCP/PSP Equipment Ref.: DCP 2 In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH03

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

BOREHOLE LOG - BH04

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

1:15 Sheet 1 of 1

Logged by: BN Position: E.280016m N.6147316m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	Depth (m)	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm)	Structure & other observations
0.10	PP=210kPa		TOPSOIL: Calcareous Silty CLAY : high plasticity, black, low plasticity silt, trace sand.		St	2	0.00-0.25m: Topsoil
0.20	PP=200kPa					3	
			CI: Calcareous Gravelly CLAY: medium plasticity, pale brown, fine to medium grained, sub-angular to sub-rounded, with fine to coarse grained sand.	<PL	Fr	12, 12, 28	0.25-3.00m: Pooraka Formation
			GP: Calcareous GRAVEL: fine to medium grained, angular to sub-angular brown.	D	D		
0.70	PP=80kPa		CH: Calcareous CLAY: high plasticity, red-brown, with fine to coarse grained sand, trace gravel.				
0.90	PP=90kPa				F		
1.10	PP=260kPa	1	CH: Calcareous Gravely CLAY: high plasticity, red-brown, fine to medium grained, sub-angular to sub-rounded, with fine to coarse grained sand.				
1.30	PP=120kPa				St		
1.5-2.0	1 D						
1.50	PP=230kPa						
1.70	PP=360kPa						
1.90	PP=280kPa			=PL			
		2					
2.10	PP=260kPa						
2.30	PP=400kPa				VSt		
2.50	PP=390kPa						
2.70	PP=350kPa						
2.90	PP=550kPa						
		3	Borehole terminated at 3.00 m				

Well | Groundwater | RL (m) | Graphic Log

DCP/PSP Equipment Ref.: DCP 2 | In Situ Vane Ref.: | Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth
Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH04

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

BOREHOLE LOG - BH05

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

1:15 Sheet 1 of 1

Logged by: BN Position: E.279938m N.6147220m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Structure & other observations
		CH: Silty CLAY : high plasticity, black, low plasticity silt, trace sand, with grass roots.		F	0.00-1.15m: Pooraka Formation
0.25	PP=280kPa				
0.30	PP=310kPa	CH: CLAY: medium plasticity, orange-brown, trace fine grained sand. … from 0.25m to 0.90m, traces of tree roots	<PL		
0.45	PP=390kPa				
		CI: CLAY: medium plasticity, orange-brown, with fine grained sand.		St to VSt	
0.65	PP=380kPa	CH: Calcareous CLAY: high plasticity, brown, trace sand.			
0.80	PP=250kPa		<PL		
0.85	PP=300kPa				
		GP: Calcareous GRAVEL: fine to coarse grained, angular to sub-angular, grey with medium plasticity clay.	D to M	MD to D	
		Borehole terminated at 1.15 m			1.15m: Pushtube and soli auger refused.

Dynamic Cone Penetrometer (Blows/100mm): 5 10 15

DCP/PSP Equipment Ref.: DCP 2 In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Equipment Refusal

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH05

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

BOREHOLE LOG - BH06

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

1:15 Sheet 1 of 1

Logged by: BN Position: E.280038m N.6147230m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm)	Structure & other observations
		TOPSOIL: Calcareous Silty CLAY : high plasticity, black, low plasticity silt, trace sand.				0.00-0.45m: Topsoil
0.20	PP=330kPa			St	3, 4, 5	
0.40	PP=440kPa		<PL		16	
0.5-1.0 0.5-1.0	1 B 3 D	CI: Calcareous Gravelly CLAY: medium plasticity, pale brown, fine to medium grained, sub-angular to sub-rounded, with fine to coarse grained sand. ... from 0.45m to 1.50m, traces of roots		Fr	17, 25	0.45-3.00m: Pooraka Formation
0.80	PP=240kPa			VSt		
1.1-1.5 1.1-1.5	2 B 4 D	CI: Calcareous CLAY: medium plasticity, brown and pale grey-green.		St		
1.30	PP=150kPa					
1.50	PP=160kPa	CH: Calcareous CLAY: high plasticity, red-brown, with fine to coarse grained sand, trace gravel.				
1.60	PP=120kPa					
1.80	PP=240kPa		>PL			
2.00	PP=350kPa			VSt		
2.20	PP=400kPa					
2.40	PP=600kPa					
2.60	PP=410kPa			Vst to H		
2.80	PP=430kPa					

Borehole terminated at 3.00 m

Depth (m): 1, 2, 3

DCP/PSP Equipment Ref.: DCP 2 In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH06

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

BOREHOLE LOG - BH07

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

1:15 Sheet 1 of 1

Logged by: BN Position: E.279939m N.6147152m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm)	Structure & other observations
0.15	PP=170kPa	CH: Calcareous Silty CLAY : high plasticity, black, low plasticity silt, trace sand.		St	3, 5, 6	0.00-3.00m: Pooraka Formation
		CI: Calcareous CLAY: medium plasticity, orange-brown, trace fine grained sand.	<PL	Fr	10, 9, 25	
1.20	PP=190kPa	CI: Carbonate Gravelly CLAY: medium plasticity, pale grey-green, fine to medium grained, sub-angular to sub-rounded, with fine to coarse grained sand.		F to St		
1.30	PP=100kPa					
1.40	PP=170kPa	CH: Calcareous CLAY: high plasticity, red-brown mottled pale red-brown, trace sand				
1.60	PP=90kPa					
1.70	PP=70kPa			F		
1.90	PP=90kPa		≈PL			
2.10	PP=160kPa					
2.20	PP=220kPa					
2.40	PP=280kPa			St		
2.60	PP=150kPa					
2.80	PP=200kPa					
3.00	PP=350kPa	Borehole terminated at 3.00 m				

Depth (m): 1, 2, 3

DCP/PSP Equipment Ref.: DCP 2 In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH07

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

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BOREHOLE LOG - BH08

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

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Logged by: BN Position: E.280027m N.6147141m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm)	Structure & other observations
0.10	PP=200kPa	CH: Silty CLAY : high plasticity, black, low plasticity silt, trace sand.		St to VSt	2, 8, 10	0.00-3.00m: Pooraka Formation
0.30	PP=450kPa	CI: Calcareous CLAY: medium plasticity, orange-brown, trace fine to medium grained sand.			13, 11	
0.50	PP=240kPa		<PL	Fr	13, 7	
		CI: Carbonate Gravelly CLAY: medium plasticity, pale grey-green, fine to medium grained, sub-angular to sub-rounded, with fine to coarse grained sand.			27	
1.20	PP=100kPa			F to St	5, 8, 9, 5, 7, 9, 7	
1.60	PP=250kPa	CH: CLAY: high plasticity, red-brown, trace gravel and sand.			9, 10	
1.80	PP=190kPa				9, 10	
2.10	PP=140kPa		<PL	St		
2.30	PP=180kPa					
2.50	PP=250kPa					
2.70	PP=300kPa			VSt		
2.90	PP=260kPa					

Depth (m): 1, 2, 3

Borehole terminated at 3.00 m

DCP/PSP Equipment Ref.: DCP 2 In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH08

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

BOREHOLE LOG - BH09

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

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Logged by: BN Position: E.279981m N.6147099m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Structure & other observations
		TOPSOIL: Calcareous Silty CLAY : high plasticity, black, low plasticity silt, trace sand.		F to St	0.00-0.30m: Topsoil
0.25	PP=330kPa				
		CI: CLAY: medium plasticity, orange-brown, trace fine grained sand.	<PL	St	0.30-3.00m: Pooraka Formation
0.4-0.8 0.4-0.8	B PSD', Atterberg Limit Test Sample D				
		CI: Carbonate Gravelly CLAY : medium plasticity, pale grey-green, fine to medium grained, sub-angular to sub-rounded, with fine to coarse grained sand.		Fr	
		CH: Calcareous CLAY: high plasticity, pale red-brown, with fine to medium grained, sub-angular to sub-rounded gravel, trace sand.		VSt	
1.2-1.5	PSD, Atterberg Limit Test Sample D				
1.30	PP=310kPa				
1.40	PP=550kPa				
		CH: Calcareous CLAY: high plasticity, red-brown, trace gravel and sand.			
1.85	PP=170kPa		>PL	F to St	
2.00	PP=90kPa				
2.20	PP=240kPa				
2.40	PP=210kPa				
2.50	PP=240kPa			VSt	
2.70	PP=320kPa				
2.80	PP=340kPa				
		Borehole terminated at 3.00 m			

Dynamic Cone Penetrometer (Blows/100mm): 5 10 15

DCP/PSP Equipment Ref.: DCP 2 In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH09

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

BOREHOLE LOG - BH10

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

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Logged by: BN Position: E.279939m N.6147046m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Structure & other observations
0.10	PP=170kPa	TOPSOIL: Calcareous Silty CLAY: high plasticity, grey, low plasticity silt, trace fine to coarse grained sand, with root fibres.		F	0.00-0.40m: Topsoil
0.30	PP=180kPa				
0.40	PP=200kPa	CH: Calcareous Silty CLAY: high plasticity, grey, trace fine to coarse grained sand, with root fibres			0.40-3.00m: Pooraka Formation
0.45	PP=210kPa				
0.65	PP=150kPa	CH: Calcareous CLAY: high plasticity, orange-brown and grey, trace fine grained sand. ... from 0.55m to 1.50m, traces of roots			
0.85	PP=160kPa				
0.90	PP=150kPa	CI: Carbonate Gravelly CLAY : medium plasticity, pale brown, fine to medium grained, sub-angular to sub-rounded, with fine to coarse grained sand.			
		CH: Calcareous CLAY: high plasticity, pale grey-brown, with fine to coarse grained sand, trace gravel.	≈PL	St	
1.50	PP=150kPa	CH: Calcareous CLAY: high plasticity, red-brown, with fine grained, sub-rounded gravel, trace sand.			
1.70	PP=180kPa				
1.90	PP=220kPa				
2.30	PP=180kPa				
2.50	PP=460kPa				
2.70	PP=380kPa		<PL	VSt	
2.90	PP=460kPa				

Dynamic Cone Penetrometer (Blows/100mm): 5 10 15

Borehole terminated at 3.00 m

DCP/PSP Equipment Ref.: DCP 2 In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH10

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

CMW Geosciences

BOREHOLE LOG - BH11

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

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Logged by: Position: E.280019m N.6147044m (MGA)
Checked by: JVS Elevation:

Well	Groundwater	Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	RL (m)	Depth (m)	Graphic Log	Material Description: Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm) 5 10 15	Structure & other observations
							TOPSOIL: Calcareous Silty CLAY : high plasticity, black, low plasticity silt, trace sand.		F	2, 3, 3	0.00-0.30m: Topsoil
							CH: Calcareous Silty CLAY: high plasticity, black, low plasticity silt, trace sand, trace root fibres.		St	6, 8, 9	0.30-1.15m: Pooraka Formation
							CI: Calcareous CLAY: medium plasticity, orange-brown mottled grey, with fine to coarse grained sand.	<PL		4, 7, 8, 8	
		0.70	PP=450kPa						VSt		
		0.90	PP=310kPa								
		1.00	PP=240kPa		1					25	
							GP: Carbonate GRAVEL: medium to coarse grained, angular to sub-angular, brown and white. Borehole terminated at 1.15 m	D to M			1.15m: Pushtube and soil auger refused
					2						
					3						

DCP/PSP Equipment Ref.: DCP 2 | In Situ Vane Ref.: | Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Equipment Refusal

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH11

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 18/04/2023

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BOREHOLE LOG - BH12

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

CMW Geosciences

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Logged by: BN Position: E.279885m N.6146975m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Well	Groundwater	Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	RL (m)	Depth (m)	Graphic Log	Material Description: Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm) 5 10 15	Structure & other observations
							FILL: Gravelly CLAY : low plasticity, brown, fine to coarse grained, angular to sub-angular, with fine to coarse grained sand.	<PL		4, 6, 13, 12, 3, 7, 9, 31	0.00-0.85m: Fill
							CL: Calcareous Sandy CLAY: low plasticity, grey green, fine to coarse grained.		H		0.85-3.00m: Pooraka Formation
		1.00	PP=600kPa		1						
							SP: Calcareous Gravelly SAND: fine to coarse grained, pale grey, fine to coarse grained, sub-angular to sub-rounded, trace low plasticity clay.	M	MD		
		1.2-1.5	PSD, Atterberg Limit Test Sample D				CI: Calcareous Gravelly CLAY: medium plasticity, pale grey green, fine to medium grained, sub-angular to sub-rounded, with fine to coarse grained sand.	≈PL	F		
		1.60	PP=80kPa								
		1.80	PP=150kPa				CH: CLAY: high plasticity, red-brown.				
		2.00	PP=250kPa		2			≈PL	St to VSt		
		2.20	PP=210kPa								
		2.40	PP=480kPa								
		2.60	PP=580kPa					<PL	Vst to H		
		2.80	PP=450kPa								
					3		Borehole terminated at 3.00 m				

DCP/PSP Equipment Ref.: In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH12

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

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BOREHOLE LOG - BH13

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

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Logged by: BN Position: E.280049m N.6146969m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Structure & other observations
		CL: Silty Sandy CLAY : low plasticity, brown, fine to coarse grained.			0.00-3.00m: Pooraka Formation
0.40	PP=420kPa	CI: Calcareous Sandy CLAY: medium plasticity, brown, fine to coarse grained.	<PL	VSt	
0.50	PP=400kPa				
0.65	PP=340kPa				
0.80	PP=100kPa	CH: CLAY: high plasticity, brown mottled grey-green, trace sand.	≈PL	F	
		CH: CLAY: high plasticity, grey-green.	>PL		
		CH: CLAY: high plasticity, grey-green, with fine to coarse grained sand, trace gravel.		S	
1.60	PP=30kPa		≈PL		
1.80	PP=110kPa			F	
2.00	PP=240kPa	CH: Calcareous CLAY: high plasticity, red-brown.			
2.20	PP=330kPa				
2.40	PP=390kPa		<PL	VSt	
2.60	PP=310kPa				
2.80	PP=600kPa			Vst to H	
3.00	PP=540kPa	Borehole terminated at 3.00 m			

Depth (m): 1, 2, 3

Dynamic Cone Penetrometer (Blows/100mm): 5 10 15

DCP/PSP Equipment Ref.: In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH13

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

CMW Geosciences

BOREHOLE LOG - BH14

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

CMW Geosciences

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Logged by: BN Position: E.279921m N.6146901m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Well	Groundwater	Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	RL (m)	Depth (m)	Graphic Log	Material Description: Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm) 5 10 15	Structure & other observations
							FILL: Gravelly CLAY : low plasticity, brown, fine to coarse grained, sub-angular to sub-rounded, with fine to coarse grained sand.		F	2, 2, 3	0.00-0.20m: Fill
		0.3-0.7	1 B				CI: Calcareous Sandy CLAY: medium plasticity, brown, fine to coarse grained, trace gravel.	<PL	St to VSt	10, 10, 6, 5	0.20-3.00m: Pooraka Formation
		0.50	PP=280kPa								
		0.65	PP=160kPa								
							GP: Calcareous Sandy GRAVEL: fine to coarse grained, sub-angular to sub-rounded, pale grey, fine to coarse grained, with trace plasticity clay.	M	MD to D	4, 30	
					1		CI: Calcareous Gravelly CLAY: medium plasticity, pale grey green, fine to medium grained, sub-angular to sub-rounded, with fine to coarse grained sand.				
		1.20	PP=270kPa								
		1.30	PP=220kPa				CH: Calcareous CLAY: high plasticity, red-brown, with fine to coarse grained sand.				
		1.40	PP=220kPa					<PL	St to VSt		
		1.75	PP=110kPa								
		1.90	PP=280kPa								
					2						
		2.10	PP=440kPa								
		2.20	PP=350kPa								
		2.40	PP=260kPa					<PL	VSt		
		2.60	PP=580kPa								
		2.80	PP=350kPa								
					3		Borehole terminated at 3.00 m				

DCP/PSP Equipment Ref.: DCP 2 In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH14

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

BOREHOLE LOG - BH15

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

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1:15 Sheet 1 of 2

Logged by: BN Position: E.279757m N.6146870m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Structure & other observations
		FILL: Calcareous GRAVEL: fine to coarse grained, angular to sub-angular, dark grey with fine to coarse grained sand.	D to M		0.00-0.65m: Fill
		FILL: Calcareous GRAVEL: fine to coarse grained, angular, dark grey.			
		FILL: Calcareous GRAVEL : medium to coarse grained, angular, red.			
		Calcareous Sandy CLAY: medium plasticity, red-brown, fine to coarse grained, with fine to medium grained, angular to sub-angular gravel.	≈PL	St	
0.45	PP=150kPa				
0.60	PP=100kPa				
		SM: Silty SAND: fine to medium grained, pale brown grey, low plasticity.	W	MD	0.65-6.00m: Pooraka Formation
0.8-1.1	Permeability Test Sample B	GP: Calcareous GRAVEL: coarse grained, sub-angular, brown-grey.			
0.8-1.2	Emerson Classification Test Sample D	CH: Calcareous CLAY: high plasticity, pale gre-green, with fine grained, angular to sub-angular gravel, trace sand.	>PL	F to St	
0.80	PP=130kPa				
1.05	PP=80kPa				
1.1-1.5	5 B	CH: CLAY: high plasticity, grey.			
1.2-1.4	PSD, Atterberg Limit Test Sample D				
1.20	PP=130kPa				
1.30	PP=250kPa	CH: Calcareous CLAY: high plasticity, red-brown mottled pale brown, trace sand.	≈PL		
1.5-1.8	6 B				
1.5-2.0	PSD, Atterberg Limit Test Sample D				
1.50	PP=230kPa				
1.70	PP=230kPa				
1.90	PP=210kPa			St to VSt	
2.10	PP=250kPa				
2.50	PP=180kPa				
2.80	PP=230kPa				
3.00	PP=300kPa				

Dynamic Cone Penetrometer (Blows/100mm): 5 10 15

DCP/PSP Equipment Ref.: In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

BOREHOLE LOG - BH15

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

CMW Geosciences

1:15 Sheet 2 of 2

Logged by: BN Position: E.279757m N.6146870m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Well	Groundwater	Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	RL (m)	Depth (m)	Graphic Log	Material Description: Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm) 5 10 15	Structure & other observations
							CH: Calcareous CLAY: high plasticity, red-brown mottled pale brown, trace sand.				
		3.20	PP=400kPa						VSt		
		3.40	PP=450kPa								
		3.60	PP=550kPa								
		3.80	PP=600kPa					<PL			
		4.00	PP=600kPa		4				H		
		4.50	PP=550kPa								
							CH: Sandy CLAY: medium plasticity, red-brown, fine to medium grained.	>PL			
							CH: Calcareous CLAY: high plasticity, red-brown mottled pale brown, trace sand.				
					5				Vst to H		
		5.50	PP=310kPa					<PL			
		5.70	PP=550kPa								
		5.90	PP=600kPa								
					6		Borehole terminated at 6.00 m				

DCP/PSP Equipment Ref.: In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH15

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

BOREHOLE LOG - BH16

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

CMW Geosciences

1:15 Sheet 1 of 2

Logged by: BN Position: E.279855m N.6146845m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Well	Groundwater	Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	RL (m)	Depth (m)	Graphic Log	Material Description: Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm) 5 10 15	Structure & other observations
							FILL: Gravelly CLAY : low plasticity, brown, fine to coarse grained, angular to sub-angular, with fine to coarse grained sand. *... from 0.00m to 0.70m, consists of brick and glass fragments*	<PL	Fr	1, 5, 13, 15, 14, 7	0.00-0.65m: Fill
		0.70	PP=190kPa				CL: Calcareous Sandy CLAY: low plasticity, grey green, fine to coarse grained.	≈PL	St	3	0.65-6.00m: Pooraka Formation
					1		GM: Calcareous Sandy GRAVEL: fine to coarse grained, sub-angular to sub-rounded, pale grey, fine to coarse grained, with low plasticity clay. *... from 0.70m to 1.50m, consists of sea shells*	W	MD	3, 4, 8, 7	
		1.1-1.5	PSD, Atterberg Limit Test Sample D				CI: Calcareous Gravely CLAY: medium plasticity, pale grey green, fine to medium grained, sub-angular to sub-rounded, with fine to coarse grained sand.		F	30	
		1.5-2.0	PSD, Atterberg Limit Test Sample D				CH: Calcareous CLAY: high plasticity, pale grey green, trace fine grained gravel.	≈PL			
		1.60	PP=190kPa								
		1.80	PP=190kPa						St		
		2.00	PP=300kPa		2		CH: Calcareous CLAY : high plasticity, dark grey.				
		2.20	PP=300kPa								
							CH: Calcareous CLAY: high plasticity, red-brown, trace sand.				
		2.40	PP=350kPa						VSt		
		2.60	PP=350kPa								
		3.00	PP=360kPa		3						

DCP/PSP Equipment Ref.: In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

BOREHOLE LOG - BH16

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

CMW Geosciences

1:15 Sheet 2 of 2

Logged by: BN Position: E.279855m N.6146845m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Well	Groundwater	Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	RL (m)	Depth (m)	Graphic Log	Material Description: Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm) 5 10 15	Structure & other observations
							CH: Calcareous CLAY: high plasticity, red-brown, trace sand.				
		3.20	PP=500kPa								
		3.40	PP=370kPa								
		3.60	PP=370kPa								
		3.80	PP=600kPa						H		
		4.00	PP=600kPa		4						
								<PL			
		4.30	PP=300kPa								
									VSt		
							CH: CLAY: high plasticity, red-brown mottled grey, trace sand.				
		4.80	PP=300kPa								
					5						
		5.10	PP=600kPa								
		5.30	PP=600kPa								
											5.40m: Pushtube Refusal
									H		
					6		Borehole terminated at 6.00 m				

DCP/PSP Equipment Ref.: In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH16

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

CMW Geosciences

BOREHOLE LOG - BH17

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

CMW Geosciences

1:15 Sheet 1 of 1

Logged by: BN Position: E.279731m N.6146779m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Well	Groundwater	Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	RL (m)	Depth (m)	Graphic Log	Material Description: Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm) 5 10 15	Structure & other observations
							FILL: GRAVEL : fine to coarse grained, angular to sub-angular, dark grey with fine to coarse grained sand.			10	0.00-0.65m: Fill
							FILL: Calcareous Sandy GRAVEL: fine to coarse grained, angular to sub-angular, grey, fine to coarse grained, with low plasticity clay.	D to M		27 / 16 / 5 / 2	
		0.60	PP=350kPa				CH: Calcareous CLAY: high plasticity, red-brown.			2	0.55-3.00m: Pooraka Formation
	▼	0.70	PP=270kPa				CH: Calcareous CLAY: high plasticity, brown, trace sand.	<PL	VSt	5	
					1		CI: Calcareous Gravelly CLAY: medium plasticity, pale grey-green, fine grained, angular to sub-angular gravel, with fine to coarse grained sand.	>PL	S to F	4 / 2 / 29	
		1.40	PP=90kPa								
							CH: Calcareous CLAY : high plasticity, red-brown.				
		1.60	PP=140kPa					≈PL	St		
		1.80	PP=350kPa								
		2.0-3.0	Calcium Carbonate Content Sample D		2				VSt		
		2.00	PP=380kPa								
		2.20	PP=480kPa								
		2.40	PP=550kPa					<PL	H		
		2.80	PP=540kPa								
		3.00	PP=600kPa		3		Borehole terminated at 3.00 m				

DCP/PSP Equipment Ref.: In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH17

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

CMW Geosciences

BOREHOLE LOG - BH18

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

CMW Geosciences

1:15 Sheet 1 of 1

Logged by: BN Position: E.279739m N.6146821m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Well	Groundwater	Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	RL (m)	Depth (m)	Graphic Log	Material Description: Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm) 5 10 15	Structure & other observations
							TOPSOIL: Calcareous Sandy CLAY : low plasticity, brown, fine to coarse grained.				0.00-0.10m: Topsoil
							FILL: Calcareous Sandy CLAY : medium plasticity, brown, fine to coarse grained, with fine to medium grained, angular to sub-angular gravel.	<PL	St to VSt		0.10-1.00m: Fill
		0.35	PP=280kPa								
		0.45	PP=380kPa								
							FILL: GRAVEL : medium to coarse grained, angular to sub-angular, red.	D			
							FILL: Calcareous Sandy CLAY : medium plasticity, brown, fine to coarse grained, with fine to medium grained, angular to sub-angular gravel.	<PL	F to St		
	▼				1		CI: Calcareous Gravely CLAY: medium plasticity, pale grey-green, fine grained, angular to sub-angular gravel, with fine to coarse grained sand.	>PL	S		1.00-3.00m: Pooraka Formation
							GC: Calcareous Clayey GRAVEL.: fine to coarse grained, sub-angular to sub-rounded, pale grey green, medium plasticity.	W			
		1.55	PP=150kPa				CI: Calcareous Sandy CLAY: medium plasticity, pale grey-green, fine to coarse grained.	≈PL	St		
							CH: Calcareous CLAY : high plasticity, red-brown.				
		1.75	PP=350kPa								
		1.95	PP=350kPa		2						
									VSt		
		2.15	PP=350kPa								
		2.25	PP=550kPa					<PL			
		2.45	PP=400kPa								
		2.65	PP=550kPa								
									H		
		3.00	PP=600kPa		3		Borehole terminated at 3.00 m				

DCP/PSP Equipment Ref.: In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH18

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

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BOREHOLE LOG - BH19

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

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1:15 Sheet 1 of 1

Logged by: BN Position: E.279699m N.6146774m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Well	Groundwater	Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	RL (m)	Depth (m)	Graphic Log	Material Description: Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm) 5 10 15	Structure & other observations
							FILL: Calcareous Sandy CLAY: medium plasticity, brown, fine to coarse grained, with fine to medium grained, angular to sub-angular gravel.	<PL	St	3, 7, 6	0.00-0.40m: Fill
							... from 0.35m to 0.85m, consists of tree roots			4	
							CL: Sandy CLAY: low plasticity, dark brown, fine to medium grained.	<PL		2, 2	
		0.60	PP=250kPa				CH: CLAY: high plasticity, brown and grey green, trace sand.			8	
		0.70	PP=150kPa					=PL	F	28	
	▼	0.80	PP=80kPa							14	0.85-3.00m: Saint Kilda Formation
							CI: Calcareous Sandy CLAY: medium plasticity, pale grey green, fine to coarse grained, with fine to medium grained, angular to sub-angular gravel.			8	
					1		... from 0.85m to 1.28m, traces of sea shells			5	
								>PL	S to F	4, 4	
							CH: Calcareous CLAY: high plasticity, pale grey green, with fine to medium grained, sub-angular to sub-rounded gravel, trace sand.			6, 5	
		1.50	PP=250kPa							5	
							CH: CLAY : high plasticity, red-brown.		St		
		1.70	PP=150kPa								
		1.90	PP=100kPa								
		2.00	PP>350kPa		2						
		2.20	PP=450kPa					<PL			
		2.50	PP=400kPa						VSt		
		2.70	PP>300kPa								
		2.90	PP=450kPa								
					3		Borehole terminated at 3.00 m				

DCP/PSP Equipment Ref.: In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH19

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

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BOREHOLE LOG - BH20

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

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1:15 Sheet 1 of 1

Logged by: BN Position: E.279794m N.6146725m (MGA) Plant used: Rockmaster
Checked by: JVS Elevation: Contractor: A&S Drilling

Samples & Insitu Tests: Depth	Samples & Insitu Tests: Type & Results	Material Description (Soil Type, Plasticity or Particle Characteristics, Colour, Secondary and Minor Components)	Moisture Condition	Consistency/ Relative Density	Dynamic Cone Penetrometer (Blows/100mm)	Structure & other observations
		GP: FILL: Calcareous Sandy GRAVEL: fine grained, sub-angular to sub-rounded, white, fine to coarse grained.	D to M		16	0.00-0.60m: Fill
		FILL: Calcareous Sandy GRAVEL: fine to medium grained, angular to sub-angular, brown, fine to coarse grained, with medium plasticity clay.	D to M		15, 13	
		FILL: GRAVEL: medium to coarse grained, sub-rounded to rounded, red.				
		CH: CLAY: high plasticity, grey- green.				0.60-3.00m: Pooraka Formation
0.70	PP=210kPa		≈PL	St	3, 4	
0.90	PP=150kPa				3, 4	
		SP: SAND: fine to medium grained, grey and orange-brown, with medium plasticity clay.	M to W		25	
		GP: Calcareous Sandy GRAVEL: fine to medium grained, angular to sub-angular, white, fine to coarse grained. ... from 1.15m to 1.40m, consists of sea shells	W	L		
		CH: CLAY: high plasticity, red-brown.				
1.50	PP=200kPa		≈PL			
1.70	PP=150kPa			St		
2.00	PP=200kPa					
2.20	PP=220kPa					
2.40	PP=410kPa		<PL			
2.60	PP=350kPa			VSt		
2.80	PP=280kPa					
3.00	PP=340kPa	Borehole terminated at 3.00 m				

Well | Groundwater | RL (m) | Depth (m): 1, 2, 3 | Graphic Log

DCP/PSP Equipment Ref.: In Situ Vane Ref.: Pocket Penetrometer Equipment Ref.: PP24

Termination Reason: Target Depth

Remarks:

This report must be read in conjunction with accompanying notes and abbreviations.

CORE PHOTOGRAPH SHEET - BH20

Client: Dean Matthews, Greenhill, SA
Project: Globe Derby Park GI
Location: Daniel Avenue, SA
Project ID: ADL2023-0037
Date: 17/04/2023

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Appendix C: Laboratory Test Result

Material Test Report

Report Number:	**A23047-1A**
Issue Number:	1
Date Issued:	28/04/2023
Client:	CMW Geosciences (East Coast) Pty Ltd - SA co-HAB, Level 1, 1 Tonsley Boulevard, Tonsley SA 5042
Contact:	David Argent
Project Number:	A23047
Project Name:	Globe Derby Park GI
Client Reference:	ADL2023-0037
Work Request:	86
Sample Number:	A23-86A
Date Sampled:	19/04/2023
Dates Tested:	21/04/2023 - 28/04/2023
Sampling Method:	Sampled by Client *The results apply to the sample as received*
Sample Location:	**BH06, Depth: 1.1-1.5m**
Material Source:	Bore Hole

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Adelaide Laboratory
Unit 3/3 Selgar Avenue Clovelly Park SA 5042
Phone: (03) 9769 5799
Email: rdingle@terrafirmalabs.com.au

Accredited for compliance with ISO/IEC 17025 - Testing

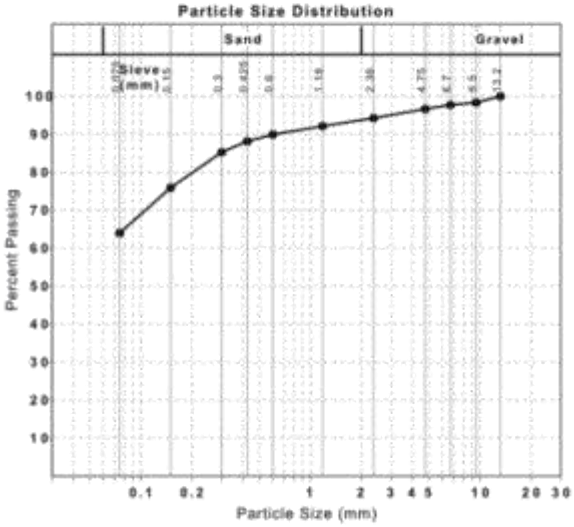
NATA

Approved Signatory: Ross Dingle
Technical Manager
NATA Accredited Laboratory Number: 15357

Particle Size Distribution (AS1289 3.6.1)						
Sieve	Passed %	Passing Limits		Retained %	Retained Limits	
13.2 mm	**100**			0		
9.5 mm	**98**			2		
6.7 mm	**98**			1		
4.75 mm	**97**			1		
2.36 mm	**94**			2		
1.18 mm	**92**			2		
0.6 mm	**90**			2		
0.425 mm	**88**			2		
0.3 mm	**85**			3		
0.15 mm	**76**			9		
0.075 mm	**64**			12		

Atterberg Limit (AS1289 3.1.2 & 3.2.1 & 3.3.1)		Min	Max
Sample History	Air Dried		
Preparation Method	Dry Sieve		
Liquid Limit (%)	39		
Plastic Limit (%)	19		
Plasticity Index (%)	**20**		

Linear Shrinkage (AS1289 3.4.1)		Min	Max
Moisture Condition Determined By	AS 1289.3.1.2		
Linear Shrinkage (%)	**9.5**		
Cracking Crumbling Curling	None		



Material Test Report

Report Number:	**A23047-1A**
Issue Number:	1
Date Issued:	28/04/2023
Client:	CMW Geosciences (East Coast) Pty Ltd - SA co-HAB, Level 1, 1 Tonsley Boulevard, Tonsley SA 5042
Contact:	David Argent
Project Number:	A23047
Project Name:	Globe Derby Park GI
Client Reference:	ADL2023-0037
Work Request:	86
Sample Number:	A23-86B
Date Sampled:	19/04/2023
Dates Tested:	21/04/2023 - 28/04/2023
Sampling Method:	Sampled by Client *The results apply to the sample as received*
Sample Location:	**BH09, Depth: 0.4-0.75m**
Material Source:	Bore Hole

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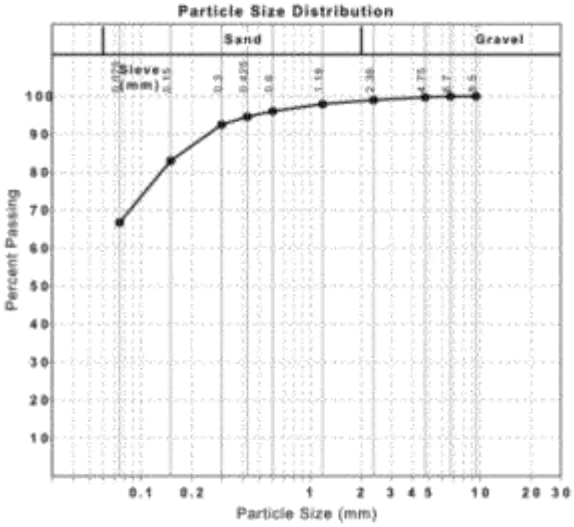
Technical Manager
NATA Accredited Laboratory Number: 15357

Particle Size Distribution (AS1289 3.6.1)						
Sieve	Passed %	Passing Limits		Retained %	Retained Limits	
9.5 mm	**100**			0		
6.7 mm	**100**			0		
4.75 mm	**100**			0		
2.36 mm	**99**			1		
1.18 mm	**98**			1		
0.6 mm	**96**			2		
0.425 mm	**95**			1		
0.3 mm	**93**			2		
0.15 mm	**83**			10		
0.075 mm	**67**			16		

Atterberg Limit (AS1289 3.1.2 & 3.2.1 & 3.3.1)		Min	Max
Sample History	Air Dried		
Preparation Method	Dry Sieve		
Liquid Limit (%)	39		
Plastic Limit (%)	17		
Plasticity Index (%)	**22**		

Linear Shrinkage (AS1289 3.4.1)		Min	Max
Moisture Condition Determined By	AS 1289.3.1.2		
Linear Shrinkage (%)	**10.5**		
Cracking Crumbling Curling	Cracking		



Material Test Report

Report Number:	**A23047-1A**
Issue Number:	1
Date Issued:	28/04/2023
Client:	CMW Geosciences (East Coast) Pty Ltd - SA co-HAB, Level 1, 1 Tonsley Boulevard, Tonsley SA 5042
Contact:	David Argent
Project Number:	A23047
Project Name:	Globe Derby Park GI
Client Reference:	ADL2023-0037
Work Request:	86
Sample Number:	A23-86C
Date Sampled:	19/04/2023
Dates Tested:	21/04/2023 - 28/04/2023
Sampling Method:	Sampled by Client *The results apply to the sample as received*
Sample Location:	**BH15, Depth: 1.5-1.8m**
Material Source:	Bore Hole

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Emerson Class Number of a Soil (AS 1289 3.8.1)		Min	Max
Emerson Class	4 *		
Soil Description	CLAY, high plasticity, pale brown, with some sand and gravel.		
Nature of Water	I		
Temperature of Water (^{0}C)	22		
* Mineral Present	Carbonate and Gypsum		

Material Test Report

Report Number:	**A23047-1A**
Issue Number:	1
Date Issued:	28/04/2023
Client:	CMW Geosciences (East Coast) Pty Ltd - SA co-HAB, Level 1, 1 Tonsley Boulevard, Tonsley SA 5042
Contact:	David Argent
Project Number:	A23047
Project Name:	Globe Derby Park GI
Client Reference:	ADL2023-0037
Work Request:	86
Sample Number:	A23-86D
Date Sampled:	19/04/2023
Dates Tested:	21/04/2023 - 28/04/2023
Sampling Method:	Sampled by Client *The results apply to the sample as received*
Sample Location:	**BH16, Depth: 1.1-1.5m**
Material Source:	Bore Hole

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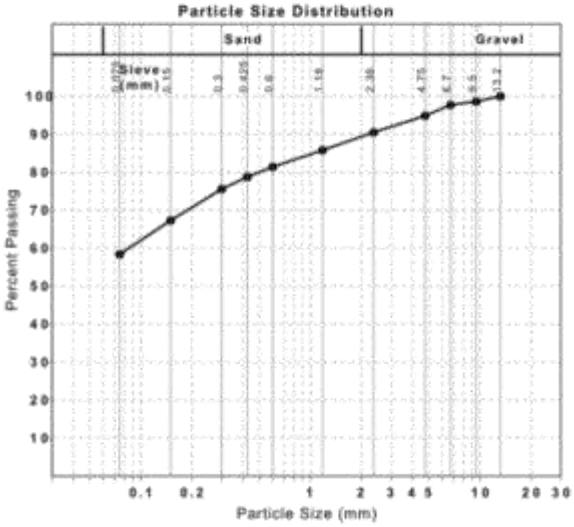
NATA Accredited Laboratory Number: 15357

Particle Size Distribution (AS1289 3.6.1)						
Sieve	Passed %	Passing Limits		Retained %	Retained Limits	
13.2 mm	**100**			0		
9.5 mm	**99**			1		
6.7 mm	**98**			1		
4.75 mm	**95**			3		
2.36 mm	**91**			4		
1.18 mm	**86**			5		
0.6 mm	**81**			4		
0.425 mm	**79**			3		
0.3 mm	**76**			3		
0.15 mm	**67**			8		
0.075 mm	**58**			9		

Atterberg Limit (AS1289 3.1.2 & 3.2.1 & 3.3.1)		Min	Max
Sample History	Air Dried		
Preparation Method	Dry Sieve		
Liquid Limit (%)	47		
Plastic Limit (%)	20		
Plasticity Index (%)	**27**		

Linear Shrinkage (AS1289 3.4.1)		Min	Max
Moisture Condition Determined By	AS 1289.3.1.2		
Linear Shrinkage (%)	**11.0**		
Cracking Crumbling Curling	None		



Material Test Report

Report Number:	**A23047-2A**
Issue Number:	1
Date Issued:	02/05/2023
Client:	CMW Geosciences (East Coast) Pty Ltd - SA co-HAB, Level 1, 1 Tonsley Boulevard, Tonsley SA 5042
Contact:	David Argent
Project Number:	A23047
Project Name:	Globe Derby Park GI
Client Reference:	ADL2023-0037
Work Request:	87
Sample Number:	A23-87B
Date Sampled:	19/04/2023
Dates Tested:	21/04/2023 - 01/05/2023
Sampling Method:	Sampled by Client *The results apply to the sample as received*
Sample Location:	**BH06, Depth: 1.1-1.5m**

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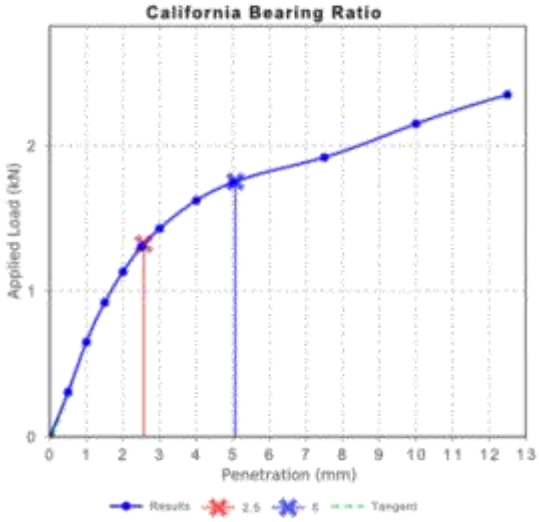
Technical Manager
NATA Accredited Laboratory Number: 15357

California Bearing Ratio (AS 1289 6.1.1 & 2.1.1)		Min	Max
CBR taken at	2.5 mm		
CBR %	**10**		
Method of Compactive Effort	Standard		
Method used to Determine MDD	AS 1289 5.1.1 & 2.1.1		
Method used to Determine Plasticity	Visual Assessment		
Maximum Dry Density (t/m^3)	1.72		
Optimum Moisture Content (%)	18.5		
Laboratory Density Ratio (%)	98.0		
Laboratory Moisture Ratio (%)	100.5		
Dry Density after Soaking (t/m^3)	1.67		
Field Moisture Content (%)			
Moisture Content at Placement (%)	18.4		
Moisture Content Top 30mm (%)	22.8		
Moisture Content Rest of Sample (%)	19.3		
Mass Surcharge (kg)	4.5		
Soaking Period (days)	4		
Curing Hours	5.7		
Swell (%)	1.0		
Oversize Material (mm)	19		
Oversize Material Included	Excluded		
Oversize Material (%)			



Dry Density - Moisture Relationship (AS 1289 5.1.1 & 2.1.1)		Min	Max
Mould Type	1 LITRE MOULD A		
Compaction	Standard		
Maximum Dry Density (t/m^3)	1.72		
Optimum Moisture Content (%)	18.5		
Oversize Sieve (mm)	19.0		
Oversize Material Wet (%)			
Method used to Determine Plasticity	Visual Assessment		
Curing Hours (h)	117.6		
Sample air-dried prior to testing. FMC not measured.			

Moisture Content (AS 1289 2.1.1)	
Moisture Content (%)	15.1
Sample air-dried prior to testing. FMC not measured.	

Material Test Report

Report Number:	**A23047-2A**
Issue Number:	1
Date Issued:	02/05/2023
Client:	CMW Geosciences (East Coast) Pty Ltd - SA co-HAB, Level 1, 1 Tonsley Boulevard, Tonsley SA 5042
Contact:	David Argent
Project Number:	A23047
Project Name:	Globe Derby Park GI
Client Reference:	ADL2023-0037
Work Request:	87
Sample Number:	A23-87C
Date Sampled:	19/04/2023
Dates Tested:	21/04/2023 - 01/05/2023
Sampling Method:	Sampled by Client *The results apply to the sample as received*
Sample Location:	**BH09, Depth: 0.4-0.8m**

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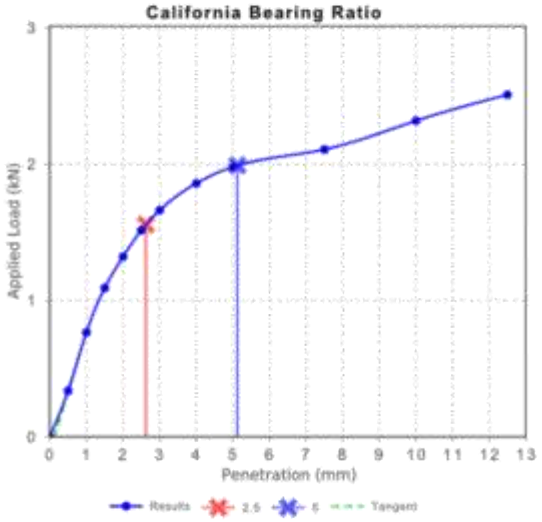
Approved Signatory: Ross Dingle
Technical Manager
NATA Accredited Laboratory Number: 15357

California Bearing Ratio (AS 1289 6.1.1 & 2.1.1)		Min	Max
CBR taken at	2.5 mm		
CBR %	**12**		
Method of Compactive Effort	Standard		
Method used to Determine MDD	AS 1289 5.1.1 & 2.1.1		
Method used to Determine Plasticity	Visual Assessment		
Maximum Dry Density (t/m^3)	1.63		
Optimum Moisture Content (%)	23.0		
Laboratory Density Ratio (%)	98.0		
Laboratory Moisture Ratio (%)	98.5		
Dry Density after Soaking (t/m^3)	1.59		
Field Moisture Content (%)	20.4		
Moisture Content at Placement (%)	22.5		
Moisture Content Top 30mm (%)	27.6		
Moisture Content Rest of Sample (%)	23.4		
Mass Surcharge (kg)	4.5		
Soaking Period (days)	4		
Curing Hours	24.3		
Swell (%)	0.5		
Oversize Material (mm)	19		
Oversize Material Included	Excluded		
Oversize Material (%)			

Dry Density - Moisture Relationship (AS 1289 5.1.1 & 2.1.1)		Min	Max
Mould Type	1 LITRE MOULD A		
Compaction	Standard		
Maximum Dry Density (t/m^3)	1.63		
Optimum Moisture Content (%)	23.0		
Oversize Sieve (mm)	19.0		
Oversize Material Wet (%)			
Method used to Determine Plasticity			
Curing Hours (h)	24.0		

Moisture Content (AS 1289 2.1.1)	
Moisture Content (%)	20.4



Material Test Report

Report Number:	**A23047-2A**
Issue Number:	1
Date Issued:	02/05/2023
Client:	CMW Geosciences (East Coast) Pty Ltd - SA co-HAB, Level 1, 1 Tonsley Boulevard, Tonsley SA 5042
Contact:	David Argent
Project Number:	A23047
Project Name:	Globe Derby Park GI
Client Reference:	ADL2023-0037
Work Request:	87
Sample Number:	A23-87D
Date Sampled:	19/04/2023
Dates Tested:	21/04/2023 - 01/05/2023
Sampling Method:	Sampled by Client *The results apply to the sample as received*
Sample Location:	**BH14, Depth: 0.3-0.7m**

terra firma laboratories

Adelaide Laboratory
Unit 3/3 Selgar Avenue Clovelly Park SA 5042
Phone: (03) 9769 5799
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Accredited for compliance with ISO/IEC 17025 - Testing

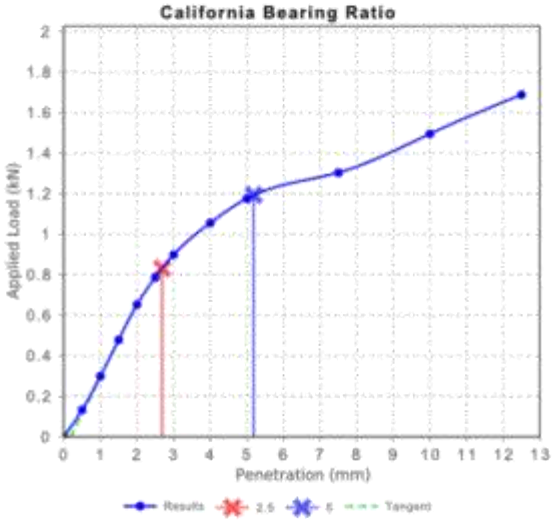
NATA

Approved Signatory: Ross Dingle
Technical Manager
NATA Accredited Laboratory Number: 15357

California Bearing Ratio (AS 1289 6.1.1 & 2.1.1)		Min	Max
CBR taken at	2.5 mm		
CBR %	**6**		
Method of Compactive Effort	Standard		
Method used to Determine MDD	AS 1289 5.1.1 & 2.1.1		
Method used to Determine Plasticity	Visual Assessment		
Maximum Dry Density (t/m^3)	1.62		
Optimum Moisture Content (%)	22.0		
Laboratory Density Ratio (%)	98.5		
Laboratory Moisture Ratio (%)	98.5		
Dry Density after Soaking (t/m^3)	1.58		
Field Moisture Content (%)	23.5		
Moisture Content at Placement (%)	21.7		
Moisture Content Top 30mm (%)	30.7		
Moisture Content Rest of Sample (%)	23.6		
Mass Surcharge (kg)	4.5		
Soaking Period (days)	4		
Curing Hours	3.1		
Swell (%)	0.5		
Oversize Material (mm)	19		
Oversize Material Included	Excluded		
Oversize Material (%)			

Dry Density - Moisture Relationship (AS 1289 5.1.1 & 2.1.1)		Min	Max
Mould Type			
Compaction	Standard		
Maximum Dry Density (t/m^3)	1.62		
Optimum Moisture Content (%)	22.0		
Oversize Sieve (mm)	19.0		
Oversize Material Wet (%)			
Method used to Determine Plasticity			
Curing Hours (h)			

Moisture Content (AS 1289 2.1.1)	
Moisture Content (%)	23.5



Material Test Report

Report Number:	**A23047-1B**
Issue Number:	1
Date Issued:	11/05/2023
Client:	CMW Geosciences (East Coast) Pty Ltd - SA co-HAB, Level 1, 1 Tonsley Boulevard, Tonsley SA 5042
Contact:	David Argent
Project Number:	A23047
Project Name:	Globe Derby Park GI
Client Reference:	ADL2023-0037
Work Request:	86
Sample Number:	A23-86E
Date Sampled:	19/04/2023
Dates Tested:	21/04/2023 - 09/05/2023
Sampling Method:	Sampled by Client *The results apply to the sample as received*
Sample Location:	**BH17, Depth: 2.0-3.0m**
Material Source:	Bore Hole

terra firma laboratories

Perth Laboratory
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Accredited for compliance with ISO/IEC 17025 - Testing

NATA

Approved Signatory: Matthew Hitchens
Laboratory Manager
NATA Accredited Laboratory Number: 15357

Calcium Carbonate Content (WA 915.1)		Min	Max
Average Calcium Carbonate Content (%)	19.0		

Appendix E – Stormwater Catchment Plan

26562 - Report

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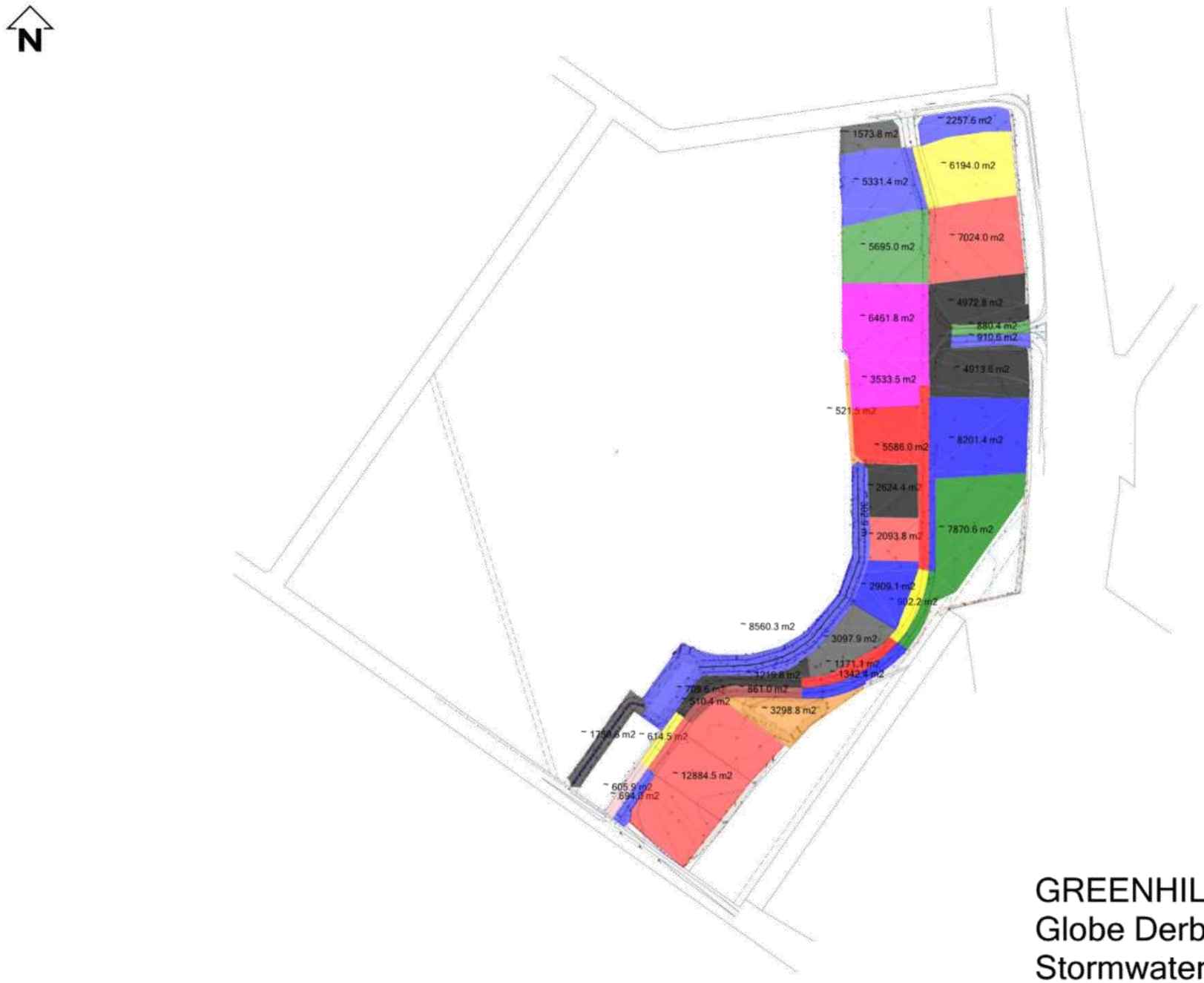

GREENHILL Project No. 22.3180
Globe Derby land Development
Stormwater Catchment Plan

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation

Appendix F – DRAINS Schematic plan, Data and Results

26562 - Report

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22.3180 Globe Derby DRAINS Results 1% AEP
DRAINS results prepared from Version 2023.06.8567.18365

PIT / NODE DETAILS Version 8

Name	Max HGL	Max Pond HGL	Max Surfac Flow Arrivi (cu.m/s)	Max Pond Volume (cu.m)	Min Freeboard (m)	Overflow (cu.m/s)	Constraint
Pit 3	1.84		0.099		0.61	0	None
N3	1.32		1.906				
N149	1.18		0				
HW1	1.18		0.623		0.22	0	None
N1	0.76		0				
Pit 4	1.73		0.093		0.97	0	None
N4	1.33		1.973				
Pit 5	1.68		0.067		1.02	0	None
N5	1.33		2.032				
Pit 6	1.81		0.084		0.79	0	None
N6	1.35		2.099				
Pit 14	2.2		0.397		0	0.231	Inlet Capacity
Pit 13	2.08		1.646		0.12	0	None
Pit 7	1.66		0		0.94		None
N7	1.4		0.311				
Pit 16	2.59		0.266		0.01	0.083	Inlet Capacity
Pit 15	2.3		0.038		0.3	0	None
Pit 39	2.13		0		0.27		None
Pit 19	1.33		0.046		1.07	0	None
Pit 20	1.32		0.053		1.08	0	None
Pit 22	1.32		0.21		0.88	0	None
Pit 21	1.32		0.078		0.88	0	None
Pit 24	2.39		0.029		0.01	0.004	Inlet Capacity
Pit 23	2.39		0.402		0.01	0.12	Inlet Capacity
Pit 23A	1.52		0		1.08		None
Pit 25	0.65		0.025		0.85	0	None
Pit 26	0.63		0.03		0.87	0	None
N 9	0.55		0				
Pit 32	3		0.217		0	0.162	Inlet Capacity
Pit 31	2.98		0.171		0.02	0.027	Inlet Capacity
Pit 29	2.77		0.226		0.03	0	None
Pit 9	2.4		1.077		0	0.83	Outlet System
Pit 30	2.8		0.412		0	0.357	Outlet System
Pit 28	2.49		0.032		0.01	0.013	Inlet Capacity
Pit 27	2.48		0.043		0.02	0	Inlet Capacity
Pit 34	2.46		0		0		Outlet System
Pit 10	2.4		0.735		0	0.618	Outlet System

Pit34	3.2	0.072	0	0.074	Outlet System
Pit 33	3.19	0.05	0.01	0.018	Inlet Capacity

SUB-CATCHMENT DETAILS

Name	Max Flow Q (cu.m/s)	Paved Max Q (cu.m/s)	Grassed Max Q (cu.m/s)	Paved Tc (min)	Grassed Tc (min)	Supp. Tc (min)	Due to Storm
C 3	0.09	0.086	0.004	10	15	2	1% AEP, 10 min burst, Storm 8
C Basin 1	0.104	0	0.104	5	20	2	1% AEP, 1 hour burst, Storm 3
Cat1	0.023	0	0.023	5	15	2	1% AEP, 2 hour burst, Storm 10
C 4	0.085	0.081	0.004	10	15	2	1% AEP, 10 min burst, Storm 8
C 5	0.061	0.058	0.003	10	15	2	1% AEP, 10 min burst, Storm 8
C 6	0.076	0.073	0.004	10	15	2	1% AEP, 10 min burst, Storm 8
C 12	0.239	0.229	0.011	10	16	2	1% AEP, 10 min burst, Storm 8
C 13	0.069	0.056	0.014	60	17	2	1% AEP, 1 hour burst, Storm 7
C 16	0.236	0.236	0	7	16	2	1% AEP, 10 min burst, Storm 3
C 15	0.035	0.035	0.001	6	16	2	1% AEP, 10 min burst, Storm 3
C 19	0.038	0.038	0	6	10	2	1% AEP, 10 min burst, Storm 4
C 20	0.043	0.043	0	6	10	2	1% AEP, 10 min burst, Storm 4
C Basin 2	0.042	0	0.042	5	15	2	1% AEP, 2 hour burst, Storm 10
C 22	0.056	0.056	0.001	5	15	2	1% AEP, 10 min burst, Storm 4
C 21	0.061	0.061	0	6	17	2	1% AEP, 10 min burst, Storm 4
C 23	0.026	0.025	0	5	15	2	1% AEP, 10 min burst, Storm 4
C 24	0.37	0.355	0.016	10	17	2	1% AEP, 10 min burst, Storm 8
C 25	0.021	0.021	0	5	10	2	1% AEP, 10 min burst, Storm 4
C 26	0.026	0.026	0.001	5	15	2	1% AEP, 10 min burst, Storm 3
C 32	0.181	0.173	0.009	10	15	2	1% AEP, 10 min burst, Storm 8
C 31	0.156	0.149	0.008	10	15	2	1% AEP, 10 min burst, Storm 8
C 29	0.166	0.159	0.008	10	15	2	1% AEP, 10 min burst, Storm 8
C 9	0.292	0.279	0.014	10	15	2	1% AEP, 10 min burst, Storm 8
C 30	0.205	0.196	0.01	10	15	2	1% AEP, 10 min burst, Storm 8
C 28	0.027	0.027	0	7	10	2	1% AEP, 10 min burst, Storm 3
C 27	0.027	0.027	0	7	10	2	1% AEP, 10 min burst, Storm 3
C 10	0.288	0.275	0.014	10	15	2	1% AEP, 10 min burst, Storm 8
Cat 12	0.066	0.063	0.003	10	15	2	1% AEP, 10 min burst, Storm 8
C 1	0.046	0.044	0.002	10	15	2	1% AEP, 10 min burst, Storm 8
Cat Pre-de	0.964	0.112	0.932	15	45	2	1% AEP, 1.5 hour burst, Storm 9

PIPE DETAILS

Name	Max Q (cu.m/s)	Max V (m/s)	Max U/S HGL (m)	Max D/S HGL (m)	Due to Storm
P 3	0.09	1.35	1.812	1.719	1% AEP, 10 min burst, Storm 8
P CH1	0.698	1.58	1.234	1.18	1% AEP, 25 min burst, Storm 9

P1	0.535	2.22	0.901	0.763	1% AEP, 1.5 hour burst, Storm 5
P 4	0.085	1.32	1.695	1.612	1% AEP, 10 min burst, Storm 9
P 5	0.061	1.17	1.641	1.58	1% AEP, 10 min burst, Storm 9
P 6	0.076	1.27	1.775	1.701	1% AEP, 10 min burst, Storm 9
P 13	0.17	1.54	2.096	2.078	1% AEP, 10 min burst, Storm 3
P 9	1.797	1.41	1.812	1.657	1% AEP, 10 min burst, Storm 5
P 7	1.793	2.15	1.499	1.396	1% AEP, 10 min burst, Storm 5
P 15	0.177	1.61	2.344	2.302	1% AEP, 10 min burst, Storm 5
P 14	0.205	1.29	2.243	2.133	1% AEP, 10 min burst, Storm 8
P 39	0.194	0.89	2.119	2.078	1% AEP, 10 min burst, Storm 7
P 19	0.037	0.47	1.326	1.324	1% AEP, 10 min burst, Storm 4
P 20	0.08	0.9	1.324	1.323	1% AEP, 10 min burst, Storm 4
P HW2	0.092	0.33	1.323	1.323	1% AEP, 2 hour burst, Storm 6
P21	0.244	0.86	1.323	1.324	1% AEP, 10 min burst, Storm 3
P 21	0.299	1.06	1.322	1.322	1% AEP, 10 min burst, Storm 3
P 24	0.021	0.13	2.389	2.389	1% AEP, 10 min burst, Storm 9
P 23	0.268	1.68	1.773	1.523	1% AEP, 15 min burst, Storm 2
P390302	0.268	1.68	1.418	1.323	1% AEP, 10 min burst, Storm 9
P 25	0.02	0.4	0.647	0.627	1% AEP, 10 min burst, Storm 4
P 26	0.046	1.06	0.621	0.555	1% AEP, 10 min burst, Storm 4
P 32	0.134	0.84	2.985	2.983	1% AEP, 10 min burst, Storm 9
P 31	0.28	0.99	2.913	2.773	1% AEP, 15 min burst, Storm 5
P 29	0.507	1.42	2.672	2.4	1% AEP, 10 min burst, Storm 6
P 11	0.874	1.98	2.276	2.078	1% AEP, 10 min burst, Storm 1
P 30	0.142	0.89	2.776	2.773	1% AEP, 10 min burst, Storm 3
P 28	0.028	0.18	2.481	2.479	1% AEP, 10 min burst, Storm 5
P 27	0.06	0.38	2.462	2.455	1% AEP, 10 min burst, Storm 5
P 34	0.064	0.4	2.427	2.4	1% AEP, 10 min burst, Storm 1
P 10	0.219	1.38	2.4	2.4	1% AEP, 10 min burst, Storm 4
P N12	0.061	0.55	3.196	3.195	1% AEP, 10 min burst, Storm 9
P 33	0.105	0.66	3.136	2.983	1% AEP, 10 min burst, Storm 1

CHANNEL DETAILS

Name	Max Q (cu.m/s)	Max V (m/s)	Due to Storm
Ch23	1.602	0.58	1% AEP, 15 min burst, Storm 3
Ch28	0.586	0.17	1% AEP, 30 min burst, Storm 3
Ch17	1.678	0.59	1% AEP, 20 min burst, Storm 6
Ch13	1.696	0.59	1% AEP, 20 min burst, Storm 3
Ch7	1.696	0.59	1% AEP, 20 min burst, Storm 3
Chnl4	1.728	0.61	1% AEP, 10 min burst, Storm 5

OVERFLOW ROUTE DETAILS

Name	Max Q U/S	Max Q D/S	Safe Q	Max D	Max DxV	Max Width	Max V	Due to Storm

OF 3	0	0	1.945	0	0	0	0	
OF BAsin 1	0	0	1.945	0	0	0	0	
OF HW1	0	0	0.615	0	0	0	0	
OF 4	0	0	1.945	0	0	0	0	
OF 5	0	0	1.945	0	0	0	0	
OF 6	0	0	1.945	0	0	0	0	
OF 14	0.231	0.231	10.912	0.042	0.02	17.94	0.57	1% AEP, 10 min burst, Storm 10
OF197411	0	0	1.479	0	0	0	0	
OF 12	0.083	0.187	2.459	0.132	0.13	3.56	0.96	1% AEP, 10 min burst, Storm 2
OF 11	0	0.034	2.459	0.077	0.05	1.69	0.71	1% AEP, 1 hour burst, Storm 7
OF 19	0	0	10.912	0	0	0	0	
OF 20	0	0	0.302	0	0	0	0	
OF Basin 2	0	0	1.945	0	0	0	0	
OF Pit 22	0	0	10.912	0	0	0	0	
OF Pit 21	0	0	10.912	0	0	0	0	
OF 23	0.004	0.03	1.756	0.082	0.04	1.86	0.53	1% AEP, 10 min burst, Storm 2
OF 24	0.12	0.138	1.756	0.134	0.09	3.62	0.69	1% AEP, 10 min burst, Storm 6
OF 25	0	0	10.912	0	0	0	0	
OF113	0	0	1.479	0	0	0	0	
OF 32	0.162	0.351	1.904	0.182	0.15	6.14	0.82	1% AEP, 10 min burst, Storm 6
OF 31	0.027	0.187	2.519	0.132	0.13	3.54	0.97	1% AEP, 10 min burst, Storm 6
OF 29	0	0.146	2.459	0.122	0.11	3.22	0.91	1% AEP, 10 min burst, Storm 9
OF 13	0.83	0.863	0.92	0.294	0.19	9.2	0.66	1% AEP, 10 min burst, Storm 5
OF 30	0.357	0.485	2.459	0.186	0.2	6.37	1.07	1% AEP, 10 min burst, Storm 6
OF 28	0.013	0.013	0.073	0.023	0	7.97	0.11	1% AEP, 10 min burst, Storm 6
OF 2	0	0.029	3.451	0.029	0	13.22	0.14	1% AEP, 10 min burst, Storm 8
OF 10	0.618	0.618	3.451	0.096	0.03	32.85	0.33	1% AEP, 10 min burst, Storm 3
OF185872	0.074	0.206	1.904	0.151	0.12	4.34	0.77	1% AEP, 10 min burst, Storm 10
OF 33	0.018	0.156	2.519	0.124	0.12	3.28	0.94	1% AEP, 10 min burst, Storm 9

DETENTION BASIN DETAILS

Name	Max WL	MaxVol	Max Q Total	Max Q Low Level	Max Q High Level
Basin 1	1.32	1122.7	0.698	0.698	0
Basin 2	1.32	744.5	0.092	0.092	0

Run Log for 22.3180 Globe Derby Rev A
{\colortbl;\red0\green0\blue0;\red192\green0\blue0;}Run Log for 22.3180 Globe Derby Rev A.drn - DRAINS run at 13:54:59 on 19/7/2023 using Watercom Drains v2023.06.8567.18365

Upwelling occurred at: Pit34, Pit 30, Pit 32, Pit 14, Pit 10, Pit 9
Freeboard was less than 0.15m at Pit 33, Pit 27, Pit 28, Pit 29, Pit 31, Pit 24, Pit 23, Pit 16, Pit 13
Flows were safe in all overflow routes.
Flows were safe in all overflow routes.

22.3180 Globe Derby DRAINS Results 10% AEP
DRAINS results prepared from Version 2023.06.8567.18365

PIT / NODE DETAILS Version 8

Name	Max HGL	Max Pond HGL	Max Surfac Flow Arrivi (cu.m/s)	Max Pond Volume (cu.m)	Min Freeboard (m)	Overflow (cu.m/s)	Constraint
Pit 3	1.73		0.058		0.72	0	None
N3	1		1.102				
N149	0.91		0				
HW1	0.9		0.433		0.5	0	None
N1	0.65		0				
Pit 4	1.63		0.054		1.07	0	None
N4	1.05		1.117				
Pit 5	1.6		0.039		1.1	0	None
N5	1.1		1.131				
Pit 6	1.72		0.049		0.88	0	None
N6	1.16		1.136				
Pit 14	1.77		0.152		0.43	0	None
Pit 13	1.48		0.054		0.72	0	None
Pit 7	1.29		0		1.31		None
N7	1.2		0				
Pit 16	1.98		0.132		0.62	0	None
Pit 15	1.64		0.02		0.96	0	None
Pit 39	1.52		0		0.88		None
Pit 19	1.25		0.021		1.15	0	None
Pit 20	1.2		0.024		1.2	0	None
Pit 22	1.06		0.032		1.14	0	None
Pit 21	1.01		0.034		1.19	0	None
Pit 24	1.83		0.014		0.57	0	None
Pit 23	1.83		0.234		0.57	0	None
Pit 23A	1.31		0		1.29		None
Pit 25	0.58		0.012		0.92	0	None
Pit 26	0.57		0.015		0.93	0	None
N 9	0.51		0				
Pit 32	2.53		0.116		0.47	0	None
Pit 31	2.44		0.1		0.56	0	None
Pit 29	2.27		0.106		0.53	0	None
Pit 9	1.98		0.36		0.42	0	None
Pit 30	2.37		0.151		0.43	0	None
Pit 28	2.09		0.015		0.41	0	None
Pit 27	2.08		0.015		0.42	0	None
Pit 34	2.08		0		0.32		None
Pit 10	2.07		0.227		0.33	0	None

Pit34	2.64	0.042	0.56	0	None
Pit 33	2.59	0.029	0.61	0	None

SUB-CATCHMENT DETAILS

Name	Max Flow Q (cu.m/s)	Paved Max Q (cu.m/s)	Grassed Max Q (cu.m/s)	Paved Tc (min)	Grassed Tc (min)	Supp. Tc (min)		Due to Storm
C 3	0.046	0.046	0	10	15		2	10% AEP, 10 min burst, Storm 6
C Basin 1	0	0	0	5	20		2	10% AEP, 4.5 hour burst, Storm 4
Cat1	0	0	0	5	15		2	10% AEP, 10 min burst, Storm 10
C 4	0.043	0.043	0	10	15		2	10% AEP, 10 min burst, Storm 4
C 5	0.031	0.031	0	10	15		2	10% AEP, 10 min burst, Storm 6
C 6	0.039	0.039	0	10	15		2	10% AEP, 10 min burst, Storm 7
C 12	0.122	0.122	0	10	16		2	10% AEP, 10 min burst, Storm 7
C 13	0.036	0.03	0.006	60	17		2	10% AEP, 1 hour burst, Storm 4
C 16	0.125	0.125	0	7	16		2	10% AEP, 10 min burst, Storm 7
C 15	0.018	0.018	0	6	16		2	10% AEP, 10 min burst, Storm 3
C 19	0.02	0.02	0	6	10		2	10% AEP, 10 min burst, Storm 3
C 20	0.023	0.023	0	6	10		2	10% AEP, 10 min burst, Storm 3
C Basin 2	0	0	0	5	15		2	10% AEP, 10 min burst, Storm 10
C 22	0.029	0.029	0	5	15		2	10% AEP, 10 min burst, Storm 3
C 21	0.032	0.032	0	6	17		2	10% AEP, 10 min burst, Storm 3
C 23	0.013	0.013	0	5	15		2	10% AEP, 10 min burst, Storm 3
C 24	0.19	0.19	0	10	17		2	10% AEP, 10 min burst, Storm 9
C 25	0.011	0.011	0	5	10		2	10% AEP, 10 min burst, Storm 3
C 26	0.013	0.013	0	5	15		2	10% AEP, 10 min burst, Storm 3
C 32	0.092	0.092	0	10	15		2	10% AEP, 10 min burst, Storm 10
C 31	0.08	0.08	0	10	15		2	10% AEP, 10 min burst, Storm 6
C 29	0.085	0.085	0	10	15		2	10% AEP, 10 min burst, Storm 10
C 9	0.149	0.149	0	10	15		2	10% AEP, 10 min burst, Storm 10
C 30	0.105	0.105	0	10	15		2	10% AEP, 10 min burst, Storm 3
C 28	0.014	0.014	0	7	10		2	10% AEP, 10 min burst, Storm 7
C 27	0.015	0.015	0	7	10		2	10% AEP, 10 min burst, Storm 7
C 10	0.148	0.148	0	10	15		2	10% AEP, 10 min burst, Storm 6
Cat 12	0.034	0.034	0	10	15		2	10% AEP, 10 min burst, Storm 5
C 1	0.023	0.023	0	10	15		2	10% AEP, 10 min burst, Storm 5
Cat Pre-de	0.319	0.026	0.293	15	45		2	10% AEP, 12 hour burst, Storm 4

PIPE DETAILS

Name	Max Q (cu.m/s)	Max V (m/s)	Max U/S HGL (m)	Max D/S HGL (m)	Due to Storm
P 3	0.046	1.07	1.701	1.656	10% AEP, 10 min burst, Storm 5
P CH1	0.346	1.03	0.949	0.909	10% AEP, 45 min burst, Storm 8

P1	0.312	1.74	0.75	0.649	10% AEP, 1.5 hour burst, Storm 2
P 4	0.043	1.04	1.597	1.551	10% AEP, 10 min burst, Storm 1
P 5	0.031	0.94	1.598	1.528	10% AEP, 10 min burst, Storm 5
P 6	0.039	1.01	1.688	1.643	10% AEP, 10 min burst, Storm 7
P 13	0.122	1.11	1.523	1.48	10% AEP, 10 min burst, Storm 7
P 9	0.879	1.16	1.418	1.293	10% AEP, 10 min burst, Storm 5
P 7	0.863	1.46	1.246	1.2	10% AEP, 10 min burst, Storm 5
P 15	0.125	1.14	1.689	1.639	10% AEP, 10 min burst, Storm 7
P 14	0.139	1.02	1.604	1.519	10% AEP, 10 min burst, Storm 7
P 39	0.123	0.68	1.513	1.48	10% AEP, 10 min burst, Storm 9
P 19	0.019	0.43	1.246	1.205	10% AEP, 10 min burst, Storm 3
P 20	0.041	0.91	1.205	0.979	10% AEP, 10 min burst, Storm 3
P HW2	0.042	0.3	0.979	1.056	10% AEP, 1.5 hour burst, Storm 7
P21	0.158	0.75	1.027	1.01	10% AEP, 10 min burst, Storm 5
P 21	0.187	0.91	0.988	0.982	10% AEP, 10 min burst, Storm 5
P 24	0.013	0.08	1.829	1.829	10% AEP, 10 min burst, Storm 7
P 23	0.202	1.29	1.459	1.308	10% AEP, 10 min burst, Storm 5
P390302	0.202	1.7	1.308	1.148	10% AEP, 10 min burst, Storm 5
P 25	0.011	0.37	0.584	0.566	10% AEP, 10 min burst, Storm 3
P 26	0.023	0.86	0.566	0.51	10% AEP, 10 min burst, Storm 3
P 32	0.092	0.58	2.451	2.44	10% AEP, 10 min burst, Storm 1
P 31	0.228	0.81	2.384	2.272	10% AEP, 10 min burst, Storm 7
P 29	0.411	1.15	2.192	1.978	10% AEP, 10 min burst, Storm 9
P 11	0.678	1.85	1.842	1.48	10% AEP, 10 min burst, Storm 7
P 30	0.105	0.66	2.284	2.272	10% AEP, 10 min burst, Storm 9
P 28	0.016	0.1	2.085	2.083	10% AEP, 10 min burst, Storm 9
P 27	0.031	0.2	2.083	2.083	10% AEP, 10 min burst, Storm 5
P 34	0.033	0.21	2.077	2.072	10% AEP, 10 min burst, Storm 5
P 10	0.173	1.09	2.005	1.978	10% AEP, 10 min burst, Storm 5
P N12	0.039	0.35	2.601	2.595	10% AEP, 10 min burst, Storm 5
P 33	0.068	0.43	2.552	2.44	10% AEP, 10 min burst, Storm 2

CHANNEL DETAILS

Name	Max Q (cu.m/s)	Max V (m/s)	Due to Storm
Ch23	0.706	0.48	10% AEP, 25 min burst, Storm 1
Ch28	0.318	0.15	10% AEP, 1.5 hour burst, Storm 9
Ch17	0.758	0.51	10% AEP, 25 min burst, Storm 1
Ch13	0.76	0.51	10% AEP, 15 min burst, Storm 2
Ch7	0.795	0.52	10% AEP, 15 min burst, Storm 7
Chnl4	0.831	0.55	10% AEP, 10 min burst, Storm 5

OVERFLOW ROUTE DETAILS

Name	Max Q U/S	Max Q D/S	Safe Q	Max D	Max DxV	Max Width	Max V	Due to Storm

OF 3	0	0	1.072	0	0	0	0	
OF BAsin 1	0	0	1.072	0	0	0	0	
OF HW1	0	0	0.339	0	0	0	0	
OF 4	0	0	1.072	0	0	0	0	
OF 5	0	0	1.072	0	0	0	0	
OF 6	0	0	1.072	0	0	0	0	
OF 14	0	0	0.362	0	0	0	0	
OF197411	0	0	0.908	0	0	0	0	
OF 12	0	0.061	0.262	0.092	0.07	2.22	0.77	10% AEP, 10 min burst, Storm 3
OF 11	0	0.018	0.262	0.062	0.04	1.2	0.66	10% AEP, 1 hour burst, Storm 4
OF 19	0	0	0.362	0	0	0	0	
OF 20	0	0	0.091	0	0	0	0	
OF Basin 2	0	0	1.072	0	0	0	0	
OF Pit 22	0	0	0.362	0	0	0	0	
OF Pit 21	0	0	0.362	0	0	0	0	
OF 23	0	0.014	0.187	0.064	0.03	1.28	0.48	10% AEP, 10 min burst, Storm 3
OF 24	0	0.013	0.187	0.063	0.03	1.22	0.46	10% AEP, 10 min burst, Storm 3
OF 25	0	0	0.362	0	0	0	0	
OF113	0	0	0.908	0	0	0	0	
OF 32	0	0.105	0.203	0.119	0.08	3.13	0.69	10% AEP, 10 min burst, Storm 3
OF 31	0	0.085	0.268	0.102	0.08	2.54	0.83	10% AEP, 10 min burst, Storm 10
OF 29	0	0.075	0.262	0.098	0.08	2.41	0.81	10% AEP, 10 min burst, Storm 10
OF 13	0	0.036	0.098	0.107	0.03	2.71	0.31	10% AEP, 1 hour burst, Storm 4
OF 30	0	0.074	0.262	0.098	0.08	2.41	0.8	10% AEP, 10 min burst, Storm 6
OF 28	0	0	0	0	0	0	0	
OF 2	0	0.015	0.115	0.023	0	11.01	0.11	10% AEP, 10 min burst, Storm 6
OF 10	0	0	0.115	0	0	0	0	
OF185872	0	0.092	0.203	0.114	0.08	2.96	0.68	10% AEP, 10 min burst, Storm 10
OF 33	0	0.08	0.268	0.1	0.08	2.47	0.82	10% AEP, 10 min burst, Storm 6

DETENTION BASIN DETAILS

Name	Max WL	MaxVol	Max Q Total	Max Q Low Level	Max Q High Level
Basin 1	0.98	621.8	0.346	0.346	0
Basin 2	0.98	304.9	0.042	0.042	0

Run Log for 22.3180 Globe Derby Rev A
{\colortbl;\red0\green0\blue0;\red192\green0\blue0;}Run Log for 22.3180 Globe Derby Rev A.drn - DRAINS run at 13:40:53 on 19/7/2023 using Watercom Drains v2023.06.8567.18365

No water upwelling from any pit.
Freeboard was adequate at all pits.

Flows were safe in all overflow routes.

22.3180 Globe Derby DRAINS Input Data

PIT / NODE DETAILS Version 15

Name	Type	Family	Size	Ponding Volume (cu.m)	Pressure Change Coeff. Ku	Surface Elev (m)	Max Pond Depth (m)	Base Inflow (cu.m/s)	Blocking Factor	x	y	Bolt-down lid	id	Part Full Shock Loss	Inflow Hydrograph	Pit is	Internal Width (mm)	Inflow is Misaligned	Minor Safe Pond Dept (m)	Major Safe Pond Depth (m)
Pit 3	OnGrade	Junction Bo	Junction Box	Unlimitec	2.5	2.45		0	0	279879.3	6146914	No	101	1 x Ku	No	New				
N3	Node					1.8		0		279871.6	6146922		61		No					
N149	Node					1.8		0		279695	6146851		724		No					
HW1	Headwall				0.5	1.4		0		279630.9	6146770		5							
N1	Node					1.4		0		279604	6146735		6		No					
Pit 4	OnGrade	Junction Bo	Junction Box	Unlimitec	2.5	2.7		0	0	279918.2	6146958	No	331	1 x Ku	No	New				
N4	Node					1.8		0		279904.7	6146964		60		No					
Pit 5	OnGrade	Junction Bo	Junction Box	Unlimitec	2.5	2.7		0	0	279931.9	6147010	No	132	1 x Ku	No	New				
N5	Node					1.8		0		279916.4	6147010		51		No					
Pit 6	OnGrade	Junction Bo	Junction Box	Unlimitec	2.5	2.6		0	0	279930.4	6147057	No	133	1 x Ku	No	New				
N6	Node					1.8		0		279915.3	6147055		48		No					
Pit 14	OnGrade	Junction Bo	Junction Box	Unlimitec	4.5	2.2		0	0	279998	6147095	No	259	1 x Ku	No	New				
Pit 13	OnGrade	Junction Bo	Junction Box	Unlimitec	2.5	2.2		0	0	279984.4	6147096	No	258	1 x Ku	No	New				
Pit 7	OnGrade	Junction Pi	Junction Pit or Manhol		1	2.6		0	0	279917.9	6147096	No	195	1 x Ku	No	New				
N7	Node					1.8		0		279917.9	6147093		67		No					
Pit 16	OnGrade	Junction Bo	Junction Box	Unlimitec	4.5	2.6		0	0	279998.1	6146990	No	261	1 x Ku	No	New				
Pit 15	OnGrade	Junction Bo	Junction Box	Unlimitec	1.5	2.6		0	0	279984.7	6146996	No	260	1 x Ku	No	New				
Pit 39	OnGrade	Junction Bo	Junction Box	Unlimitec	1	2.4		0	0	279983.7	6147047	Yes	839	1 x Ku	No	New				
Pit 19	OnGrade	Junction Bo	Junction Box	Unlimitec	4.5	2.4		0	0	279877.8	6146879	No	267	1 x Ku	No	New				
Pit 20	OnGrade	Junction Bo	Junction Box	Unlimitec	1.5	2.4		0	0	279880.4	6146864	No	268	1 x Ku	No	New				
Pit 22	OnGrade	Junction Bo	Junction Box	Unlimitec	1.5	2.2		0	0	279784.4	6146862	No	270	1 x Ku	No	New				
Pit 21	OnGrade	Junction Bo	Junction Box	Unlimitec	4.5	2.2		0	0	279780.2	6146877	No	271	1 x Ku	No	New				
Pit 24	OnGrade	City of Sali	Salisbury Double Pit w		1.5	2.4		0	0	279732.6	6146835	No	273	1 x Ku	No	New				
Pit 23	OnGrade	Junction Bo	Junction Box	Unlimitec	4.5	2.4		0	0	279744.9	6146827	No	272	1 x Ku	No	New				
Pit 23A	OnGrade	Junction Bo	Junction Box	Unlimitec	1	2.6		0	0	279768.4	6146854	Yes	1.9E+08	1 x Ku	No	New				
Pit 25	OnGrade	Junction Bo	Junction Box	Unlimitec	1.5	1.5		0	0	279676	6146756	No	277	1 x Ku	No	New				
Pit 26	OnGrade	Junction Bo	Junction Box	Unlimitec	1.5	1.5		0	0	279690.3	6146749	No	276	1 x Ku	No	New				
N 9	Node					1		0		279686.1	6146730		513		No					
Pit 32	OnGrade	Junction Bo	Junction Box	Unlimitec	4.5	3		0	0	279999.5	6147347	No	279	1 x Ku	No	New				
Pit 31	OnGrade	Junction Bo	Junction Box	Unlimitec	1.5	3		0	0	279982.3	6147350	No	278	1 x Ku	No	New				
Pit 29	OnGrade	Junction Bo	Junction Box	Unlimitec	1	2.8		0	0	279984.7	6147277	No	280	1 x Ku	No	New				
Pit 9	OnGrade	Junction Bo	Junction Box	Unlimitec	1.5	2.4		0	0	279985.1	6147200	No	247	1 x Ku	No	New				
Pit 30	OnGrade	Junction Bo	Junction Box	Unlimitec	4.5	2.8		0	0	279997.9	6147279	No	281	1 x Ku	No	New				
Pit 28	OnGrade	Junction Bo	Junction Box	Unlimitec	4.5	2.5		0	0	280011.8	6147232	No	282	1 x Ku	No	New				
Pit 27	OnGrade	Junction Bo	Junction Box	Unlimitec	1.5	2.5		0	0	280013.2	6147215	No	283	1 x Ku	No	New				
Pit 34	OnGrade	Junction Pi	Junction Pit or Manhol		1	2.4		0	0	280002.3	6147209	Yes	339	1 x Ku	No	New				
Pit 10	OnGrade	Junction Bo	Junction Box	Unlimitec	1.5	2.4		0	0	279997.6	6147196	No	252	1 x Ku	No	New				
Pit34	OnGrade	Junction Bo	Junction Box	Unlimitec	4.5	3.2		0	0	279984.6	6147404	No	79246343	1 x Ku	No	New				
Pit 33	OnGrade	Junction Bo	Junction Box	Unlimitec	1.5	3.2		0	0	279967.5	6147402	No	321	1 x Ku	No	New				
N378623	Node					1.4		0		279788.8	6147644		1.43E+08		No					

DETENTION BASIN DETAILS

Name	Elev	Surf. Area	Not Used	Outlet Typ	K	Dia(mm)	Centre RL	Pit Family	Pit Type	x	y	HED	Crest RL	Crest Leng	id
Basin 1	0.418	879.449		Culvert	0.5					279706.9	6146855	No			33
	0.5	945.47													
	0.6	1022.25													
	0.7	1100.4													
	0.8	1179.93													
	0.9	1260.83													
	1	1345.51													
	1.1	1430.89													
	1.2	1516.38													
	1.3	1601.98													
	1.4	1687.68													
	1.5	1773.31													
	1.6	1858.69													
	1.7	1943.77													

	1.8	2028.55																					
	1.9	2112.77																					
	1.917	2127.04																					
Basin 2	0.677	886.749		Culvert	0.5						279841.1	6146842	No				703						
	0.7	904.936																					
	0.8	984.934																					
	0.9	1066.43																					
	1	1149.43																					
	1.1	1233.93																					
	1.2	1319.92																					
	1.3	1407.42																					
	1.4	1496.42																					
	1.5	1586.91																					
	1.6	1678.91																					
	1.7	1772.4																					
	1.8	1867.39																					
	1.9	1963.89																					
	2	2061.88																					
	2.1	2161.37																					
	2.176	2237.99																					

SUB-CATCHMENT DETAILS

Name	Pit or Node	Total Area (ha)	Paved Area %	Grass Area %	Supp Area %	Paved Time (min)	Grass Time (min)	Supp Time (min)	Paved Length (m)	Grass Length (m)	Supp Length (m)	Paved Slope(%) %	Grass Slope %	Supp Slope %	Paved Rough	Grass Rough	Supp Rough	Lag Time or Factor	Gutter Length (m)	Gutter Slope %	Gutter FlowFactor	Rainfall Multiplier
C 3	Pit 3	0.3098	80	10	10	10	15	2										0				1
C Basin 1	Basin 1	0.856	0	90	10	5	20	2										0				1
Cat1	HW1	0.1751	0	100	0	5	15	2										0				1
C 4	Pit 4	0.2909	80	10	10	10	15	2										0				1
C 5	Pit 5	0.2094	80	10	10	10	15	2										0				1
C 6	Pit 6	0.262	80	10	10	10	15	2										0				1
C 12	Pit 14	0.8201	80	10	10	10	16	2										0				1
C 13	Pit 13	0.5586	80	10	10	60	17	2										0				1
C 16	Pit 16	0.7806	75	20	5	7	16	2										0				1
C 15	Pit 15	0.0902	90	5	5	6	16	2										0				1
C 19	Pit 19	0.1179	75	20	5	6	10	2										0				1
C 20	Pit 20	0.1358	75	20	5	6	10	2										0				1
C Basin 2	Basin 2	0.3296	0	100	0	5	15	2										0				1
C 22	Pit 22	0.1356	90	5	5	5	15	2										0				1
C 21	Pit 21	0.1921	75	20	5	6	17	2										0				1
C 23	Pit 24	0.0614	90	5	5	5	15	2										0				1
C 24	Pit 23	1.2738	80	10	10	10	17	2										0				1
C 25	Pit 25	0.0606	75	20	5	5	10	2										0				1
C 26	Pit 26	0.0688	80	10	10	5	15	2										0				1
C 32	Pit 32	0.6194	80	10	10	10	15	2										0				1
C 31	Pit 31	0.5331	80	10	10	10	15	2										0				1
C 29	Pit 29	0.5695	80	10	10	10	15	2										0				1
C 9	Pit 9	0.9995	80	10	10	10	15	2										0				1
C 30	Pit 30	0.7024	80	10	10	10	15	2										0				1
C 28	Pit 28	0.088	75	20	5	7	10	2										0				1
C 27	Pit 27	0.091	75	20	5	7	10	2										0				1
C 10	Pit 10	0.9886	80	10	10	10	15	2										0				1
Cat 12	Pit34	0.2257	80	10	10	10	15	2										0				1
C 1	Pit 33	0.1573	80	10	10	10	15	2										0				1
Cat Pre-de	N378623	12.5	5	95	0	15	45	2										1				

PIPE DETAILS

Name	From	To	Length (m)	U/S IL (m)	D/S IL (m)	Slope (%)	Type	Dia (mm)	I.D. (mm)	Rough	Pipe is	No. Pipes	Chg From	At Chg	Chg (m)	RI (m)	Chg (m)	RL (m)	etc (m)
P 3	Pit 3	N3	5.5	1.516	1.5	0.29	Concrete, r	375	375	0.013	New	1	Pit 3		0				
P CH1	Basin 1	N149	10	0.418	0.364	0.54	Concrete, r	750	750	0.013	New	1	Basin 1		0				
P1	HW1	N1	5	0.301	0.285	0.32	Concrete, r	600	600	0.013	New	1	HW1		0				

P 4	Pit 4	N4	6.85	1.421	1.4	0.31	Concrete, r	375	375	0.013	New	1	Pit 4	0
P 5	Pit 5	N5	9	1.427	1.4	0.3	Concrete, r	375	375	0.013	New	1	Pit 5	0
P 6	Pit 6	N6	7	1.521	1.5	0.3	Concrete, r	375	375	0.013	New	1	Pit 6	0
P 13	Pit 14	Pit 13	10	0.955	0.925	0.3	Concrete, r	375	375	0.013	New	1	Pit 14	0
P 9	Pit 13	Pit 7	60	0.899	0.749	0.25	Concrete, r	900	900	0.013	New	2	Pit 13	0
P 7	Pit 7	N7	10	0.749	0.734	0.25	Concrete, r	750	750	0.013	New	2	Pit 7	0
P 15	Pit 16	Pit 15	10	1.273	1.243	0.3	Concrete, r	375	375	0.013	New	1	Pit 16	0
P 14	Pit 15	Pit 39	46	1.243	1.105	0.3	Concrete, r	450	450	0.013	New	1	Pit 15	0
P 39	Pit 39	Pit 13	60	1.105	0.925	0.3	Concrete, r	525	525	0.013	New	1	Pit 39	0
P 19	Pit 19	Pit 20	10	1.073	1.043	0.3	Concrete, r	375	375	0.013	New	1	Pit 19	0
P 20	Pit 20	Basin 2	14.312	1.043	0.7	2.4	Concrete, r	375	375	0.013	New	1	Pit 20	0
P HW2	Basin 2	Pit 22	16.788	0.677	0.61	0.4	Concrete, r	600	600	0.013	New	1	Basin 2	0
P21	Pit 22	Pit 21	10	0.61	0.58	0.3	Concrete, r	600	600	0.013	New	1	Pit 22	0
P 21	Pit 21	Basin 1	12.3	0.58	0.543	0.3	Concrete, r	600	600	0.013	New	1	Pit 21	0
P 24	Pit 24	Pit 23	10	0.999	0.969	0.3	Concrete, r	450	450	0.013	New	1	Pit 24	0
P 23	Pit 23	Pit 23A	30	0.969	0.879	0.3	Concrete, r	450	450	0.013	New	1	Pit 23	0
P330302	Pit 23A	Pit 22	15	0.879	0.834	0.3	Concrete, r	450	450	0.013	New	1	Pit 23A	0
P 25	Pit 25	Pit 26	13	0.469	0.43	0.3	Concrete, r	375	375	0.013	New	1	Pit 25	0
P 26	Pit 26	N 9	10	0.43	0.4	0.3	Concrete, r	375	375	0.013	New	1	Pit 26	0
P 32	Pit 32	Pit 31	10	1.63	1.6	0.3	Concrete, r	450	450	0.013	New	1	Pit 32	0
P 31	Pit 31	Pit 29	72	1.6	1.384	0.3	Concrete, r	600	600	0.013	New	1	Pit 31	0
P 29	Pit 29	Pit 9	76	1.32	1.092	0.3	Concrete, r	675	675	0.013	New	1	Pit 29	0
P 11	Pit 9	Pit 13	77	1.092	0.899	0.25	Concrete, r	750	750	0.013	New	1	Pit 9	0
P 30	Pit 30	Pit 29	10	1.414	1.384	0.3	Concrete, r	450	450	0.013	New	1	Pit 30	0
P 28	Pit 28	Pit 27	10	1.23	1.2	0.3	Concrete, r	450	450	0.013	New	1	Pit 28	0
P 27	Pit 27	Pit 34	10	1.2	1.17	0.3	Concrete, r	450	450	0.013	New	1	Pit 27	0
P 34	Pit 34	Pit 10	16	1.17	1.122	0.3	Concrete, r	450	450	0.013	New	1	Pit 34	0
P 10	Pit 10	Pit 9	10	1.122	1.092	0.3	Concrete, r	450	450	0.013	New	1	Pit 10	0
P N12	Pit34	Pit 33	10	1.821	1.791	0.3	Concrete, r	375	375	0.013	New	1	Pit34	0
P 33	Pit 33	Pit 31	63.7	1.791	1.6	0.3	Concrete, r	450	450	0.013	New	1	Pit 33	0

DETAILS of SERVICES CROSSING PIPES

Pipe	Chg (m)	Bottom Elev (m)	Height of S (m)	Chg (m)	Bottom Elev (m)	Height of S (m)	Chg (m)	Bottom Elev (m)	Height of S (m)	etc etc

CHANNEL DETAILS

Name	From	To	Type	Length (m)	U/S IL (m)	D/S IL (m)	Slope (%)	Base Width (m)	L.B. Slope (1:?)	R.B. Slope (1:?)	Manning n	Depth (m)	Roofed
Ch23	N3	Basin 1	Prismatic	109.5	0.522	0.418	0.09	1	5	5	0.03	1.5	No
Ch28	N149	HW1	Prismatic	62.75	0.364	0.301	0.1	1	5	5	0.03	1.5	No
Ch17	N4	N3	Prismatic	68.1	0.59	0.522	0.1	1	5	5	0.03	1.5	No
Ch13	N5	N4	Prismatic	44.3	0.633	0.589	0.1	1	5	5	0.03	1.5	No
Ch7	N6	N5	Prismatic	49.3	0.682	0.633	0.1	1	5	5	0.03	1.5	No
Chnl4	N7	N6	Prismatic	42.4	0.724	0.682	0.1	1	5	5	0.03	1.5	No

OVERFLOW ROUTE DETAILS

Name	From	To	Travel Time (min)	Spill Level (m)	Crest Length (m)	Weir Coeff. C	Cross Section	Safe Depth Major Stor (m)	SafeDepth Minor Stor (m)	Safe DxV (sq.m/sec)	Bed Slope (%)	D/S Area Contributing %	id	U/S IL	D/S IL	Length (m)
OF 3	Pit 3	N3	0.1				Grassed Sv	0.5	0.4	1	1	0	1137	2.45	1.8	6
OF BAsin 1	Basin 1	N149	0.1	2	10	2	Grassed Sv	0.5	0.4	1	1	0	1133	1.9	1.8	5
OF HW1	HW1	N1	0.3	1.4	1.5	2	Grassed Sv	0.5	0.4	1	0.1	0	1219			10
OF 4	Pit 4	N4	0.1				Grassed Sv	0.5	0.4	1	1	0	1139	2.7	1.8	6
OF 5	Pit 5	N5	0.1				Grassed Sv	0.5	0.4	1	1	0	1140	2.6	1.8	6
OF 6	Pit 6	N6	0.1				Grassed Sv	0.5	0.4	1	1	0	1141	2.6	1.8	6
OF 14	Pit 14	Pit 13	0.1				Dummy us	0.2	0.05	0.6	1	0	57481731	2.35	2.2	10
OF197411	Pit 13	N7	0.6				4 m wide p	0.3	0.15	0.4	1	0	1.15E+08			70
OF 12	Pit 16	Pit 14	1				10 m roadv	0.3	0.15	0.6	1	50	1043	2.6	2.2	106
OF 11	Pit 15	Pit 13	1				10 m roadv	0.3	0.15	0.6	1	50	1042	2.6	2.2	106
OF 19	Pit 19	Pit 20	0.1				Dummy us	0.2	0.05	0.6	1	0	1108	2.41	2.4	13
OF 20	Pit 20	Basin 2	0.9				4 m wide p	0.3	0.15	0.4	0.01	0	1111	2.4	1.8	15
OF Basin 2	Basin 2	Pit 22	0.1	2.6	5	2	Grassed Sv	0.5	0.4	1	1	0	1122	2.4	2.2	4

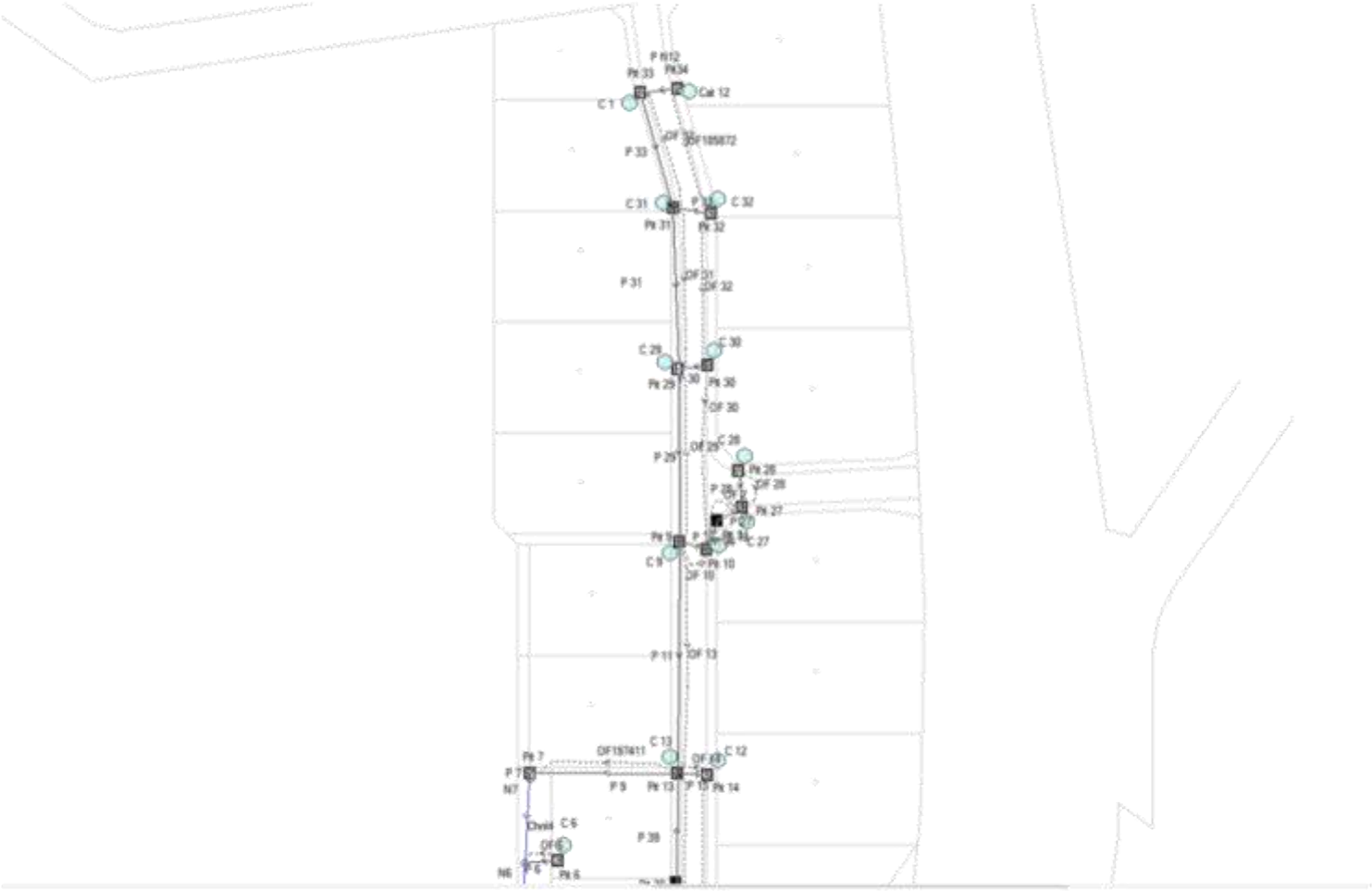
OF Pit 22	Pit 22	Pit 21	0.1	Dummy us	0.2	0.05	0.6	1	0	41080091			10
OF Pit 21	Pit 21	Basin 1	0.1	Dummy us	0.2	0.05	0.6	1	0	41080095			10
OF 23	Pit 24	Pit 21	0.5	10 m roadv	0.3	0.15	0.6	0.51	45	1117	2.4	2.2	39
OF 24	Pit 23	Pit 22	0.5	10 m roadv	0.3	0.15	0.6	0.51	45	57481319	2.4	2.2	39
OF 25	Pit 25	N 9	0.1	Dummy us	0.2	0.05	0.6	1	0	57481620			15
OF113	Pit 26	N 9	0.1	4 m wide p	0.3	0.15	0.4	1	0	1178	1.5	1	5
OF 32	Pit 32	Pit 30	0.9	10 m roadv	0.3	0.15	0.6	0.6	100	6524610	2.85	2.6	75
OF 31	Pit 31	Pit 29	0.7	10 m roadv	0.3	0.15	0.6	1.05	100	1028	2.85	2.6	77
OF 29	Pit 29	Pit 9	0.7	10 m roadv	0.3	0.15	0.6	1	50	1041	2.6	2.4	76
OF 13	Pit 9	Pit 13	1.7	10 m roadv	0.3	0.15	0.6	0.14	100	1078	2.9	2.8	71
OF 30	Pit 30	Pit 10	0.7	10 m roadv	0.3	0.15	0.6	1	50	1044	2.6	2.4	75
OF 28	Pit 28	Pit 27	0.9	Overflow a	0.05	0	0.4	0.1	0	60946496	2.2	2.2	10
OF 2	Pit 27	Pit 10	0.4	Dummy us	0.2	0.05	0.6	0.1	10	60946537	2.6	2.2	15
OF 10	Pit 10	Pit 9	0.4	Dummy us	0.2	0.05	0.6	0.1	0	1162	2.4	2.4	13
OF185872	Pit34	Pit 32	0.7	10 m roadv	0.3	0.15	0.6	0.6	100	1.09E+08	2.85	2.6	63
OF 33	Pit 33	Pit 31	0.6	10 m roadv	0.3	0.15	0.6	1.05	100	1024	3.2	2.85	63

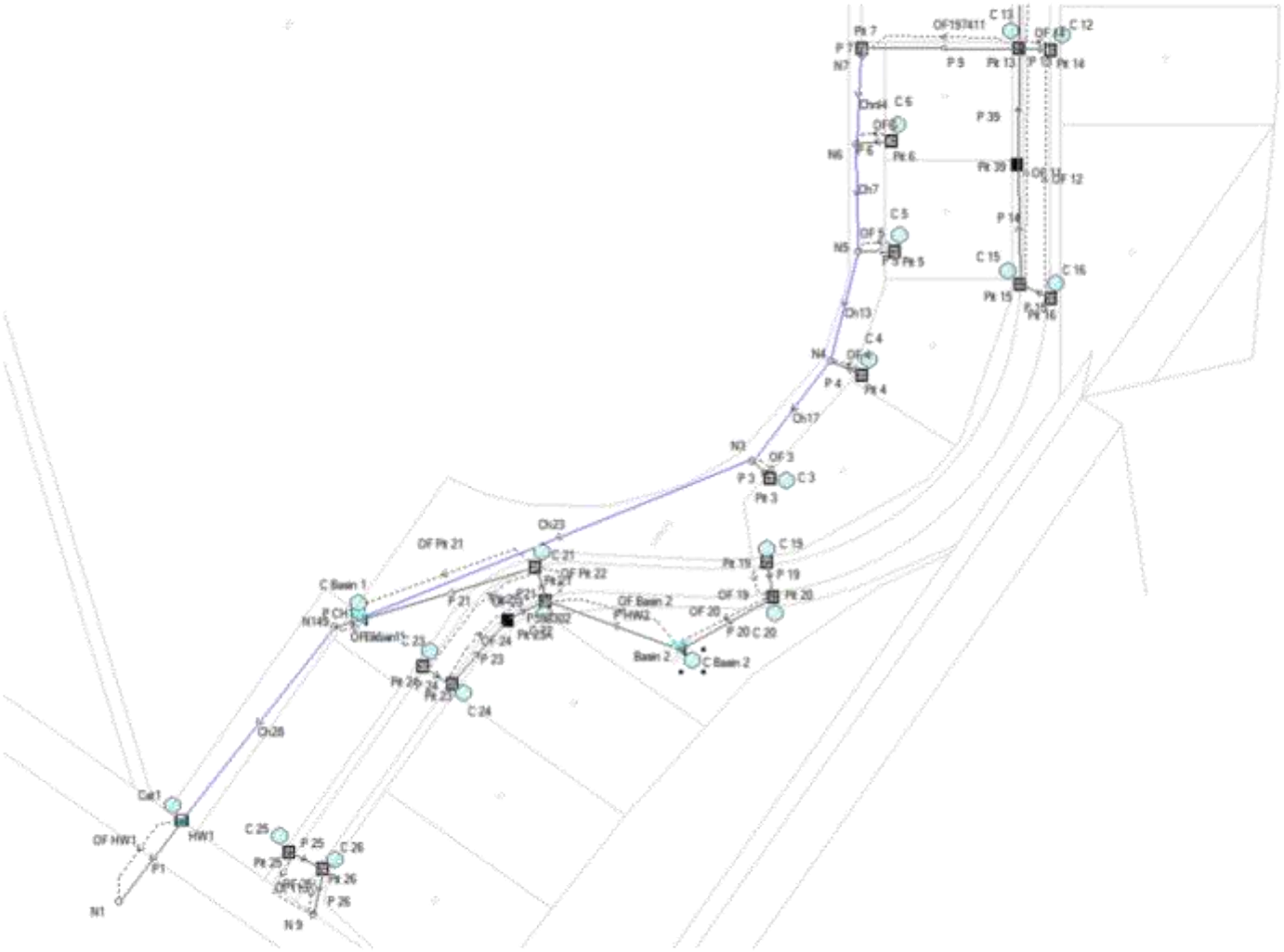
PIPE COVER DETAILS

Name	Type	Dia (mm)	Safe Cover	Cover (m)	
P 3	Concrete, s	375	0.45	-0.11	Unsafe
P CH1	Concrete, s	750	0.6	-0.81	Unsafe
P1	Concrete, s	600	0.6	0.45	Unsafe
P 4	Concrete, s	375	0.45	-0.01	Unsafe
P 5	Concrete, s	375	0.45	-0.01	Unsafe
P 6	Concrete, s	375	0.45	-0.11	Unsafe
P 13	Concrete, s	375	0.45	0.83	
P 9	Concrete, s	900	0.6	0.33	Unsafe
P 7	Concrete, s	750	0.6	0.27	Unsafe
P 15	Concrete, s	375	0.45	0.92	
P 14	Concrete, s	450	0.6	0.8	
P 39	Concrete, s	525	0.6	0.7	
P 19	Concrete, s	375	0.6	0.92	
P 20	Concrete, s	375	0.6	-0.43	Unsafe
P HW2	Concrete, s	600	0.6	-0.65	Unsafe
P21	Concrete, s	600	0.6	0.94	
P 21	Concrete, s	600	0.45	-0.77	Unsafe
P 24	Concrete, s	450	0.6	0.91	
P 23	Concrete, s	450	0.45	0.94	
P390302	Concrete, s	450	0.45	0.87	
P 25	Concrete, s	375	0.6	0.62	
P 26	Concrete, s	375	0.6	0.19	Unsafe
P 32	Concrete, s	450	0.6	0.88	
P 31	Concrete, s	600	0.6	0.75	
P 29	Concrete, s	675	0.6	0.58	Unsafe
P 11	Concrete, s	750	0.6	0.49	Unsafe
P 30	Concrete, s	450	0.6	0.89	
P 28	Concrete, s	450	0.6	0.78	
P 27	Concrete, s	450	0.6	0.74	
P 34	Concrete, s	450	0.6	0.74	
P 10	Concrete, s	450	0.6	0.79	
P N12	Concrete, s	375	0.6	0.97	
P 33	Concrete, s	450	0.6	0.91	

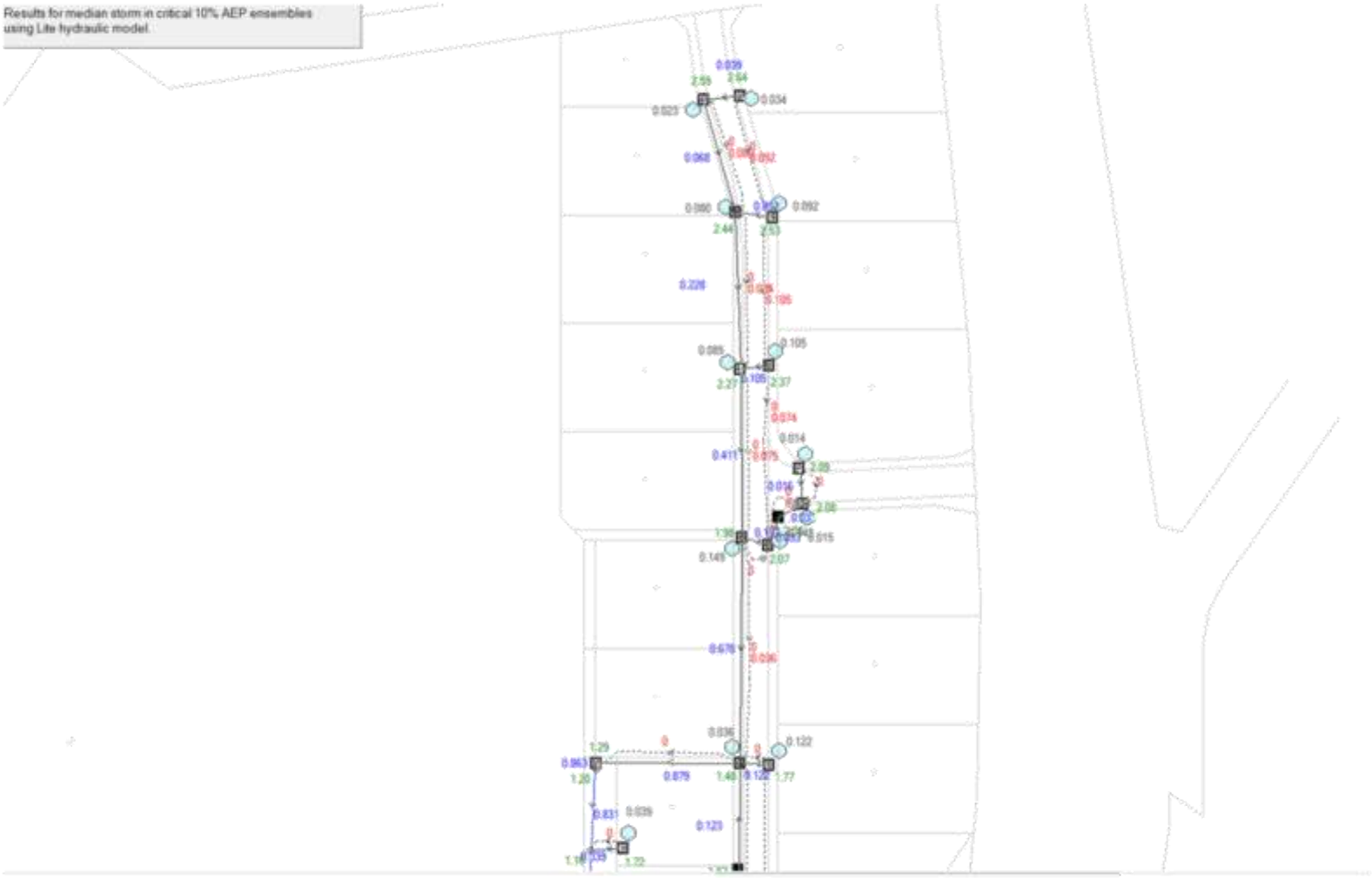
This model has no pipes with non-return valves

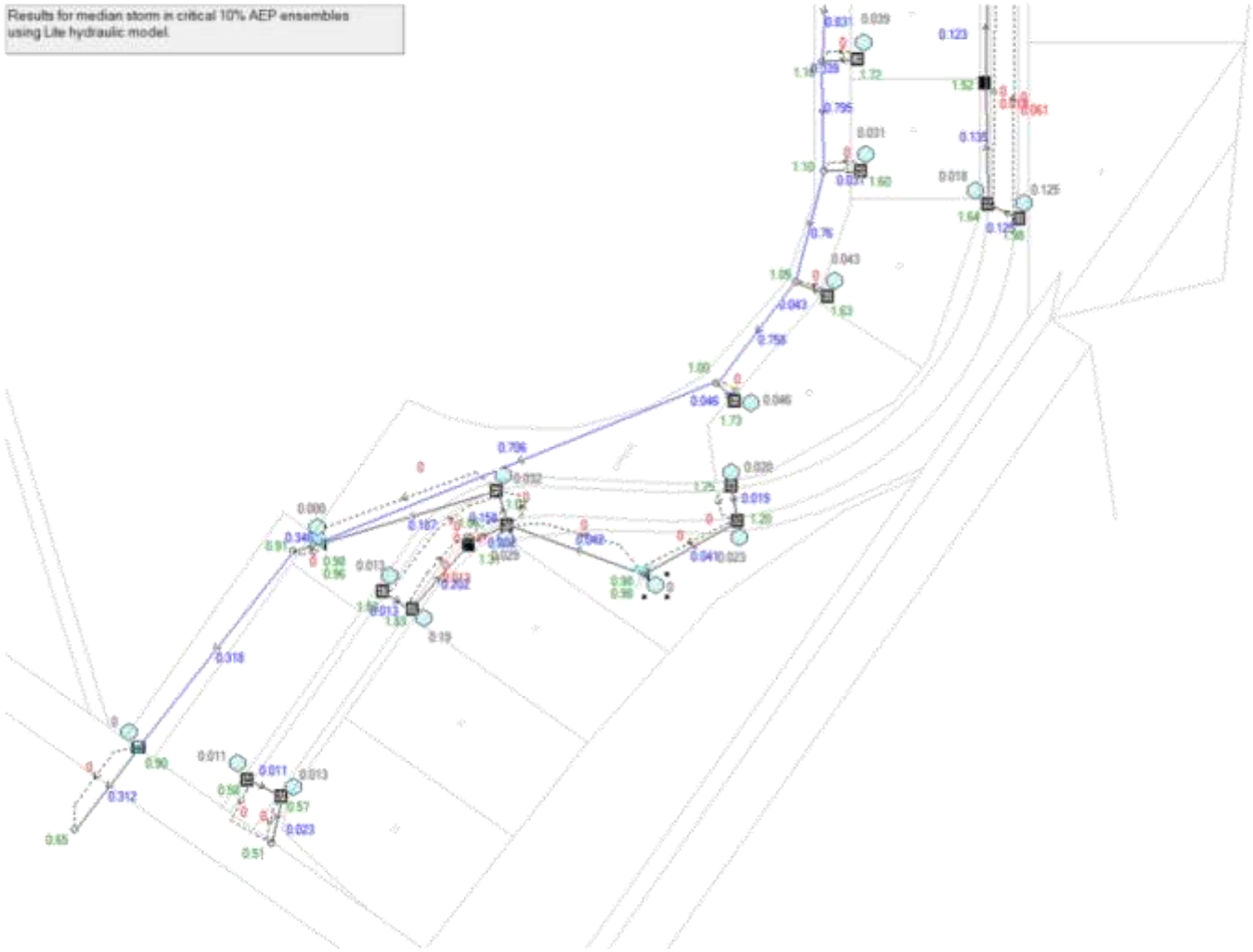
DRAINS Schematic, Data, Results and Screenshots of Minor/Major Storm Results

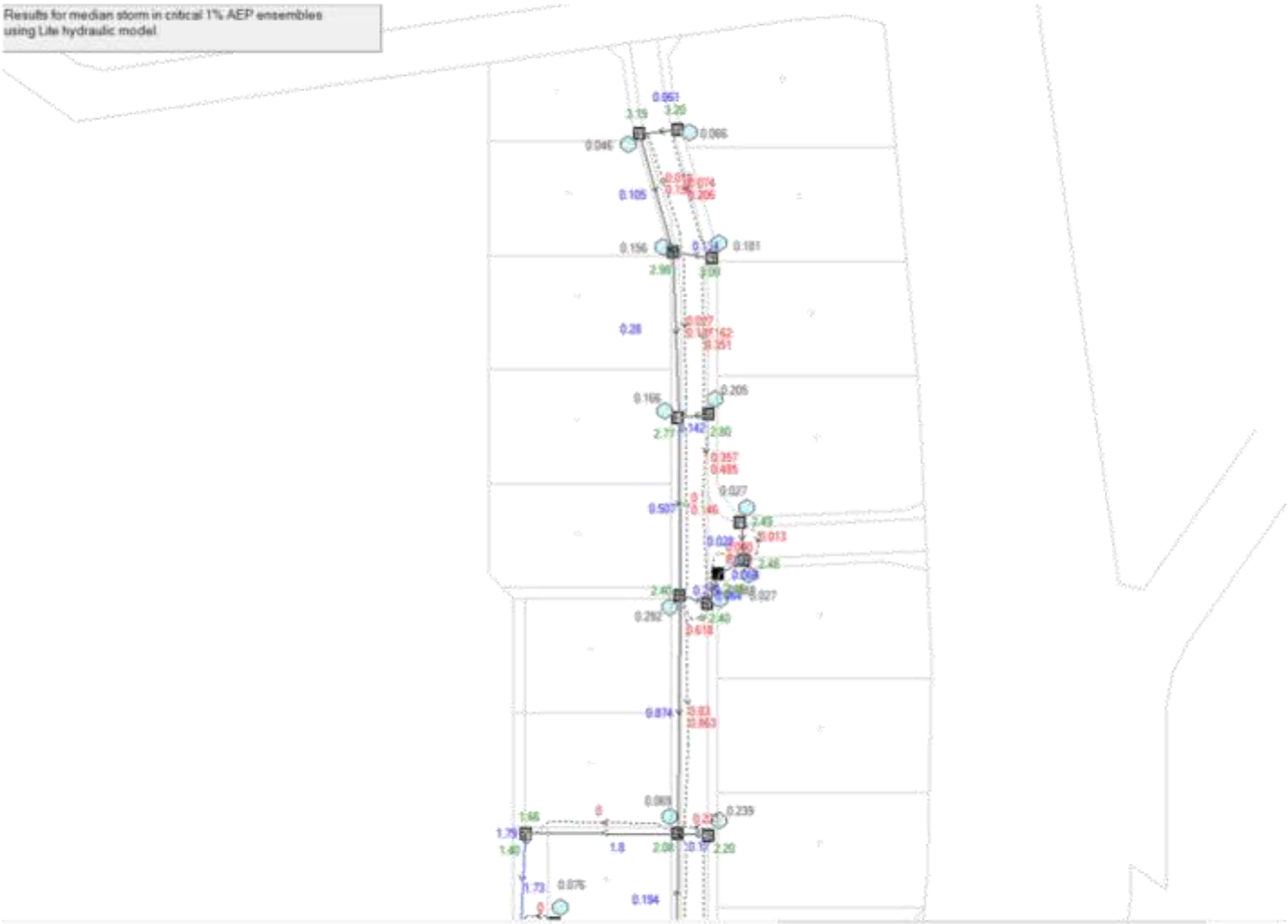


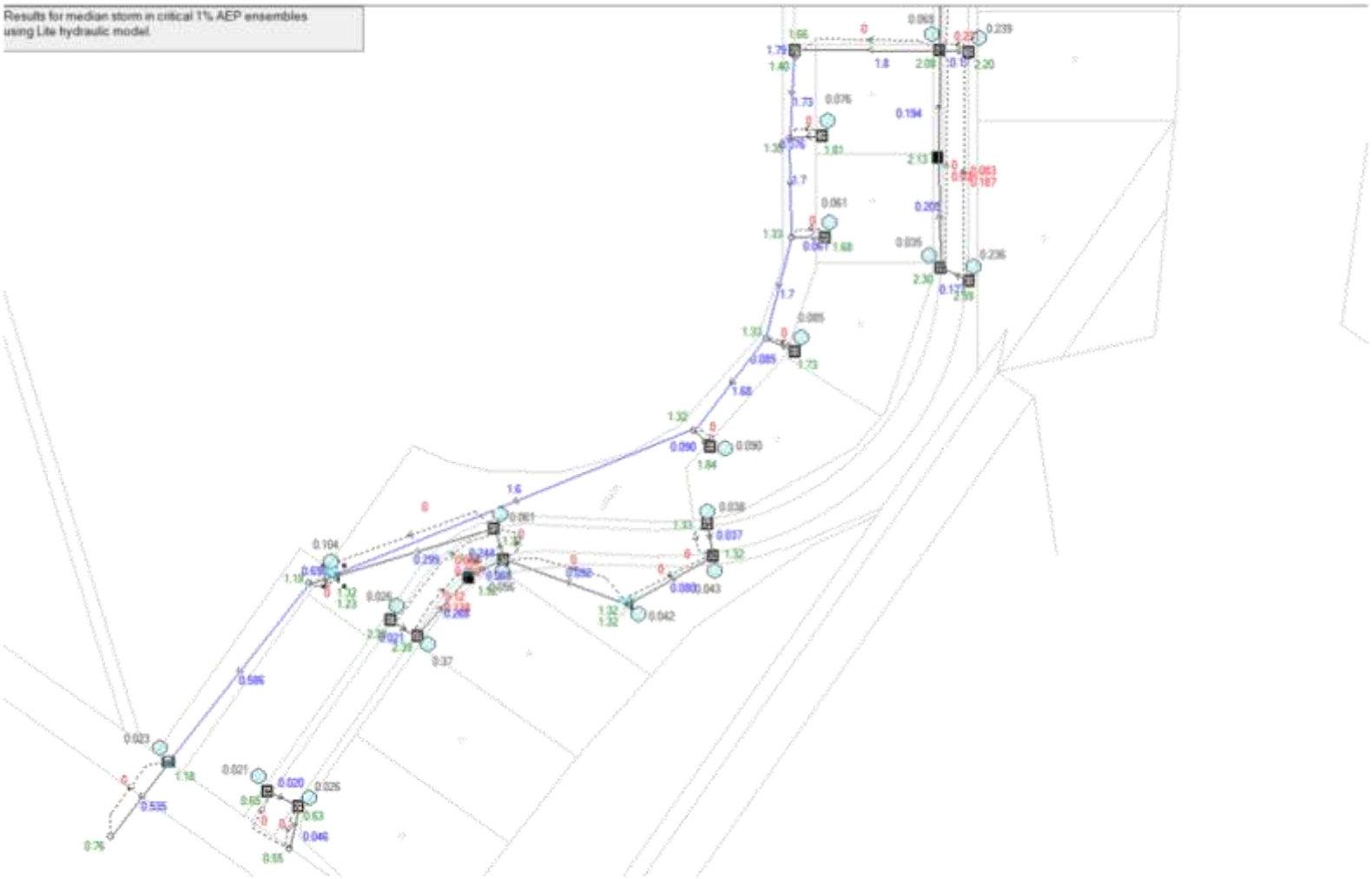


Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation


Results for median storm in critical 10% AEP ensembles
using Lite hydraulic model.

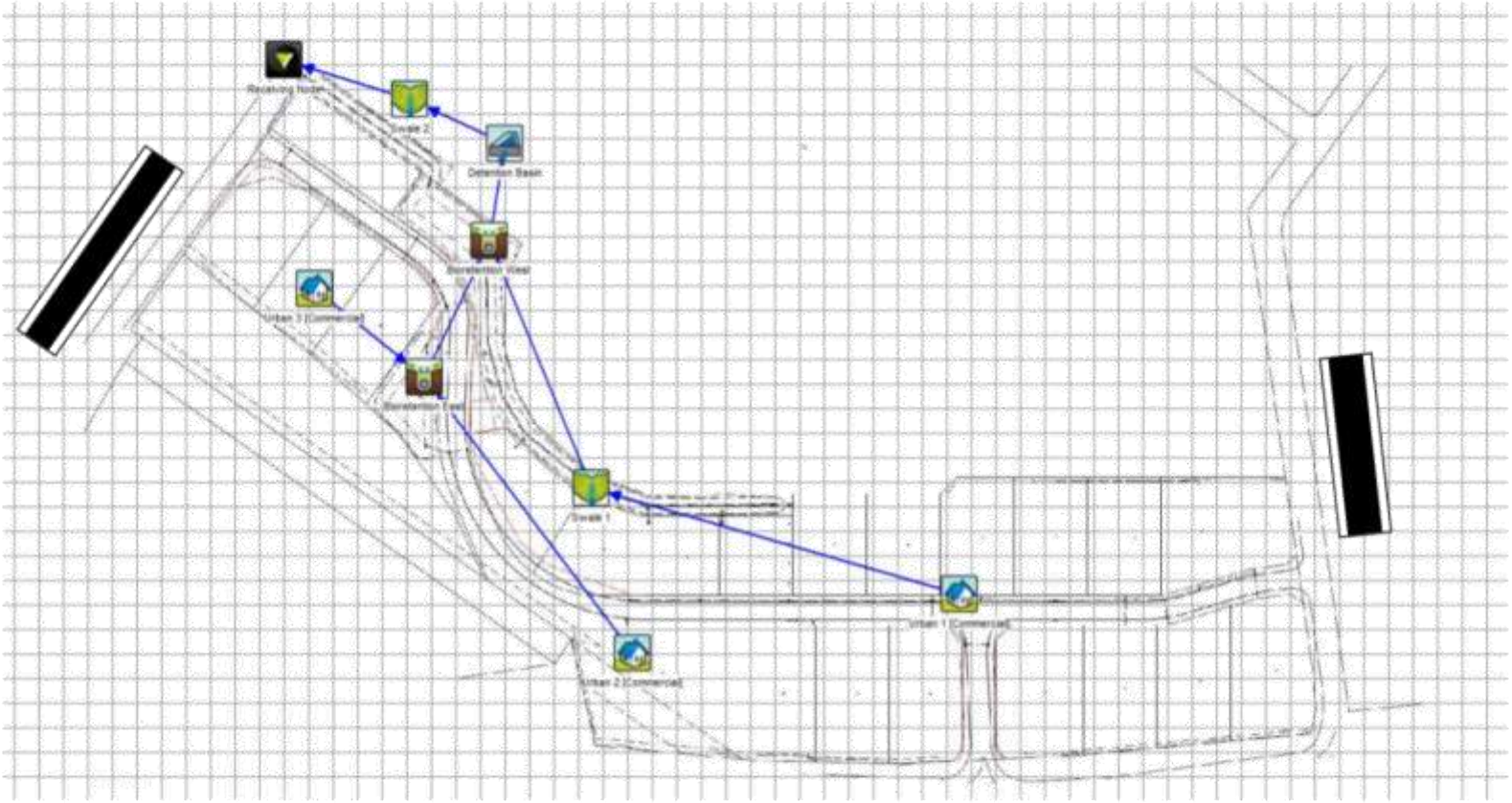

Results for median storm in critical 10% AEP ensembles using Lite hydraulic model.


Results for median storm in critical 1% AEP ensembles
using Lite hydraulic model

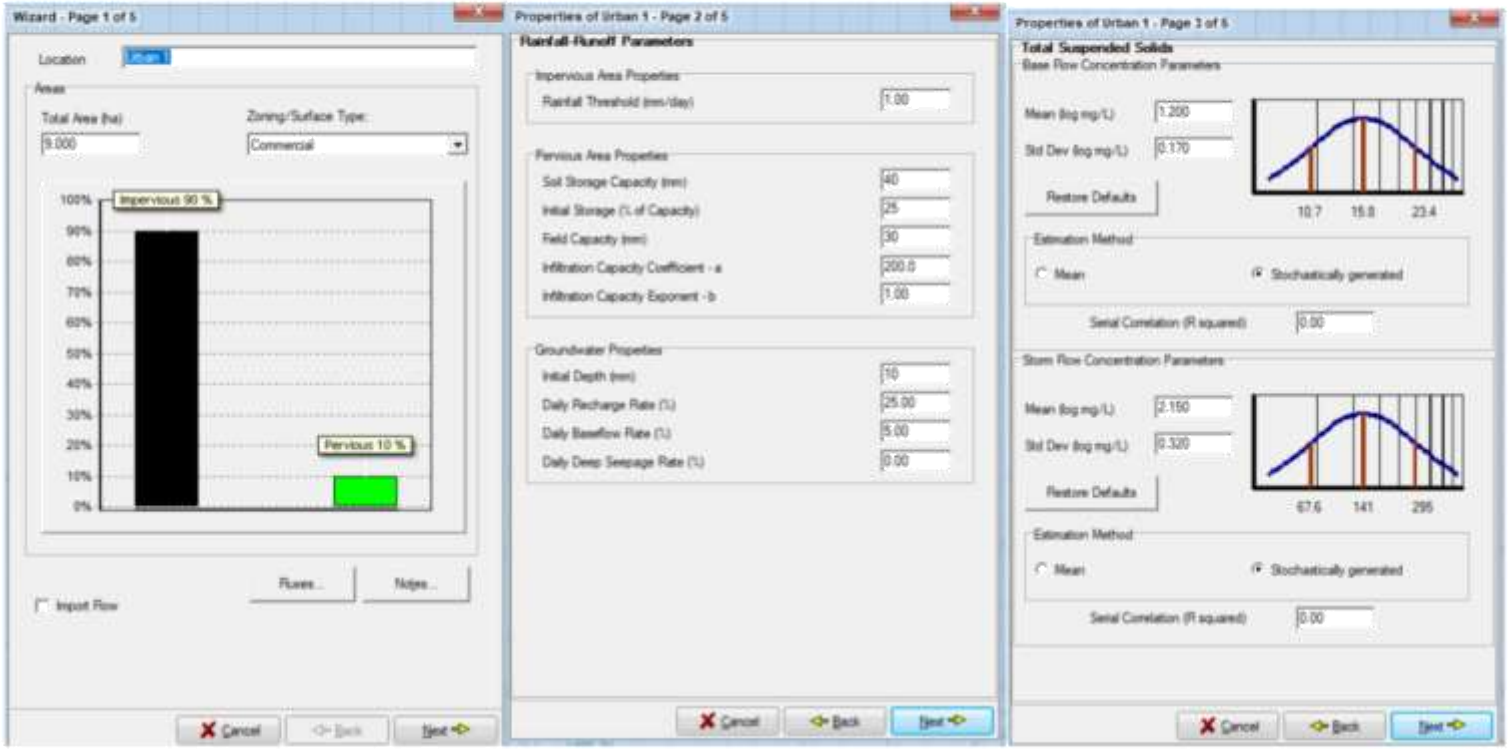

Results for median storm in critical 1% AEP ensembles
using Lite hydraulic model.

Appendix G – MUSIC Model Schematic and Typical Input Data

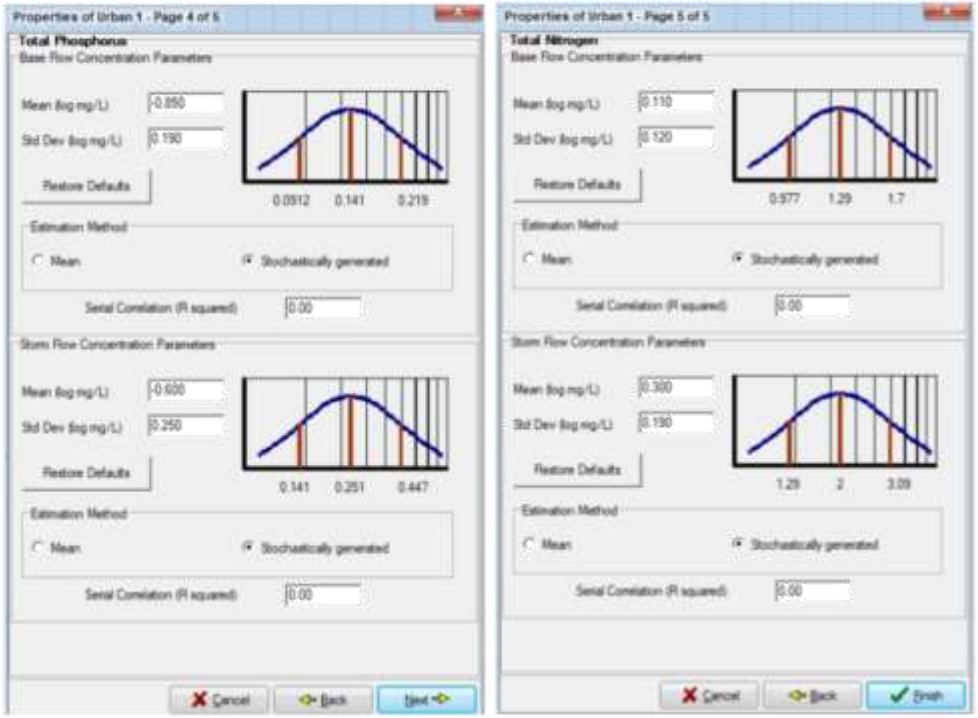
MUSIC Schematic



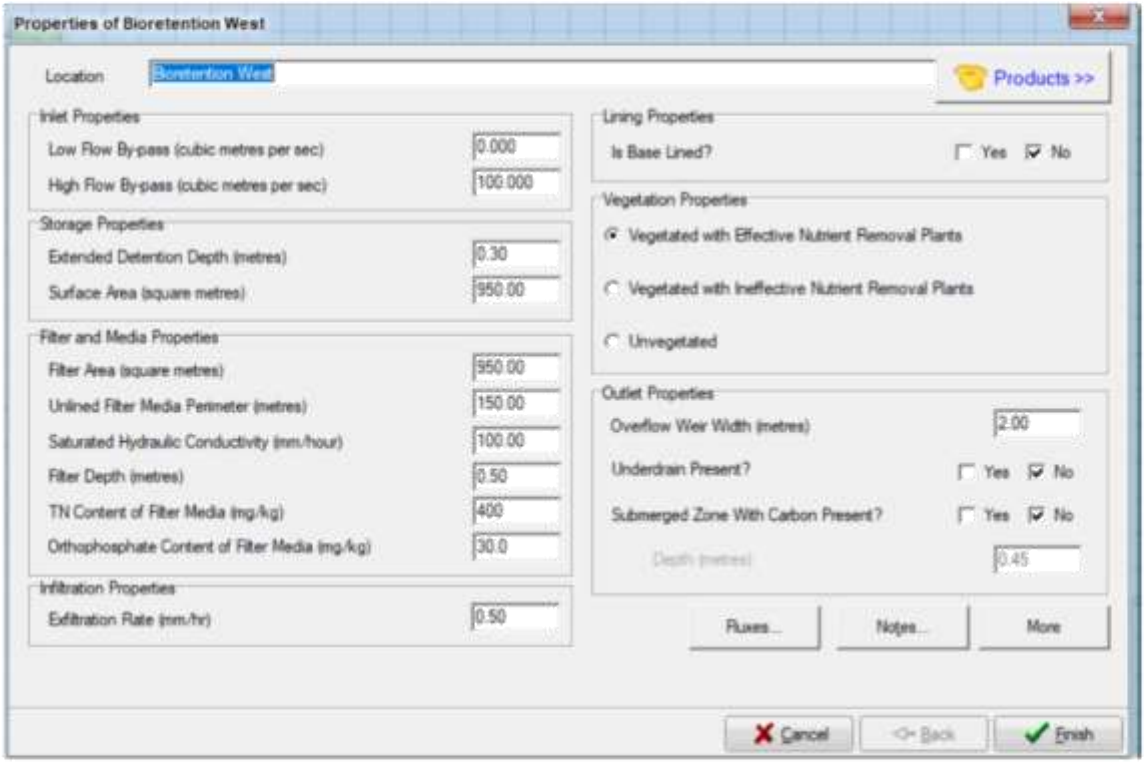
Typical Source Node Input



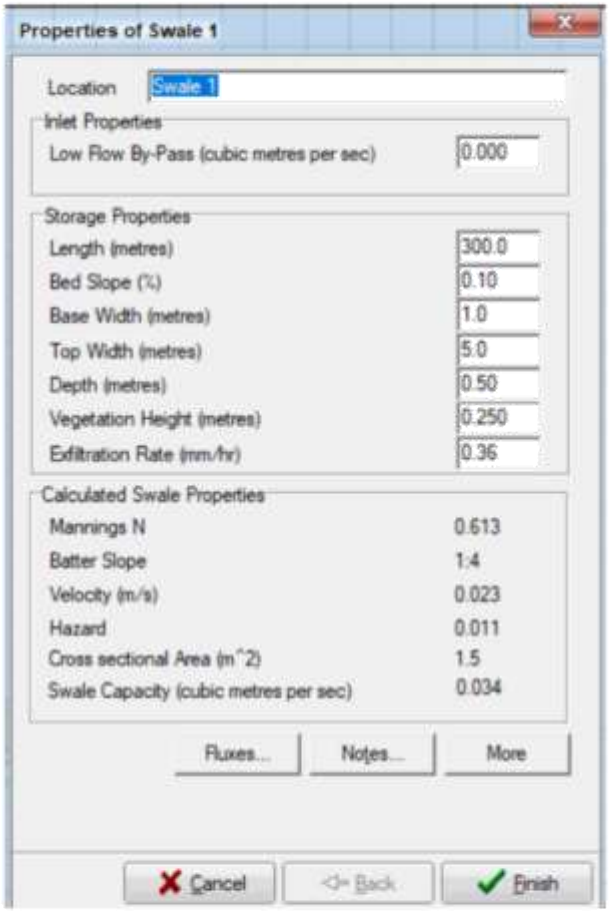
Typical Source Node Input - continued



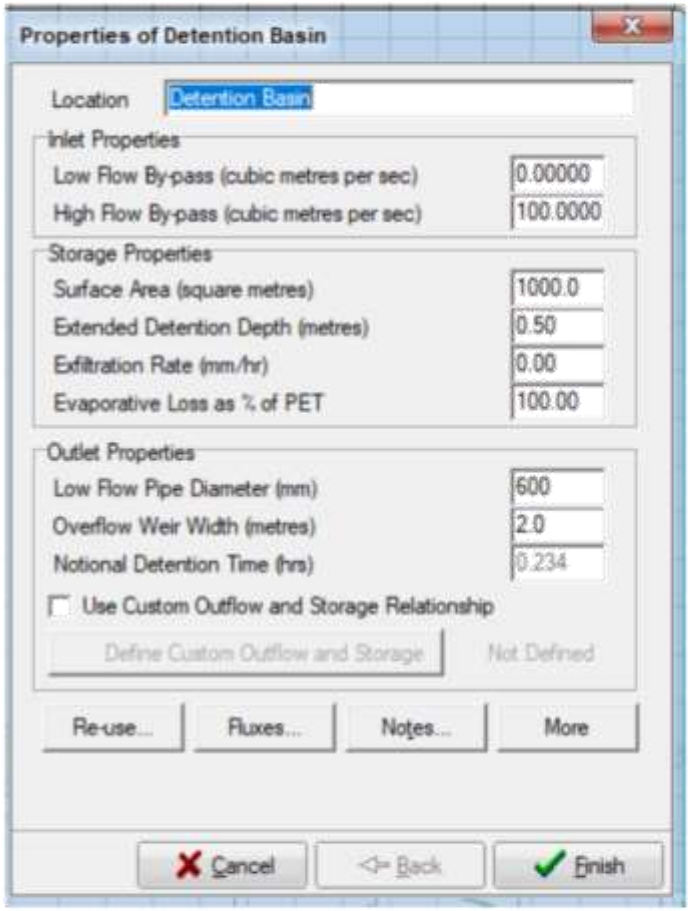
Bioretention Typical Input Form



Swale Typical Input Form



Detention Basin Input Form



FUTURE URBAN

APPENDIX 5. LANDSCAPE CONCEPT PLAN

GLOBE DERBY PARK LAND DEVELOPMENT LANDSCAPE MASTER PLAN

THE SOUTH AUSTRALIAN HARNESS RACING CLUB INC

STATUS_ FOR APPROVAL
ISSUE_ E
DATE_29.01.2024

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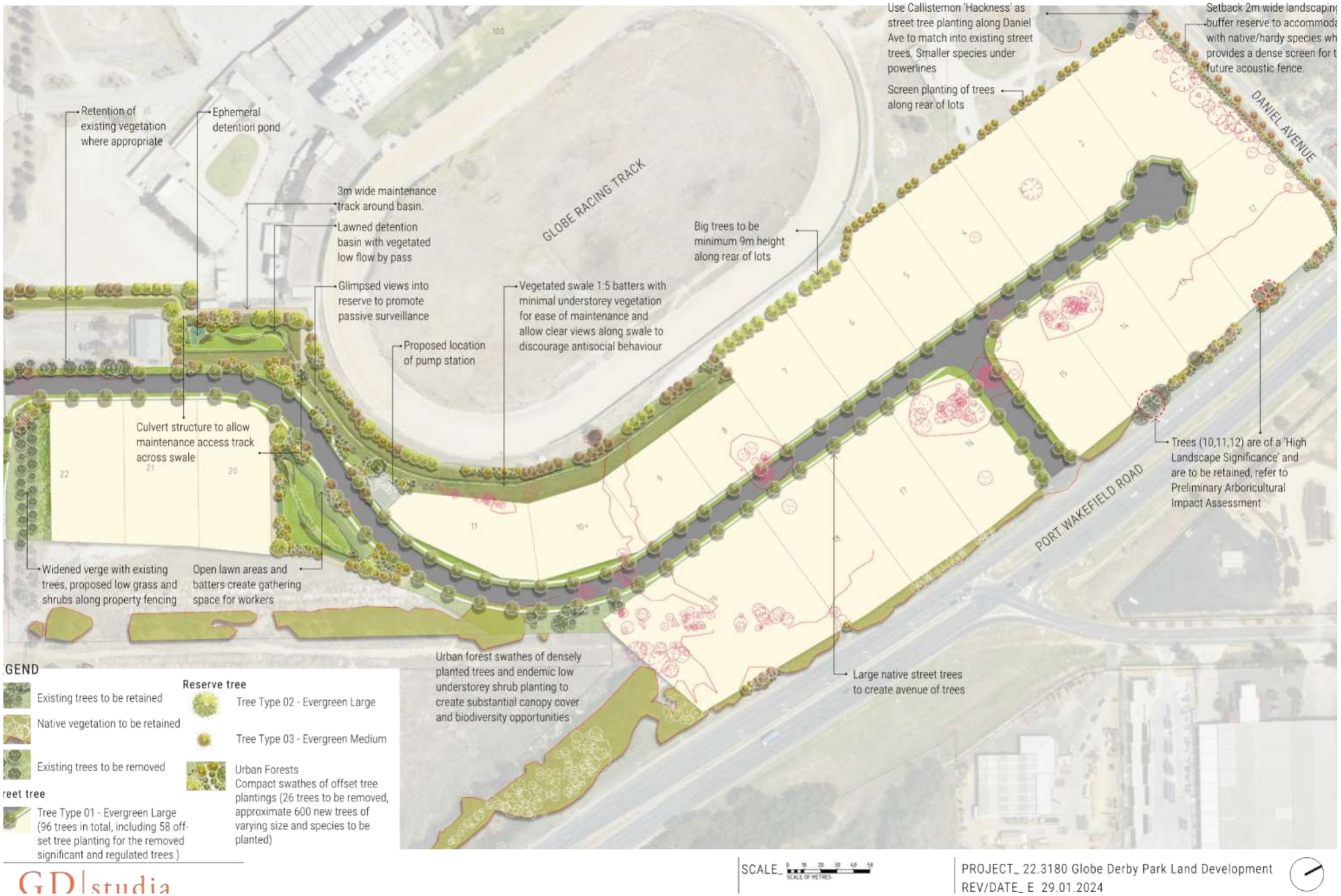
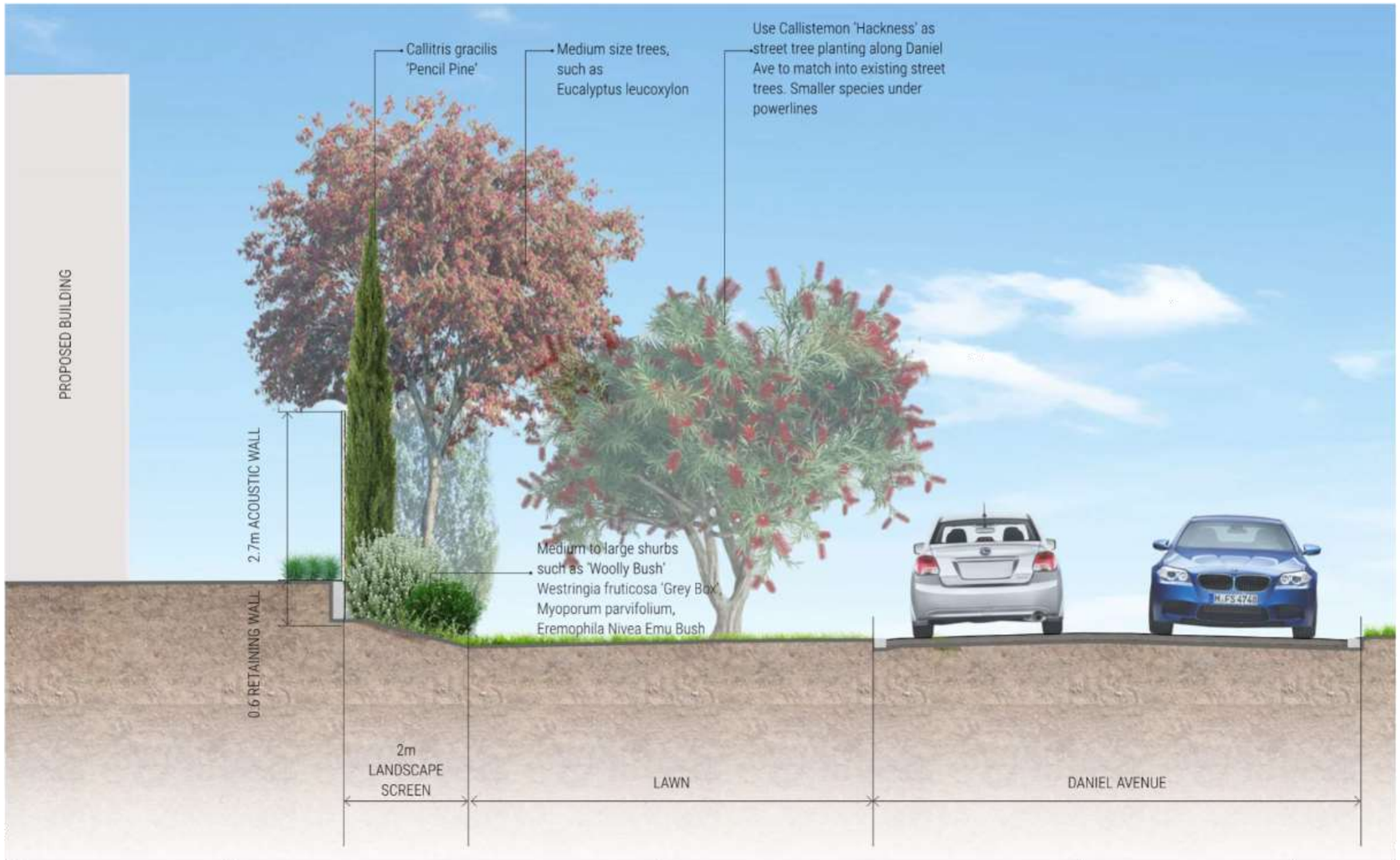
LANDSCAPE MASTER PLAN



ACOUSTIC WALL SECTION



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PROJECT_ 22.3180 Globe Derby Park Land Development
REV/DATE_ C 10.11.2023

PLANTING PALETTE

SUGGESTED TREE SPECIES

STREET TREE

Callistemon 'Harkness'
Mature size: H: 3-4m x W: 2-3m
Evergreen

Angophora costata
Mature size: H: 20m x W: 12m
Evergreen

RESERVE TREE

Brachychiton populneus
Mature size: H: 8-10m x W: 10m
Evergreen

Acacia pycnantha
Mature size: H: 4-6m x W: 2-4m
Evergreen

Lagerstroemia 'Natchez'
Mature size: H: 8m x W: 5m
Deciduous

Melaleuca lanceolata
Mature size: H: 3-8m x W: 3-5m
Evergreen

Allocasuarina verticillata 'Drooping Sheoak'
Mature size: H: 9m x W: 5m
Evergreen

Eucalyptus leucoxylon Yellow Gum
Mature size: H: 12m x W: 5m
Evergreen

Eucalyptus leucoxylon 'Euky Dwarf'
Mature size: H: 6m x W: 5m
Evergreen

Eucalyptus camaldulensis
Mature size: H: 30m x W: 15m
Evergreen

Melaleuca styphelioides 'Prickly Paperbark'
Mature size: H: 4-10m x W: 2-3m
Evergreen

Geijera parviflora
Mature size: H: 8-15m x W: 4-7m
Evergreen

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PROJECT_ 22.3180 Globe Derby Park Land Development
REV/DATE_ C 10.11.2023

PLANTING PALETTE

SUGGESTED PLANT SPECIES

Dianella brevicaulis
Mature size: H: 0.3-0.6m x W: 0.6-1m

Myoporum parvifolium Creeping Boobialla
Mature size: H: 0.2-0.3m x W: 1-3m

Atriplex cinerea
Mature size: H: 1-2m x W: 1-2m

Callistemon viminalis 'Little John'
Mature size : H: 0.75-1m x W: 0.5-1m

Rhaphiolepis Cosmic Pink
Mature size : H: 0.5-0.8m x W: 0.5-0.8m

Lomandra confertifolia
Mature size: H: 0.2-0.6m x W: 0.4-0.6m

Lomandra longifolia
Mature size: H: 0.5-0.6m x W: 0.65m

Grevillea juniperina Gold Cluster
Mature size : H: 0.3-0.8m x W: 1m

Maireana brevifolia
Mature size : H: 0.5-1m x W: 0.5-1.5m

Eremophila Nivea Emu Bush
Mature size : H: 0.8-2m x W: 0.5-2m

Poa labillardieri Eskdale
Mature size: H: 0.7-0.9m x W: 0.6m

Suaeda australis
Mature size: H: 0.2-05m x W: 1m

Goodenia amplexansClasping Goodenia
Mature size: H: 0.5-1m x W: 0.5-1m

Limonium perezii
Mature size: H: 0.3-0.6m x W: 0.3-0.6m

Dianella caerulea ' Little Jess'
Mature size : H: 0.4m x W: 0.4m

Chrysocephalum apiculatum
Mature size: H: 0.2-0.3m x W: 0.4-0.5m

Westringia fruticosa 'Grey Box'
Mature size: H: 0.3-0.45m x W: 0.3-0.45m

Correa reflexa
Mature size: H: 0.5-1.2m x W: 0.5-1m

Abelia x grandifolia 'Nana' Dwarf Abelia
Mature size : H: 1m x W: 1m

Westringia Blue Gem
Mature size : H: 1-2.2m x W: 0.6-1.5m

AQUATIC SPECIES FOR SWALE

Carex appressa
Mature size: H: 0.5-2m x W: 1m

Ficinia nodosa
Mature size: H: 1m x W: 1m

Juncus kraussii
Mature size : H: 0.6-1m x W: 0.5-1.5m

Notes:
Plants selected from DEW plants for saline sites.

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REV/DATE_ C 10.11.2023

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APPENDIX 6. PRELIMINARY ARBORICULTURAL ASSESSMENT

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SA 5088

consultant@treevision.com.au

Written by:
Duncan McGregor
BSc For, AATech Cert, MICFor

Preliminary Arboricultural Impact Assessment

Prepared For:	**Seymour Group – Stephen Lawson**
Site Location:	**Globe Derby Park, 2 Globe Derby Drive, Globe Derby Park. SA 5110**
Council Area:	**City of Salisbury**
Date:	**4 May 2023**

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4.0	Tree Health and Condition	10 - 11
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1.0 Introduction

This preliminary arboricultural impact assessment relates to trees growing within the Globe Derby Park Racecourse. The trees are located mainly on parts of the site that are underused or not used at all.

The report has been commissioned by Mr Stephen Lawson of Seymour Group to provide information on the existing tree cover towards the eastern part of the site close to Port Wakefield Road and around the training track.

The survey and report set out to achieve the following objectives:

- To briefly assess the current condition of the trees on site.
- To assess the suitability of retention of trees on site in relation to AS 4970-2009, Protection of Trees on Development Sites.
- To determine the legal status of the trees within the site boundaries.
- To provide appropriate tree protection zones around those trees identified.

The survey has been based on a visual inspection of the trees carried out from the ground by Mr Duncan McGregor on 3 April 2023. The weather at the time of the survey was dry and sunny.

The assessment was carried out from within the confines of the site and adjacent public highways.

1.1 Caveat Emptor

This report is the result of an arboricultural inspection of both the site and the trees in question.

The trees were inspected using an industry best practice, level 2 basic assessment (ground based visual tree assessment); an aerial inspection was not performed.

An assessment of the current condition of the trees is made and any issues relating to the trees' current health and structural integrity in view of any proposed development and the impact that may affect public safety, structures of value or loss of amenity value are brought forward.

These findings are interpreted and the best course of action to abate these concerns is provided.

No subsurface inspection was conducted, and no soil samples were taken for analysis.

No decay detection equipment was used in assessment of the trees and no tissue samples taken for analysis.

This report is limited to the time of inspection and reflects the trees as found on the day of assessment. Modifications and changes to the site conditions or surrounding environment due to impacts from construction work; landscaping, weather and pruning works or other issues may alter the findings of this report.

The findings presented in this assessment are limited to no more than two months upon receipt of this report. Any modification to the site, development proposal or the trees themselves will render the findings of this report inaccurate.

All information contained within this report is predicated on material, documents and plans made available by the client or other parties and deemed to be from an accurate source. Tree Vision Arboricultural Consultants hold no responsibility for inaccuracies within the materials or information provided.

2.0 Tree Survey Methodology

Thirty (30) individual trees have been assessed in detail. Trees measuring less than 2m in circumference at 1m above ground level have not been recorded. Shrubs and very small trees were also not included.

A total of thirty (30) individual trees have been assessed and data collected. Many other trees and shrubs were also located within the survey area and have not been recorded.

This assessment is undertaken using standard tree assessment criteria for each tree based on the values below. It is implemented because of at least one comprehensive and detailed site inspection to undertake a visual tree assessment from the ground of each individual tree, group or stand of trees, or a representative population sample.

Any dimensions recorded as averages, or by approximation are noted accordingly.

The method of assessment of the tree/s applied is adapted from the principles of a visual tree assessment undertaken from the ground, which considers:

1. Tree health and subsequent stability, both long and short term
2. Hazard potential to people and property
3. Significance

Regulated/Significant Trees

A tree classified as 'Regulated' for purposes of this report has been identified as meeting the criteria laid down in the Planning, Development, and Infrastructure Act 2016

"trees within the designated area that have a trunk with a circumference of 2.0 metres or more or, in the case of trees with multiple trunks, that have trunks with a total circumference of 2.0 metres or more and an average circumference of 625mm or more above natural ground level."

A tree classified as 'Significant' for purposes of this report has been identified as meeting the criteria laid down in the Planning, Development, and Infrastructure Act 2016

"trees within the designated area that have a trunk with a circumference of 3.0 metres or more or, in the case of trees with multiple trunks, that have trunks with a total circumference of 3.0 metres or more and an average circumference of 625mm or more above natural ground level."

REMINDER: It is likely a development application must be submitted to the relevant Local Government Authority outlining the reasons for the tree damaging activity that is proposed to be undertaken on tree(s) deemed as regulated or significant pursuant to the legislative definition.

Trees which the survey and assessment have identified as 'Significant' or 'Regulated' are highlighted in **BLUE** text within the Tree Schedule Tables.

Landscape Significance / Retention Value

An assessment of the landscape significance and the retention value have been taken using the criteria as detailed in the Institute of Australian Consulting Arboriculturists Significance of a Tree, Assessment Rating System (STARS). This rating system is used to assist in the process of deciding where trees are to be retained on or adjacent to a proposed development site. The system uses a scale of High, Medium, and Low significance in the landscape. Once the landscape significance has been defined then the retention value can be determined.

IACA, 2010, IACA *Significance of a Tree, Assessment Rating System (STARS)*, Institute of Australian Consulting Arboriculturists, Australia, www.iaca.org.au

3.0 Site Description

3.1 Site Boundaries and Location

Figure 1 – showing site location in relation to major arterial, residential roads.

Figure 2 - shows an aerial image of the site subject to survey and assessment taken in 2021. The approximate boundaries of the survey area are indicated in red.

The site boundaries are easily defined and were highlighted in an email from Stephen Lawson, dated 8 December 2022.

3.2 Tree Cover

The trees subject to this assessment are scattered throughout the survey area. In general, the trees are maturing.

All the individually assessed trees have all been identified as being either 'Regulated' or 'Significant' under the terms and definitions within the Planning, Development, and Infrastructure Act 2016 and the associated regulations. They were all considered to be mature specimens on the site. None of the assessed trees were locally indigenous species.

The remaining trees (see photos in Appendix E), when measured at 1m above had circumferences less than 2m. Several of the non-regulated trees within the survey had failed completely or had evidence of partially failed limbs and branches. Several trees were noted as standing dead specimens. Species include, but are not limited to, *Eucalyptus cladocalyx*, *Eucalyptus astringens*, *Eucalyptus sideroxylon*, *Eucalyptus occidentalis*, *Eucalyptus leucoxylon*, *Eucalyptus woodwardii*, *Acacia salicina*, and *Acacia pycnantha*.

The predominate tree cover within the survey site consists of self-sown and the excessive suckering of *Casuarina glauca* (Swamp She-Oak). Along the eastern boundary of the site with Port Wakefield Road there is a large liner section of close grown *Casuarina glauca* that has formed an almost impenetrable woodland edge. There are also two lines of *Casuarina glauca* under the powerlines that form the south-eastern boundary of the site and along the southern boundary with Globe Derby Drive.

4.0 Tree Health and Condition

Several features concerning tree health and condition were identified and apparent from the assessment. These are identified and highlighted below. Recommendations for remedial action are made in section 5.

a) **Decay and Wounds**

A few large wounds were noted on several of the assessed trees and some instances decay was also present. The wounds appeared to be as result of historic limb and stem failures. Pruning wounds were also noted on some of the trees adjacent to powerlines, roads, and tracks within and around the perimeter of the site.

b) **Structural Defects**

No structurally defective features were identified on any of the assessed trees. Various structural defects were observed within some of the other trees on the site.

c) **Crown Symmetry and Suppression**

Most of the assessed trees form part of small or larger groups and in those instances, they have developed crown symmetry in response to the growth habit of the adjacent trees. Where the assessed trees were growing mixed within the *Casuarina glauca* woodland edge on the eastern boundary they generally had an upright form with little or no lower crowns.

d) **Stress and Low Vigour**

Tree numbers 13, 20 and 29 all displayed significantly reduced vigour with extensive dieback throughout their crowns. Several of the non-assessed elsewhere on the site also displayed reduced vigour and stress.

e) **Deadwood**

Minor deadwood was observed within the crowns of some trees, and this was a naturally occurring feature associated within natural shading. Major deadwood was less frequently observed and appears to be associated with significant dieback within the assessed tree.

f) **Trees near Infrastructure**

The trees along the eastern boundary are growing parallel with Port Wakefield Road and form a distinct boundary feature to this part of the site. They also form a screen between the practice track for the Trotters club and Port Wakefield Road. A few of the assessed trees have evidence of having been previously pruned to maintain clearance from the overhead powerlines.

5.0 Preliminary Recommendations

The following recommendations are made in the interests of good arboricultural management and should be undertaken regardless of any development proposals. A timescale for undertaking these works is also provided.

All recommendations are consistent with the guidance provided by Australian Standard AS 4373 – 2007: Pruning of Amenity Trees.

5.1 Removals

- Tree numbers 13, 20 and 29 have all been recommended for removal given their poor physiological condition.

5.2 Arboricultural Standards

All tree removal and pruning should be undertaken by suitably qualified, experienced and insured Arborists to Australian Standard 4373 -2007 '*Pruning of amenity trees*'. Where Council approvals are required, this is noted.

The removal work is recommended to be completed within 3-6 months of the date of this assessment subject to relevant approvals.

5.3 Risk Management of Trees

All the trees within the site are within an area of frequent public access and should accordingly be the subject of regular inspections.

It is recommended this is carried out at least once a year or in the aftermath of severe storms and should be carried out by a suitably qualified, experienced, and insured Consulting Arborist.

6.0 Arboricultural Impact Assessment

This report has been produced for the purpose of providing best practice guidelines for tree protection measures in accord with Australian Standard 4970-2009 'Protection of trees on development sites'.

6.1 Tree Protection Zones

The principle means of protecting trees on development sites is the Tree Protection Zone (TPZ). The TPZ is a combination of the root area and crown area of the tree(s) that requires protection. This area is isolated from construction disturbance to maintain the long-term viability of the tree(s). The TPZ incorporates the Structural Root Zone (SRZ).

The design proposal may require modifications to the TPZ to allow for the development. Encroachment within the optimal TPZ through trenching, excavation, and compaction filling may be possible although it is likely further investigative works will need to be undertaken to assess the potential impacts.

Should the overall area of encroachment into the TPZ be less than 10% of the total area and outside the SRZ then it is generally considered that the impact on the tree is minimal and within the tolerable limits of the tree and as such investigative root zone excavations may not be necessary. The area lost to this encroachment should be compensated for elsewhere and must be contiguous with the TPZ. Variations to the Tree Protection Plan must be made by the project arborist considering all relevant factors listed in clause 3.3.4 of the Australian Standard.

Should the design proposal require an encroachment of more than 10% into the total area of the TPZ or within the SRZ the project arborist must demonstrate that the tree will remain viable. The area lost to this encroachment should be compensated for elsewhere and must be contiguous with the TPZ. It is likely non-destructive diagnostic root zone excavations may need to be undertaken and consideration given to clause 3.3.4 of the Australian Standard.

6.1 Structural Root Zone

The Structural Root Zone (SRZ) is a calculated area around the tree required for tree stability. The SRZ only needs to be calculated in the cases where major encroachment into the Tree Protection Zone (TPZ) is proposed.

No development activities are permitted within this zone.

6.2 Tree Protection Zone Calculations

To calculate the Tree Protection Zone (TPZ) a measurement of the stem Diameter at applied:

DBH x 12= TPZ (Tree Protection Zone)

As stated in clause 3.2 of the Australian Standard AS 4970 that the maximum TPZ area should not be less than 2metres or more that 15metres radius from the centre of the tree except in cases where crown protection is required.

In the case of palms, monocots, cyads and tree ferns the TPZ should not be less than 1 metre outside the crown spread of the tree.

The optimal Tree Protection Zones (TPZ) and Structural Root Zones (SRZ) are measured radially from the centre of the tree.

Table 1: Tree Protection Zones

Tree Number	Tree Protection Zone (TPZ) [m]	Tree Protection Zone Area [m2]	Structural Root Zone (SRZ) [m]
1	9	255	3.01
2	7.68	185	2.87
3	8.63	234	3.27
4	6.78	144	3.03
5	4.95	77	3.11
6	7.01	155	3.36
7	6.93	151	2.88
8	8.4	222	2.76
9	6.36	127	3.11
10	7.68	200	2.85
11	8.88	248	3.12
12	11.66	427	3.59
13	7.3	168	3.17
14	7.6	182	3.38
15	7.8	192	2.87
16	7.68	185	2.92
17	9.67	294	3.35
18	11.16	392	3.28
19	7.49	177	3.27
20	6.16	120	2.67
21	5.74	104	3.28
22	12.24	471	3.44
23	11.66	428	3.21
24	9.48	283	3.2
25	9.84	305	3.18
26	9.6	290	3.28
27	9.73	298	3.06
28	10.2	327	3.21
29	9.24	269	3.21
30	10.32	335	3.04

6.3 Tree Protection Zone Encroachment Considerations

Encroachment into the Tree Protection Zone (TPZ) will be calculated based on information obtained from the plans provided by the client, the tree assessment, the site survey, and guidelines contained within the standard. The proposed lines of encroachment are calculated, and the area of encroachment subtracted from the overall area of the optimal TPZ, and a percentage result achieved. In determining the potential impacts of encroachment into the TPZ the project arborist is to consider the following (clause 3.3.4 AS 4970-2009):

1. Root Location and distribution
2. Loss of root mass
3. Species tolerance to root loss
4. Tree age, vigour, and size
5. Tree lean and stability
6. Soil characteristics, topography, and drainage
7. Root restricting existing / past structures / obstacle
8. Design factors

7.0 Recommendations

Having assessed the trees and calculated the Tree Protection Zones for the tree. The following recommendations are to be incorporated within the final design proposals.

1. Where a minor 10% encroachment into the Tree Protection Zone (TPZ) is unavoidable, adequate space is provided elsewhere on the site to offset this encroachment, contiguous with the TPZ.
2. Any proposed encroachment beyond 10% may be possible subject to detailed, non-destructive root investigation works. These works are to be carried out under the strict supervision of the project arborist. The project arborist is to provide a report on the findings and suitability or not, of any additional encroachment into the TPZ.
3. Upon approval of the final design layout a full Arboricultural Impact Assessment and Tree Protection Plan are to be prepared and implemented on site prior to the commencement of works on site.
4. If excavation must be completed within the designated TPZ this must be completed using a non-destructive method. The use of hydro-vac excavation or hand digging must be used to reduce the potential for damage to the root system of the trees. This work is to be completed under the supervision of the project arborist.
5. The approved tree protection requirements are to be clearly identified during the project tender process. A contractual agreement is to be drawn up with the accepted tenderers which outlines their responsibility and ensures contractor compliance. A copy of the Tree Protection Plan is to be made available during the tender process.
6. Appointment of a project arborist at the start of the project to help ensure the successful retention and protection of the tree during the development works.
7. Consideration must also be given to the citing of underground services as far away from the trees as possible or to utilize existing service trenches. This is to prevent the potential for damage to the underground parts of the tree. Where new service trenches are required to be formed, they are to be formed by hand or using a hydro-vac. No mechanical digging is to take place within the Tree Protection Zone.

8. 0 Conclusions

Having undertaken a detailed examination and assessment of the trees located within the subject site I can conclude the following:

- The overall health of the tree population is fair.
- Minimal previous management of trees appears to have been undertaken.
- The range of tree species within the site is not considered particularly diverse.
- The biodiversity value of the tree population is considered fair.
- The habitat value of the tree population is fair.

The individually assessed trees were generally found to be of low to medium landscape significance and as such were assessed as having a low to medium retention value.

Where trees are identified for removal, it is strongly recommended that a rolling program of new planting is implemented to ensure a continued level of tree cover on the site.

I thank you for the opportunity to provide this report and trust that it meets your requirements. If any further information or clarification is required, please do not hesitate to contact me.

Duncan McGregor

BSc For, AATech Cert, MICFor

Consulting Arborist Date: 4 May 2023

Appendix A - Tree Schedule

Tree Number	Common Name	Latin Name	Tree Height [m]	Circumference [m]	DBH [cm]	Crown Spread [E]	Crown Spread [N]	Crown Spread [S]	Crown Spread [W]	Age Class	Physiological Condition	Structural Condition	Preliminary Management Recommendations	Observation Comments	Useful Life Expectancy	Landscape Significance	Retention Value
1	Swamp Yate	Eucalyptus occidentalis	14	2.35	75	7	7	6	6	Mature	Good	Fair	No works required	Union at 1.8m	20-29 years	Medium	Medium
2	Swamp Yate	Eucalyptus occidentalis	17	2.07	64	6	5	5	6	Mature	Good	Fair	No works required	Growing hard up against fence	20-29 years	Medium	Low
3	Swamp Mallet	Eucalyptus spathulata	11	4.27	Ave 27	5	4	7	8	Mature	Good	Fair	No works required	Multi-stem from ground level, previously pruned away from powerlines to east	20-29 years	Low	Low
4	Swamp Mallet	Eucalyptus spathulata	8	2.76	Ave 32	2	4	5	6	Mature	Good	Fair	No works required	Multi-stem from ground level, crown bias west towards track	20-29 years	Low	Low
5	Swamp Mallet	Eucalyptus spathulata	8	2.54	Ave 24	2	6	4	7	Mature	Good	Fair	No works required	Multi-stem from ground level, crown bias west towards track	20-29 years	Low	Low
6	Swamp Mallet	Eucalyptus spathulata	8	3.87	Ave 25	3	9	5	5	Mature	Good	Fair	No works required	Multi-stem from ground level, crown bias north	20-29 years	Low	Low
7	Swamp Yate	Eucalyptus occidentalis	15	2.63	Ave 39	4	8	2	9	Mature	Good	Fair	No works required	Crown bias north west, thick undergrowth of Casuarina sp	20-29 years	Low	Low
8	Swamp Yate	Eucalyptus occidentalis	16	2.03	70	4	6	5	7	Mature	Good	Fair	No works required	Bifurcation at 2m, thick undergrowth of Casuarina sp	20-29 years	Low	Low

Appendix A - Tree Schedule

Tree Number	Common Name	Latin Name	Tree Height [m]	Circumference [m]	DBH [cm]	Crown Spread [E]	Crown Spread [N]	Crown Spread [S]	Crown Spread [W]	Age Class	Physiological Condition	Structural Condition	Preliminary Management Recommendations	Observation Comments	Useful Life Expectancy	Landscape Significance	Retention Value
9	Swamp Mallet	Eucalyptus spathulata	9	2.25	53	4	2	3	6	Mature	Fair	Fair	No works required	2x historic primary stem failures at 1m to north and west. Previously pruned away from powerlines to east	10-19 years	Medium	Low
10	Red Ironbark	Eucalyptus sideroxylon	14	2.08	64	5	8	6	8	Mature	Good	Fair	No works required	On fenceline boundary with Port Wakefield Road	20-29 years	High	Medium
11	Red Ironbark	Eucalyptus sideroxylon	18	2.5	74	7	3	8	8	Mature	Good	Fair	No works required	Partly suppressed to north by tree number 12	20-29 years	High	Medium
12	Red Ironbark	Eucalyptus sideroxylon	16	4.62	Ave 68	7	9	8	9	Mature	Good	Fair	No works required	2x stems from 0.9m	30-39 years	High	Medium
13	Swamp Mallet	Eucalyptus spathulata	8	2.79	Ave 41	4	5	3	4	Mature	Poor	Fair	Remove	Dieback throughout crown	1-4 years	Low	Remove
14	Swamp Mallet	Eucalyptus spathulata	12	3.24	Ave 35	2	6	2	6	Mature	Fair	Fair	No works required	3x stems from 0.8m, historic failed limb to north west resting on main stem	10-19 years	Low	Low
15	Aleppo Pine	Pinus halepensis	16	2.05	65	3	5	4	5	Mature	Good	Fair	No works required	On edge of woodland	10-19 years	Medium	Low
16	Red Ironbark	Eucalyptus sideroxylon	13	2.07	64	7	10	4	7	Mature	Good	Fair	No works required	Overhangs road and powerlines to north	20-29 years	Medium	Medium

Appendix A - Tree Schedule

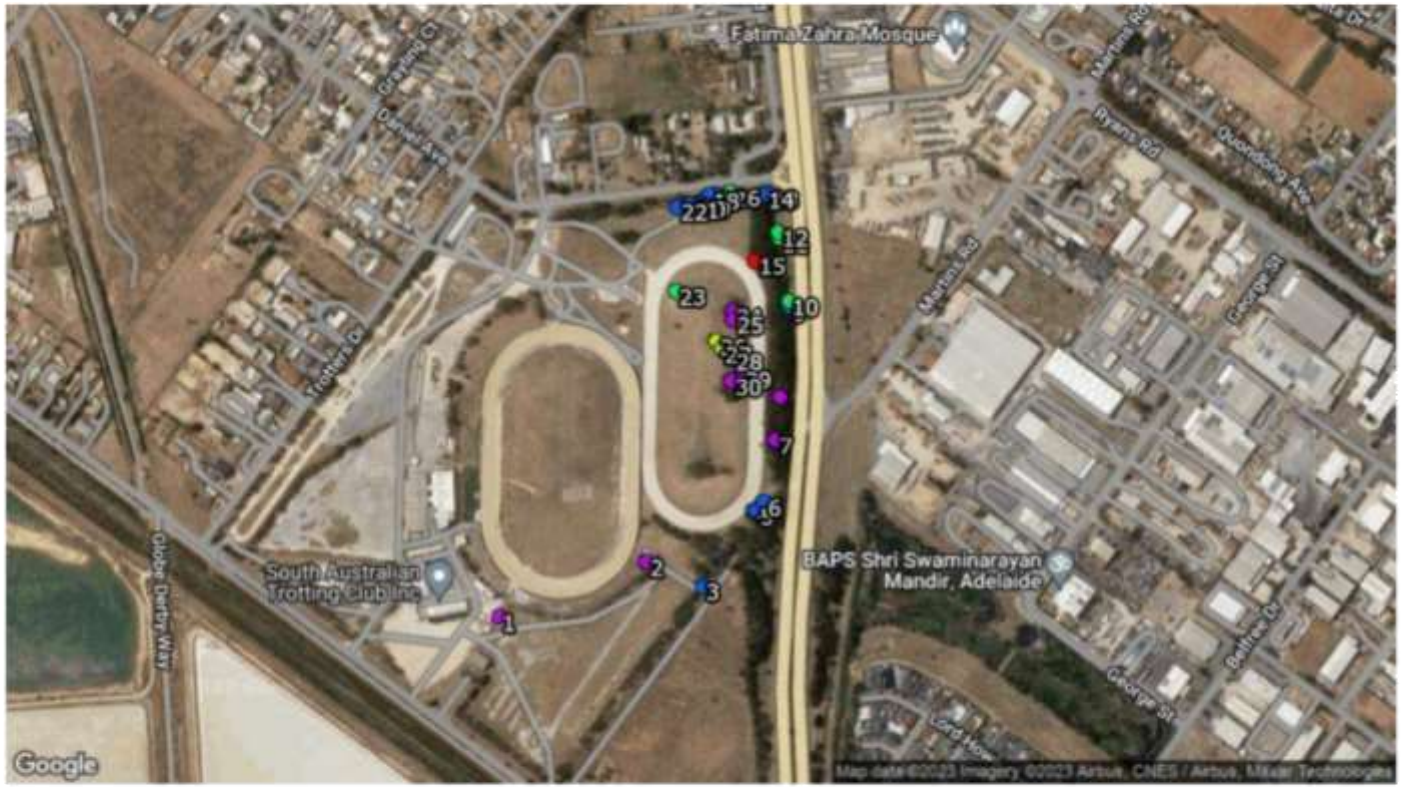
Tree Number	Common Name	Latin Name	Tree Height [m]	Circumference [m]	DBH [cm]	Crown Spread [E]	Crown Spread [N]	Crown Spread [S]	Crown Spread [W]	Age Class	Physiological Condition	Structural Condition	Preliminary Management Recommendations	Observation Comments	Useful Life Expectancy	Landscape Significance	Retention Value
17	Swamp Mallet	Eucalyptus spathulata	12	4.57	Ave 39	6	9	8	6	Mature	Good	Fair	No works required	Multi-stem from 0.6m, previously pruned away from powerlines to north	20-29 years	Medium	Medium
18	Swamp Mallet	Eucalyptus spathulata	12	2.85	93	4	6	5	7	Mature	Good	Fair	No works required	Basal cavity, bifurcation at 1.4m.	10-19 years	Medium	Medium
19	Swamp Mallet	Eucalyptus spathulata	9	2.75	Ave 44	4	6	8	6	Mature	Good	Fair	No works required	2x stems from 0.2m	10-19 years	Medium	Medium
20	Swamp Mallet	Eucalyptus spathulata	8	2.46	Ave 36	4	3	5	4	Mature	Poor	Fair	Remove	Dieback throughout crown, a third stem is dead	1-4 years	Low	Remove
21	Swamp Mallet	Eucalyptus spathulata	12	2.69	Ave 27	6	3	8	4	Mature	Good	Fair	No works required	Crown bias south, northern stem failed at 3m	10-19 years	Low	Low
22	Swamp Mallet	Eucalyptus spathulata	11	3.28	Ave 68	5	8	10	10	Mature	Good	Fair	No works required	Dominant tree	20-29 years	Medium	Medium
23	Red Ironbark	Eucalyptus sideroxylon	14	3.17	Ave 66	8	8	7	5	Mature	Good	Fair	No works required	Stem union at 1.3m	20-29 years	Low	Low
24	Swamp Yate	Eucalyptus occidentalis	17	2.59	79	5	4	6	6	Mature	Good	Fair	No works required	Bifurcation at 2.5m	20-29 years	Low	Low
25	Swamp Yate	Eucalyptus occidentalis	18	2.73	82	5	4	5	6	Mature	Good	Fair	No works required	Stem wounding with underlying wood exposed and evidence of historic borer activity	20-29 years	Medium	Low
26	Brown Mallet	Eucalyptus astringens	15	2.64	80	7	9	6	8	Mature	Good	Fair	No works required	Basal cavity on eastern side	20-29 years	Medium	Low

Appendix A - Tree Schedule

Tree Number	Common Name	Latin Name	Tree Height [m]	Circumference [m]	DBH [cm]	Crown Spread [E]	Crown Spread [N]	Crown Spread [S]	Crown Spread [W]	Age Class	Physiological Condition	Structural Condition	Preliminary Management Recommendations	Observation Comments	Useful Life Expectancy	Landscape Significance	Retention Value
27	Brown Mallet	Eucalyptus astringens	13	2.77	Ave 44	7	7	5	6	Mature	Good	Fair	No works required	Dead limb resting in lower north eastern section ad crown	20-29 years	Medium	Low
28	Swamp Yate	Eucalyptus occidentalis	17	2.75	85	9	10	4	5	Mature	Good	Fair	No works required	Crown bias north	20-29 years	Medium	Low
29	Swamp Yate	Eucalyptus occidentalis	17	2.89	77	10	10	5	5	Mature	Poor	Fair	Remove	Extensive dieback throughout crown	1-4 years	Low	Remove
30	Swamp Yate	Eucalyptus occidentalis	15	2.72	86	6	5	6	9	Mature	Good	Fair	No works required	3x stems from 1.4m	20-29 years	Medium	Low

Appendix B – Site Map -Trees

NOT TO SCALE



Appendix B – Site Map – Trees

NOT TO SCALE

TreeVision

Globe Derby Park

Appendix B – Site Map -Trees

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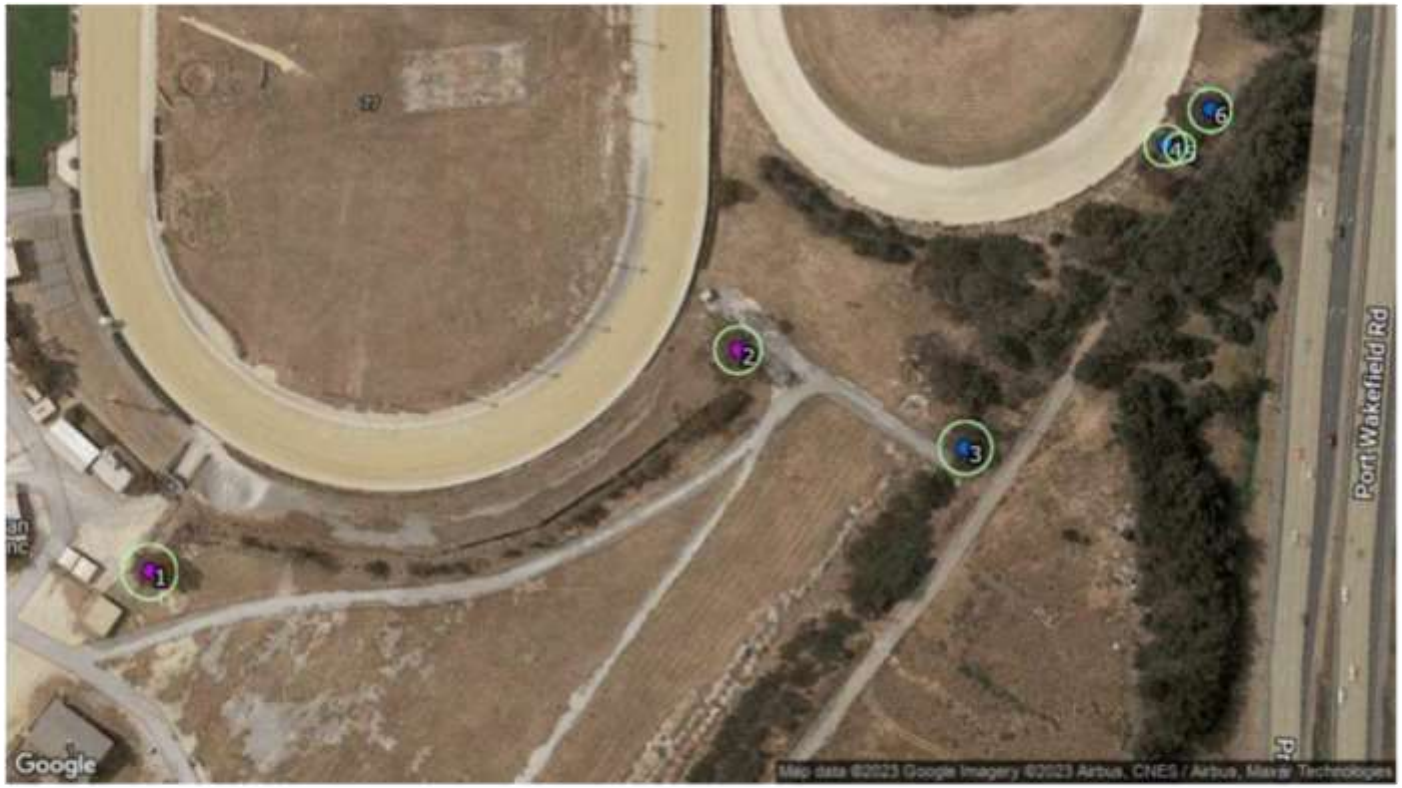
Appendix B – Site Map - Tree Protection Zones

NOT TO SCALE



Appendix B – Site Map -Tree Protection Zones

NOT TO SCALE

Appendix B – Site Map -Tree Protection Zones

NOT TO SCALE

Appendix C - Report Limitations and Disclaimer

1. Trees are naturally exfoliating living organisms; therefore, the author cannot guarantee the structural stability of the trees under all conditions. Therefore, the recommendations made by this report cannot guarantee that the tree will be rendered safe.
2. The identification of defects is limited to what is clearly visible from above ground only.
3. All recommendations made by this report are educated estimations that cover identifiable defects that were physically present at the time of inspection. In the event of unforeseen circumstances or situations that may take place after the time of inspection, the authors cannot be held liable and accepts no responsibility.
4. Trees under any circumstances cannot be classified as safe under any conditions. It must be made clear that all recommendations are made to minimize identifiable risks that are present at the time of inspection.
5. This report is intended for the sole use of the client and any relevant managing authorities. It must not be reproduced or made available to third party members without written consent from TreeVision.

Appendix D - References

The Body Language of Trees: A Handbook for Failure Analysis

The Principles of Tree Hazard Assessment and Management (Research for Amenity Trees)

Trees in the Urban Landscape: Principles and Practice

Matheny, N.P. & Clark, J.R. (1994).

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A photographic guide to the evaluation of hazard trees in urban areas, 2nd Edn.,

Appendix E - Photos

Appendix E - Photos

END OF DOCUMENT

FUTURE URBAN

APPENDIX 7. NATIVE VEGETATION REPORT

Globe Derby

Native Vegetation Clearance

Data Report

Clearance under Section 28 of the Native Vegetation Act 1991

12/07/2023

Prepared by J. Skewes– EBS Ecology (NVC Accredited Consultant)

Native Vegetation Clearance Globe Derby Native Vegetation Clearance Data Report

12/07/2023

Version 2

Prepared by EBS Ecology for Seymour Group

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CITATION: EBS Ecology (2023) Globe Derby Native Vegetation Clearance Data Report. Report to Seymour Group Pty Ltd. EBS Ecology, Adelaide.

Cover photograph: *Eucalyptus* sp. with harness racer in background.

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Glossary and abbreviations

BAM	Bushland Assessment Method
BDBSA	Biological Database of South Australia (maintained by DEW)
DAWE	Department of Agriculture, Water and the Environment (Commonwealth) (now DCCEEW)
DCCEEW	Department of Climate Change, Energy, the Environment and Water (Commonwealth) (formerly DAWE)
DEW	Department for Environment and Water (South Australia)
EBS	Environment and Biodiversity Services Pty Ltd (trading as EBS Ecology)
EPBC Act	*Environmental Protection and Biodiversity Conservation Act 1999*
ha	Hectare(s)
IBRA	Interim Biogeographical Regionalisation of Australia
km	Kilometre(s)
m	Metre(s)
NatureMaps	Initiative of DEW that provides a common access point to maps and geographic information about South Australia's natural resources in an interactive online mapping format
NP	National Park
NPW Act	*National Parks and Wildlife Act 1972*
NV Act	*Native Vegetation Act 1991*
NVC	Native Vegetation Council
PMST	Protected Matters Search Tool (under the EPBC Act; maintained by DAWE)
Project	Subdivision to create land parcels for industrial land sale
Project Area	21-77 Globe Derby Drive, Globe Derby Park
SA	South Australia(n)
Search Area	5 km buffer of the Project Area considered in the desktop assessment database searches
SEB	Significant Environmental Benefit
sp.	Species
spp.	Species (plural)

ssp.	Sub-species
STAM	Scattered Tree Assessment Method
TEC	Threatened Ecological Community
var.	Variety (a taxonomic rank below that of species and subspecies, but above that of form)
WoNS	Weed of National Significance

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Attachments

Attachment 1 – Bushland Assessment Scoresheet VA A1 (Excel)

Attachment 2 - Bushland Assessment Scoresheet VA A2 (Excel)

Attachment 3 – Scattered Tree Assessment Scoresheet (Excel)

Attachment 4 – Spatial data package (zipped shapefile)

1. Application information

Table 1. Application details.

Applicant:	The South Australian Harness Racing Club Inc.		
Key contact:	Stephen Lawson, Seymore Group Level 24, HSBC Building, 300 Queen St. Brisbane City QLD, 4000 Mobile: 0459 717 822		
Landowner:	The South Australian Harness Racing Club Inc.		
Site Address:	Allotment 507, Globe Derby Park		
Local Government Area:	City of Salisbury	**Hundred:**	Port Adelaide
Title ID:	CT/6160/753 CT/6160/752 CT/6160/757 CT/6160/754	**Parcel ID**	D76499 A507 D7059 A25 F114596 A35 D88317 A57

Table 2. Summary of the proposed clearance.

Purpose of clearance:	Clearance required for subdivision of land for industrial land sale.
Description of the vegetation under application:	A1 *Maireana brevifolia* Low Shrubland in poor condition regenerating on previously disturbed soil. A2 *Suaeda australis* and *Tecticornia pergranulata* ssp. *pergranulata* Low Shrubland in poor condition. 3 *Acacia salicina* (Broughton wattle) scattered trees.
Total proposed clearance – area (ha) and/or number of trees:	1.64 ha of shrubland and three scattered trees
Level of clearance:	Level 4
Overlay (Planning and Design Code):	Native Vegetation Overlay Significant and Regulated Tree Overlay
Map of proposed clearance area:	See Figure 3 for Project layout and Figure 7 for proposed vegetation clearance.
Mitigation Hierarchy:	**Avoid** The land division is proposed for a location which has previously been highly disturbed, and which contains small, fragmented patches of native vegetation in generally poor condition. The patchy nature of the vegetation meant that it was unable to be avoided without impacting the practical useability of each proposed allotment for industrial uses. **Minimise** The division plan proposes over one hectare of land as designated 'reserve', which will be landscaped in accordance with the City of Salisbury Landscaping Masterplan. Some areas of native vegetation are likely to be retained in the understorey of designated reserve areas. **Mitigate** The Landscape Masterplan is utilising the City of Salisbury Landscape Plan to select a number of locally native species for the reserve and urban forest areas. The landscaping focuses on maintaining and

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	improving an urban biodiversity corridor, incorporating native species diversity in line with the existing natural landscape character.
SEB Offset proposal	Offset will be delivered by way of payment into the Native Vegetation Fund of $40,657.34 (including $2,119.58 administration fee).

2. Purpose of clearance

2.1. Description

EBS Ecology (EBS) was engaged by SeymourGroup (the Proponent) to undertake a native vegetation assessment for the proposed development at Globe Derby Park, South Australia. The property is located at 21-27 Globe Derby Drive, Globe Derby Park (Figure 1**Error! Reference source not found.**). The Project will impact 1.64 ha of degraded native low shrubland.

2.2. Background

Current and surrounding land use

The site is currently used by the South Australian Trotting Club. Infrastructure within the Project Area includes a clubhouse and bar, two harness racing tracks, a carpark, and multiple unsealed access tracks. The current proposal will develop an area of land to the south and east of the existing buildings.

The surrounding land use includes a mixture of light industry, residential areas, salt evaporation pans, and the Parafield Airport. It is located approximately 500 metres north of the Greenfields Wetland and within 5 km of the southern end of the Adelaide International Bird Sanctuary NP.

Visual inspection indicates that the Project Area has been used to dump household waste, with numerous piles of rubbish throughout the site. The site also contains large, disturbed areas of waste soil / fill piles that have been colonised by *Brassica* sp. and *Galenia pubescens* var. *pubescens*.

Administrative Boundaries

The Project Area occurs within the City of Salisbury Council Area, Green Adelaide Landscape Management Region, and the Port Adelaide Hundred.

Bioregions

The Interim Biogeographical Regionalisation of Australia (IBRA) identifies geographically distinct bioregions based on common climate, geology, landform, native vegetation and species information. The bioregions are further refined into Subregions and Environmental Associations. The Project Area is located in the Eyre Yorke Block IBRA Bioregion, St Vincent Subregion and Mallala IBRA Environmental Association. Approximately 8% (87,402 ha) of the St Vincent IBRA Subregion and approximately 3% (5,874 ha) of the Mallala IBRA Environmental Association is mapped as remnant vegetation. Of this, 5% (4,732 ha) and 2% (103 ha) is formally conserved and protected, respectively (Table 3).

Table 3. IBRA bioregion, subregion, and environmental association environmental landscape summary.

Eyre Yorke Block IBRA bioregion	
Archaean basement rocks and Proterozoic sandstones overlain by undulating to occasionally hilly calcarenite and calcrete plains and areas of aeolian quartz sands, with mallee woodlands, shrublands and heaths on calcareous earths, duplex soils and calcareous to shallow sands, now largely cleared for agriculture.	
St Vincent IBRA subregion	
Most of this region consists of with calcrete development and shallow reddish earths. The plain is mainly dune free but isolated areas are overlain by low indistinct sand dunes. Near the Mt Lofty Ranges the plains have a definite westerly gradient and merge eastwards with the alluvial fans from the Mt Lofty ranges. Moderately deep red mallee-yorrell (*Eucalyptus socialis, E. gracilis*) association occurs throughout the region with some woodland of *E. porosa* on the plains or *E. odorata* on the hills and foot slopes. The subregion has been extensively cleared and sown to crops or exotic pastures so little of the natural vegetation remains. The little vegetation that does remain, occurs on road verges and a few isolated blocks.	
Remnant vegetation	Approximately 8% (87,402 ha) of the subregion is mapped as remnant native vegetation, of which 5% (4,732ha) is formally conserved
Landform	Alluvial and littoral plains with NW-SE longitudinal dunes, mainly stabilised, in isolated areas. Near the Mt Lofty Ranges, the plains have a detritic westerly gradient and merge eastwards with the alluvial fans of the Ranges.
Geology	Calcrete development; some variably oriented dunes in northwest of unit beyond Port Augusta. Calcareous loams. Clay rich soils, both plastic and cracking varieties
Soil	Cracking clays, brown calcareous earths, highly calcareous loamy earths, plastic saline clay soils, hard setting loamy soils with red clayey subsoils.
Vegetation	Mixed chenopod, samphire or forblands.
Conservation significance	125 species of threatened fauna, 103 species of threatened flora. 5 wetlands of national significance.
Mallala IBRA environmental association	
Remnant vegetation	Approximately 3% (5,874 ha) of the association is mapped as remnant native vegetation, of which 2% (103ha) is formally conserved
Landform	Undulating plain with occasional dunes.
Geology	Alluvium and sand.
Soil	Brown calcareous loams, hard pedal red duplex soils and brownish sands.
Vegetation	Grasslands.
Conservation significance	73 species of threatened fauna, 32 species of threatened flora. 3 wetlands of national significance.

2.3. General location map

Figure 1. Location and landscape context of Project Area.

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2.4. Details of the proposal

SeymourGroup are proposing to develop approximately 14.41 ha land at 12-77 Globe Derby Drive for an industrial subdivision (Figure 3).

The proposed area for the proposed division contains a mix of different land uses, including a harness racing track, sealed and unsealed access tracks, scattered amenity trees, a planted stand of *Casuarina glauca*, screening Port Wakefield Road and waste / soil dumping sites.

The development proposes 22 new allotments ranging between 2,532 m^2 and 8,140 m^2. Supporting infrastructure / components includes:

- A 20 m wide internal access road with traffic access onto Daniel Avenue, Port Wakefield Road and Globe Derby Road.
- A 15 m wide drainage easement.
- An overhead powerline electricity easement.
- Two reserves totalling just over one-hectare (6,020 m^2 and 4,065 m^2).

Indicative uses for the industrial allotments include, but are not limited to, a range of services and utilities included fast food and service stations, show room and industrial, and light industrial uses.

The Project will be undertaken in two stages, first through the creation of the subdivision including roads and civil works and then through sale of allotments.

The Project Concept Plan is detailed in Figure 2 and overlaid on satellite imagery in Figure 3.

Figure 2. Concept plan proposed layout (supplied by SeymourGroup on 26/05/2023)

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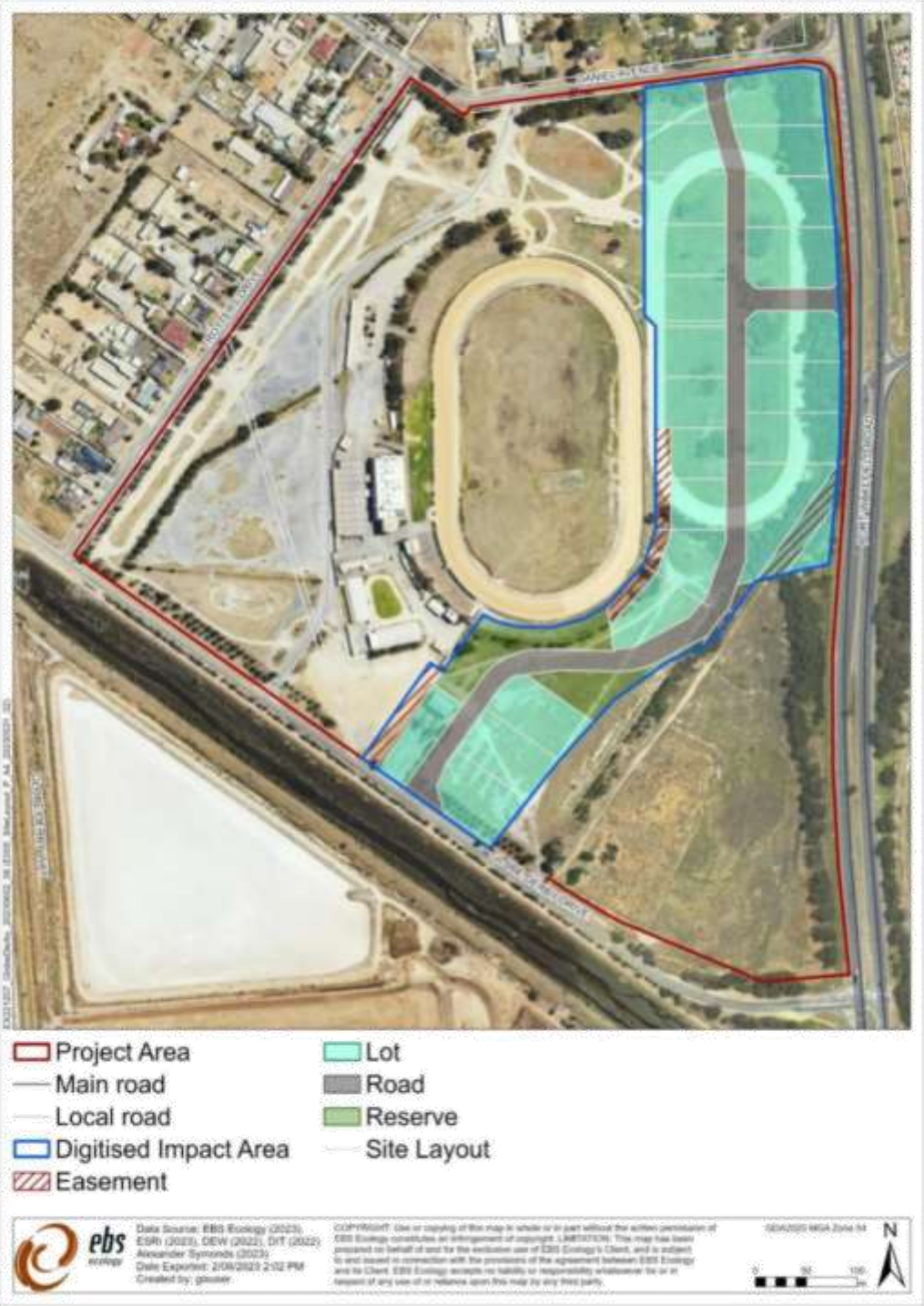

Figure 3. Project Area layout and subdivision plans including existing and proposed new allotment boundaries.

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2.5. Approvals required *or* obtained

***Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)** – No EPBC listed threatened species or ecological communities are expected to be significantly impacted as a result of this Project.

***Native Vegetation Act 1991* (NV Act)** – this data report is supplied to fulfil requirements under the NV Act.

***National Parks and Wildlife Act 1972* (NPW Act)** – EBS has the required flora collection permit (K25613-22).

***Landscape South Australia Act 2019* (LSA Act)** – A Water Affecting Activity Permit is not required for this Project. **A permit to transport declared weeds on a public road** may be required for this Project. The field survey recorded 22 species of weed including five species listed as Declared under the LSA Act, and one Weed of National Significance (WoNS) within the Project Area or immediate surrounds (Figure 22). Under the LSA Act landowners have responsibilities to control and / or eradicate Declared plants in South Australia. Any permit to allow its road transport or sale can only be issued by the Chief Executive of the Department for Environment and Water (DEW) or their delegate pursuant to Section 197. A permit is required and can be obtained to transport declared weeds on a public road, for example:

- When vegetation removal occurs and declared weed plant material needs to be transported off site by the vegetation removal contractor; or
- When topsoil from an area where declared weeds are present and therefore likely to contain contaminated soil (seed or plant material), needs to be transported offsite as it may not be able to be re-used on site.

Requirements under the LSA Act for Declared weeds detected in the Project Area, are presented in Appendix 1. Flora Species List and Declared weed mapping

***Planning, Development and Infrastructure Act 2016* (PDI Act)**– Approval is required, and this report is has been prepared to accompany the development application.

Aboriginal Heritage Act 1988 - Approval will be required if any sites, objects or remains are uncovered during the works. A 'Stop Work' procedure should be in place in the event that any objects of significance are uncovered during the Project works.

Other legislative approvals may be required.

2.6. Development Application information (if applicable)

The Project Area occurs within the Community Facilities and Employment Planning Zones. A number of planning overlays apply, including Native Vegetation Overlay and Significant and Regulated Tree Overlay. This report is submitted in support of the Development Application for this Project.

3. Method

3.1. Desktop assessment

A desktop assessment was undertaken to determine the potential for any threatened flora and fauna species and Threatened Ecological Communities (TECs) (both Commonwealth and State listed) to occur within the Project Area. This was achieved by undertaking database searches using a 5 km buffer of the Project Area (Search Area).

3.1.1. PMST report

A Protected Matters Search Tool (PMST) report was generated on 17 April 2023 to identify nationally threatened flora and fauna, migratory fauna and Threatened Ecological Communities (TECs) under the EPBC Act relevant to the Project Area (DCCEEW 2023). Only species and TECs identified in the PMST report that are likely or known to occur within the Search Area were assessed for their likelihood of occurrence within the Project Area.

3.1.2. BDBSA data extract

A data extract from the Biological Database of South Australia (BDBSA) was obtained from NatureMaps to identify flora and fauna species that have been recorded within 5 km of the Project Area (data extracted 10 May 2023; DEW 2023). The BDBSA is comprised of an integrated collection of species records from the South Australian Museum, conservation organisations, private consultancies, Birds SA, Birdlife Australia, and the Australasian Wader Study Group, which meet the Department for Environment and Water's (DEW) standards for data quality, integrity and maintenance. Only species with records since 1995 and a spatial reliability of less than 1 km were assessed for their likelihood of occurrence.

3.1.3. Likelihood of occurrence

The criteria for the likelihood of occurrence of threatened species within the Project Area are described in (Table 4).

Table 4. Criteria for the likelihood of occurrence of threatened species within the Project Area.

Likelihood	Criteria
Highly Likely/Known	Recorded in the last 10 years, the species does not have highly specific niche requirements, the habitat is present and falls within the known range of the species distribution or; The species was recorded as part of field surveys.
Likely	Recorded within the previous 20 years, the area falls within the known distribution of the species and the area provides habitat or feeding resources for the species.

Likelihood	Criteria
Possible	Recorded within the previous 20 years, the area falls inside the known distribution of the species, but the area provide limited habitat or feeding resources for the species. Recorded within 20 -40 years, survey effort is considered adequate, habitat and feeding resources present, and species of similar habitat needs have been recorded in the area.
Unlikely	Recorded within the previous 20 years, but the area provide no habitat or feeding resources for the species, including perching, roosting or nesting opportunities, corridor for movement or shelter. Recorded within 20 -40 years; however, suitable habitat does not occur, and species of similar habitat requirements have not been recorded in the area. No records despite adequate survey effort.

3.2. Flora assessment

The flora assessment was undertaken by NVC Accredited Consultant J. Skewes and Ecologist K. McClaren on the 27 and 28 March 2023 in accordance with the Bushland Assessment Method (BAM) and Scattered Tree Assessment Method (STAM) (NVC, 2020a/NVC, 2020b).

3.2.1. Bushland Assessment Method

The BAM is derived from the Nature Conservation Society of South Australia's Bushland Condition Monitoring methodology (Croft *et al.* 2007, 2008a, 2008b, 2009). The BAM was used to assess areas of native vegetation requiring clearance and calculate the SEB requirements.

Details of site selection/stratification and assessment protocols, and the biodiversity value components assessed and the factors that influence these components are outlined in the *Bushland Assessment Manual* (NVC 2020a).

The Conservation Significance Scores were calculated from direct observations of flora and direct and historical observations of fauna species of conservation significance. All fauna identified as **known to occur** in the PMST, and fauna with BDBSA records since 1995 and with a spatial reliability of less than 1 km, within 5 km of the Project Area, were included in the BAM scoresheets. Species determined as unlikely to occur within the Project Area will be removed by the Native Vegetation Branch if the finding is supported. Marine and/or wetland species were omitted from the scoresheets given the Project Area is terrestrial.

3.2.2. Scattered Tree Assessment Method

The STAM is derived from the *Scattered Tree Clearance Assessment in South Australia: Streamlining, Guidelines for Assessment and Rural Industry Extension* report (Cutten and Hodder 2002). The STAM is suitable for assessing scattered trees in the following instances:

- Individual scattered trees (i.e., canopy does not overlap). The spatial distribution of trees may vary from approaching what would be considered their original distribution (pre-European) through to single isolated trees in the middle of a paddock; or

- Dead trees (when a dead tree is considered native vegetation); or
- Clumps of trees (contiguous overlapping canopies) if the clump is small (approximately <0.1 ha); and
- For both scattered trees and clumps:
  - The ground layer comprises wholly or largely of introduced species;
  - Some scattered colonising native species may be present, but represent <5% of the ground cover; and
  - The area around the trees consists of introduced pasture or crops.

Details of the scattered tree Point Scoring System are outlined in the *Scattered Tree Assessment Manual* (NVC 2020b).

The numbers of uncommon and threatened scattered tree using fauna species entered into the Scattered Tree Scoresheet were calculated by cross-referring the BDBSA data extract and the lists of scattered tree using fauna in the *Scattered Tree Assessment Manual* (NVC 2020). The resource use of each species identified was considered when determining each tree's suitability for threatened fauna species (e.g. species that only use hollows in scattered trees were only assigned to scattered trees containing hollows).

3.3. Fauna assessment

Fauna surveys were conducted in conjunction with the flora assessments along the site. All native and exotic fauna species opportunistically encountered (directly observed, or tracks, scats, burrows, nests and other signs of presence) during the native vegetation assessment were recorded. Potential fauna refuge sites, such as hollows, were noted as an indication of availability of suitable habitat. Particular attention was paid to identifying habitat for threatened species. For each opportunistic fauna observation, the species, number of individuals, GPS location, detection methodology (sight, sound or sign) and habitat were recorded.

4. Assessment outcomes

4.1. Vegetation assessment

4.1.1. General description of the vegetation, the site and matters of significance

The terrain of the Project Area is flat, with cracking clay soils. No moving waterbodies or areas likely to hold ephemeral water were present in the Project Area. The site shows evidence of a high level of historical and current disturbances, with access tracks throughout and piles of soil and rubbish throughout. Non-native vegetation is present throughout the proposed area of clearance, including;

- A dense stand of *Casuarina glauca* (Swamp Oak) along the eastern boundary;
- Planted trees (mostly *Eucalyptus* sp.) along fence boundaries scattered throughout the site; and
- Planted and exotic shrubs adjacent to tracks and scattered throughout the site.

The Project Area contains scattered patches of native shrubland in generally poor condition which appears to have naturally regenerated on disturbed soil. Two native vegetation associations (VAs) were identified within the Project Area, detailed in Table 5 and Table 6:

- VA1 *Maireana brevifolia* Low Shrubland, and
- VA2 *Suaeda australis* and *Tecticornia pergranulata* ssp. *pergranulata* Low Shrubland.

Three native scattered trees were identified within the Project Area, which were *Acacia salicina* (Broughton Willow). These are considered Near Threatened in the St Vincent subregion (DEW, 2023).

There was an exotic shrub and groundcover component throughout the Project Area. Some zones had less than 5% native cover, and as per the BAM were not assessed as native vegetation associations. The tree component in the Project Area comprised of planted and invasive species. The eastern boundary of the site was lined with a dense stand of *Casuarina glauca* (Swamp Oak) used as a screen from heavily trafficked Port Wakefield Road. The other trees within the site are predominantly *Eucalyptus* spp. which have been planted. A planted Eucalypt woodland exists in the middle of one of the harness-racing tracks and many established trees form borders along buildings or fence-lines.

The Project Area is located approximately 4 kilometres from the southernmost extent of the Adelaide International Bird Sanctuary National Park-Winaityinaityi Pangkara (NP) and 500 metres north of the Greenfields wetlands. There were no wetlands, waterbodies, or seasonally damp zones within the Project Area. The birdlife identified during the field survey were generalist or woodland species and were not generally observed in treeless zone in the Project Area.

4.1.2. Details of the vegetation associates proposed to be impacted

Table 5. Summary of VA1.

Vegetation Association	VA1 *Maireana brevifolia* low shrubland
Benchmark Community	NA 8 Coastal Plain Shrublands

Figure 4. *Maireana brevifolia* (Short-leaf Bluebush) interspersed with senescing exotic grasses. Woodland in background comprised of non-native and planted species. Photo direction: facing West Location:-34°47'47.741" 138°35'43.771, ('A1' photo point on Figure 7).

Figure 5. Example of *Sclerolaena muricata* var. *villosa* (Five-spine Bindi) present in VA1. WGS84 - 34°47'30.489" 138°35'40.68.

General description	*Maireana brevifolia* (Short-leaf Bluebush) was the dominant and tallest native species in VA1. *Enchylaena tomentosa* var. *tomentosa* (Ruby Saltbush) and *Atriplex semibaccata* (Berry Saltbush) were consistent throughout VA1, with *Nitraria billardierei* (Nitre Bush) scattered in low density throughout.		
	Over storey	**Mid storey**	**Under storey**
	Absent	Absent	*Maireana brevifolia* (Short-leaf Bluebush); *Sclerolaena muricata* var. *villosa* (Five-spine Bindi); *Atriplex semibaccata* (Berry Saltbush)
Threatened species or community	*Sclerolaena muricata* var. *villosa* (Five-spine Bindi) (NV Act Rare) was identified in the Project Area. It was patchily distributed throughout VA1; in some areas there was over 10 individual plants within a 5m by 10m patch and in other areas it was not present. EPBC and State NPW Act listed fauna species were recorded in the database searches as listed below. **Likely** • *Neophema chrysostoma* (Blue-winged Parrot) (EPBC Act: VU)		

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	• *Plegadis falcinellus* (Glossy Ibis) (NPW Act: R) **Possible** • *Coturnix ypsilophora australis* (Brown Quail) (NPW Act: V) • *Falco hypoleucos* (Grey Falcon) (NPW Act: VU) • *Falco peregrinus macropus* (Peregrine Falcon) (NPW Act: R) • *Falco subniger* (Black Falcon) (NPW Act: R) • *Hieraaetus morphnoides* (Little Eagle) (NPW Act: V) • *Microeca fascinans* (Jacky Winter) (NPW Act: R) • *Neophema elegans elegans* (Elegant Parrot) (NPW Act: R) • *Parvipsitta pusilla* (Little Lorikeet) (NPW Act: E) • *Petroica phoenicea* (Flame Robin) (NPW Act: V) • *Pteropus poliocephalus* (Grey-headed Flying-fox) (EPBC Act: VU, NPW Act: R) • *Saccolaimus flaviventris* (Yellow-bellied Sheath-tailed Bat) (NPW Act: R)				
Landscape context score	1.17	**Vegetation Condition Score**	27.57	**Conservation significance score**	1.12
Unit biodiversity Score	36.13	**Area (ha)**	1.22	**Total biodiversity Score**	44.26

Table 6. Summary of VA2.

Vegetation Association	*Suaeda australis and Tecticornia pergranulata ssp. pergranulata* samphire shrubland
Benchmark Community	NA 8 Coastal Plain Shrublands

Figure 6. *Suaeda australis* (Austral Seablite). A2 Photo point in Figure 7.Location: -34°47'41.643" 138°35'43.949"

General description	*Suaeda australis* (Austral Seablite), *Tecticornia pergranulata* ssp. *pergranulata* (Black-seed Samphire) were the two most dominant native

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	plants in VA2. Exotic plant species such as Oxalis pes-caprae (Soursob) and *Galenia pubescens* var. *pubescens* (Coastal Galenia) were interspersed between native plants and formed dense mats in some places.				
	Over storey	**Mid storey**	**Under storey**		
	Absent	Absent	*Suaeda australis* (Austral Seablite), *Tecticornia pergranulata* ssp. *pergranulata* (Black-seed Samphire), *Atriplex semibaccata* (Berry Saltbush)		
Threatened species or community	No threatened species were identified in vegetation association A2. However, due to the interspersed nature of the two vegetation communities, the NP Act Rare plant *Sclerolaena muricata* var. *villosa* (Five-spine Bindi) present in VA1 has potential to encroach into VA2. **Likely** • *Neophema chrysostoma* (Blue-winged Parrot) (EPBC Act: VU) • *Plegadis falcinellus* (Glossy Ibis) (NPW Act: R) **Possible** • *Coturnix ypsilophora australis* (Brown Quail) (NPW Act: V) • *Falco hypoleucos* (Grey Falcon) (NPW Act: VU) • *Falco peregrinus macropus* (Peregrine Falcon) (NPW Act: R) • *Falco subniger* (Black Falcon) (NPW Act: R) • *Hieraaetus morphnoides* (Little Eagle) (NPW Act: V) • *Microeca fascinans* (Jacky Winter) (NPW Act: R) • *Neophema elegans elegans* (Elegant Parrot) (NPW Act: R) • *Parvipsitta pusilla* (Little Lorikeet) (NPW Act: E) • *Petroica phoenicea* (Flame Robin) (NPW Act: V) • *Pteropus poliocephalus* (Grey-headed Flying-fox) (EPBC Act: VU, NPW Act: R) • *Saccolaimus flaviventris* (Yellow-bellied Sheath-tailed Bat) (NPW Act: R).				
Landscape context score	1.16	**Vegetation Condition Score**	28.32	**Conservation significance score**	1.08
Unit biodiversity Score	35.48	**Area (ha)**	0.42	**Total biodiversity Score**	14.90

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4.1.3. Details of the scattered trees proposed to be impacted

Three scattered trees are proposed to be impacted, listed in Table 7 to Table 9. There were nine bio-regionally uncommon and two State Rare scattered tree using species found to have nearby records, however given the small stature and immature nature of the trees, and their location on the corner of the busy Port Wakefield Road, the trees were not deemed suitable to provide habitat for these species.

Table 7. Summary of Tree 1.

Tree ID - 1	
Tree spp. – *Acacia salicina*	
Number of trees – 1	
Height (m) – 2	
Hollows – None	
Diameter (cm) – 3	
Canopy dieback (%) – None	
Total Biodiversity Score – 0.17	
Small tree in healthy condition growing adjacent to VA1. Photo direction: looking West. No scattered tree using fauna listed for this tree given the small stature and lack of habitat it provides.	

Table 8. Summary of Tree 2.

Tree ID – 2	
Tree spp. – *Acacia salicina*	
Number of trees – 1	
Height (m) – 4	
Hollows – None	
Diameter (cm) – 9	
Canopy dieback (%) – None	
Total Biodiversity Score –0.42	
Medium tree in healthy condition growing in the NW corner of the Project Area. Photo direction: looking south.	

Table 9. Summary of Tree 3.

Tree ID – 3	
Tree spp. – *Acacia salicina*	
Number of trees – 1	
Height (m) – 1.2	
Hollows – None	
Diameter (cm) – 0.5	
Canopy dieback (%) – None	
Total Biodiversity Score – 0.11	
Small regenerating tree in healthy condition growing in the NE corner of the Project Site. Photo direction: looking West. No scattered tree using fauna listed for this tree given the small stature and lack of habitat it provides.	

4.1.4. Site map showing areas of proposed impact

Figure 7. Vegetation Associations and Scattered Trees in the Project Area. All areas of native vegetation are subject to clearance for the proposed Project.

4.1.5. Photo log

Figure 8. Large *Eucalyptus sideroxylon*. Photo-point P01.

Figure 9. Dense screen of *Casuarina glauca* adjacent Port Wakefield Road. Photo-point P02.

Figure 10. Stand of planted *Eucalyptus occidentalis*. Photo-point P03.

Figure 11. Example of typical degradation throughout the Project Area, including scattered rubbish. Photo-

Figure 12. Patch of BAM A1 surrounded by old parking lots. Photo-point P05.

Figure 13. Mounds of fill/dirt colonised by *Galenia pubescens* var. *pubescens* with *Casuarina glauca* in the background. Photo-point P06.

4.2. Threatened species assessment

4.1.1 Matters of National Environmental Significance

The PMST identified two Listed Threatened Ecological Communities as potentially occurring within the Project Area (Table 10), of which neither were found to occur in the Project Area.

Table 10. TECs identified by the PMST as potentially occurring within the Project Area.

Threatened Ecological Community	EPBC Status	Description	Likelihood of Occurrence
Peppermint Box (*Eucalyptus odorata*) Grassy Woodland of South Australia (PBGW)	CE	The PBGW of South Australia is dominated by *E. odorata* and typically occurs with other tree species including *E. leucoxylon*, *E. microcarpa* or *E. porosa*. Canopy height comprises low trees, generally 5-10m tall with an understorey comprised of diverse grasses and herbs including *Austrostipa* sp., *Lomandra* sp. and *Acacia pycnantha*.	**Does not occur** The PMST report lists the community as "may occur", however, is considered unlikely to occur as SA vegetation mapping (NatureMaps 2023) indicates the community is not present in the Project Area. The field assessment confirmed this, finding that PBGW TEC does not exist within the Project Area.
Subtropical and Temperate Coastal Saltmarsh (STCS)	VU	STCS communities are typified by a suite of salt-tolerant (halophytic) species of native vegetation including many succulent herbs, grasses, forbs, sedges and rushes). It spans much of southern Australia within a relatively narrow band of coastline. It is found in coastal areas that undergo regular or intermittent tidal influence.	**Does not occur** The PMST report lists the community as "likely to occur", however, the Project Area does not experience any tidal influence and the STCS is not present.

4.1.2 Threatened fauna

The PMST identified 46 fauna species (35 birds, three mammals, five reptiles, two fish and one shark) listed as threatened under the EPBC Act which may occur within 5 km of the Project Area. Of these, eight were marine, and not included in further assessment, including:

- Blue Warehou (*Seriolella brama*);
- Southern Bluefin Tuna (*Thunnus maccoyii*);
- Great White Shark (*Carcharodon carcharias*);
- Leatherback Turtle (*Dermochelys coriacea*);
- Southern Right Whale (*Eubalaena australis*);
- Australian Sea-lion (*Neophoca cinerea*);
- Loggerhead Turtle (*Caretta caretta*); and
- Green Turtle (*Chelonia mydas*).

Only species listed as known or likely to occur were assessed in detail in Table 11, unless BDBSA records also occurred. Excluding marine species, 15 bird species were listed as known to occur, and a further 12 species (11 birds and one mammal) were listed as likely to occur. Ten bird species were excluded from the BAM scoresheet due to their specialised marine or wetland habitats, of which none is present in the Project Area. A full list of species identified in the PMST search is presented in Appendix 2 – PMST Search Results.

The BDBSA (including Birdlife records) identified 48 NPW Act listed fauna species, including ten species which also have EPBC listing status, with records within 5 km of the Project Area. This included 46 birds and two mammals. Many wetland and marine bird species were found to have recent records, however, many of these are associated with specialised wetland habitats which occur nearby at the Adelaide International Bird Sanctuary, the Greenfields Wetlands, Whites Road Wetland and Barker Inlet Wetlands. The Project Area itself does not contain any wetland habitat and therefore many of these species were assessed as unlikely to occur despite the occurrence of nearby records. Threatened species records are mapped in Figure 14 to Figure 17, split into four maps alphabetically sorted to clearly display a large volume of records.

Nineteen species identified in the BDBSA search were excluded from the BAM scoresheets, as they are specialist wetland, marine or aquatic species, and the Project Area does not contain suitable habitat. Excluded species are indicated with an asterisk (*) in the likelihood table.

Two threatened species were assessed as 'likely to occur' in the Project Area, Glossy Ibis (*Plegadis falcinellus*) (NPW Act Rare) and Blue-winged Parrot (*Neophema chrysostoma*) (EPBC Act: VU, NPW Act: V). Eleven State listed terrestrial bird species and one mammal were assessed as possibly occurring within the Project Area, although it is acknowledged that the vegetation is in generally poor condition and unlikely to provide favourable habitat for most species.

Subsequent to this original assessment, EBS contacted NVC on 9 June 2023 regarding the likelihood assessment to determine which species, if any, might be removed from the NVC scoresheet based on the habitat available in the Project Area. Correspondence received indicated that only two species were likely to occur and should remain on the scoresheet: Glossy Ibis (NPW: R) and Blue-winged Parrot (EPBC:VU). The scoresheets have been amended to reflect this correspondence.

Table 11. Likelihood table of species identified as known or likely to occur in the PMST or with BDBSA records within 5km of the Project Area since 1995.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
Birds						
Acanthiza iredalei rosinae (Slender-billed Thornbill (Gulf St Vincent))	VU	V	1, 2	Known, 2020	Found in dense, low heath and samphire shrublands on narrow coastal saline mudflats, often behind mangrove fringes. May be highly selective of specific species of samphire (DEH, 2008).	Unlikely - habitat does not contain dense heath near-water samphire shrublands fringing mangroves. Samphire shrubland in Project Area is minimal and highly degraded, regenerating on disturbed soil.
Actitis hypoleucos (Common Sandpiper)*		R	1	2021	Habitat is muddy banks, rocks and sandy beaches near water. Found in coastal or inland wetlands, both saline or fresh. The Common Sandpiper has been recorded in estuaries and deltas of streams, as well as on banks farther upstream; around lakes, pools, billabongs, reservoirs, dams and claypans, and occasionally piers and jetties (DCCEEW 2023).	Unlikely- recent record but no suitable wetland habitat in Project Area, may occur as flyover.
Anhinga novaehollandiae novaehollandiae (Australasian Darter)*		R	1	2020	Most common habitat is lakes, rivers, and swamps. It is rarely coastal.	Unlikely - recent record but no suitable aquatic habitat in Project Area.
Aphelocephala leucopsis (Southern Whiteface)	VU		2	Likely	Semi-arid woodlands, mallee, mulga, dry-country scrublands (Morcombe 2011).	Possible- Project Area does not contain preferred habitat, however and no recent nearby records occur.
Ardea intermedia plumifera (Plumed Egret)		R	1	2018	Habitat includes grassland, wetlands, swamps and edges of lakes and streams, freshwater lakes, rivers, and floodplains.	Unlikely - recent record but no suitable wetland habitat in Project Area.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
Biziura lobata menziesi (Musk Duck)*		R	1	2021	Endemic to Australia. Occurs in deep freshwater lagoons, with dense reed beds. They are normally seen singly or in pairs but may form medium to large groups in the winter (BirdsSA, 2023).	Unlikely - no waterbody in Project Area.
Botaurus poiciloptilus (Australasian Bittern)*	EN	E	1, 2	Known, 2017	Found mainly in freshwater wetlands and, rarely, in estuaries or tidal wetlands, favouring wetlands dominated by sedges, rushes and reeds growing over a muddy or peaty substrate (DCCEEW 2023).	Unlikely - Project Area does not contain suitable vegetated wetland habitat.
Bubulcus ibis coromandus (Eastern Cattle Egret)		R	1	2010	The Cattle Egret occurs in tropical and temperate grasslands, wooded lands and terrestrial wetlands. It uses predominately shallow, open and fresh wetlands including meadows and swamps with low emergent vegetation and abundant aquatic flora (Morcombe 2011).	Unlikely - Project Area does not contain suitable grassy terrestrial wetland habitat.
Calidris canutus rogersi (Red Knot, Knot)*	EN, Mi(W)	E	1, 2	Known, 1996	Mainly inhabit intertidal mudflats, sandflats and sandy beaches of sheltered coasts, in estuaries, bays, inlets, lagoons and harbours, sometimes on sandy ocean beaches or shallow pools on exposed wave-cut rock platforms or coral reefs. They are occasionally seen on terrestrial saline wetlands near the coast, such as lakes, lagoons, pools and pans, and recorded on sewage ponds and saltworks, but rarely use freshwater swamps. They rarely use inland lakes or swamps (DCCEEW 2023).	Unlikely - Project Area does not contain wetland habitat.
Calidris ferruginea (Curlew Sandpiper)*	CE, Mi(W)	E	1, 2	Known, 2018	They mainly occur on intertidal mudflats in sheltered coastal areas, such as estuaries, bays, inlets and lagoons, and also around non-tidal swamps, lakes	Unlikely – the Project Area does not contain permanent wetland habitat.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
					and lagoons near the coast, and ponds in saltworks and sewage farms. Are recorded inland around ephemeral and permanent lakes, dams, waterholes and bore drains, usually with bare edges of mud or sand. They occur in both fresh and brackish waters. (DCCEEW 2023).	
Calidris melanotos (Pectoral Sandpiper)*		R	1	2021	In SA the species is found mostly in the south-east, from north to the Murray River and west to Yorke Peninsula. It prefers shallow, fresh to saline wetlands. It can be found at coastal lagoons, estuaries, bays, swamps, lakes, inundated grasslands, saltmarshes, river pools, creeks, floodplains and artificial wetlands (DCCEEW 2023).	Unlikely - Project Area does not contain wetland habitat, may occur as flyover.
Calidris pugnax (Ruff)		R	1	2020	The Ruff is a rare but regular visitor to Australia. It is generally found on fresh, brackish or saline wetlands with exposed mudflats at the edges (DCCEEW 2023).	Unlikely - Project Area does not contain wetland habitat, may occur as flyover.
Calidris subminuta (Long-toed Stint)		R	1	2013	Occurs in a variety of terrestrial wetlands. Prefers shallow freshwater or brackish wetlands including lakes, swamps, river floodplains, streams, lagoons and sewage ponds. It can also be found in areas with a muddy shoreline, growths of short grass, weeds, sedges, low or floating aquatic vegetation, reeds, and rushes (DCCEEW 2023).	Unlikely - Project Area does not contain wetland habitat.
Calidris tenuirostris (Great Knot)	CE, Mi(W)	E	1, 2	Known, 1996	Typically prefers sheltered coastal habitats, with large intertidal mudflats or sandflats, including inlets, bays, harbours, estuaries and lagoons. Can sometimes be found on	Unlikely - the Project Area does not contain suitable habitat.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
					exposed reefs or rock platforms, shorelines with mangrove vegetation, ponds in saltworks, at swamps near the coast, salt lakes and non-tidal lagoons (DCCEEW 2023).	
Cereopsis novaehollandiae novaehollandiae (Cape Barren Goose)		R	1	2018	Found on the south-eastern coast of Australia, the southern coast of Western Australia and in south-eastern Victoria. It is locally dispersive and has been introduced to Kangaroo Island. Inhabits offshore islands, usually granite, in areas of pasture, tussock grass or low heathy scrub (Australian Museum 2023).	Unlikely - suitable habitat does not exist in the Project Area.
Charadrius leschenaultii (Greater Sand Plover, Large Sand Plover)	VU, Mi(W)		2	Likely	Coastal species that occurs in littoral and estuarine habitats. Found in sheltered sandy, shelly or muddy beaches with large intertidal mudflats or sandbanks, sandy estuarine lagoons, inshore reefs, rock platforms, small rocky islands or sand cays on coral reefs. Sometimes near coastal saltworks and salt lakes, marginal saltmarsh, brackish swamps. Seldom occur at shallow freshwater wetlands (DCCEEW 2023).	Unlikely - suitable habitat does not exist in the Project Area.
Charadrius mongolus (Lesser Sand Plover, Mongolian Plover)	EN, Mi(W)		2	Known	Found in large intertidal sandflats or mudflats in sheltered bays, harbours and estuaries. Sometimes occurs on beaches and saltmarsh or mangroves. Also occurs in saltworks and near-coastal saltpans, brackish swamps and sandy or silt islands in riverbeds (DCCEEW 2023).	Unlikely - suitable habitat does not exist in the Project Area.
Cladorhynchus leucocephalus (Banded Stilt)		V	1	2022	Endemic to Australia, mainly in the south and inland. Found mainly in saline and hypersaline (very salty) waters of the inland	Unlikely - suitable habitat does not exist in the Project Area.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
					and coast, typically large, open and shallow (Birdlife Australia, 2023).	
Coturnix ypsilophora australis (Brown Quail)		V	1	2020	Prefers dense grasslands, often on the edges of open forests, and bracken. May sometimes be seen alongside roads.	Possible - recent record and degraded habitat occurs in Project Area but is patchy and isolated.
Diomedea antipodensis (Antipodean Albatross)	VU, Mi(M)		2	Likely	Marine, pelagic and aerial. Sleeps and rests on ocean waters when not breeding. Forages widely in open water. Nests in open patchy vegetation, in tussock grassland, shrubs on ridges, slopes and plateaus (DCCEEW 2023).	Unlikely - suitable habitat does not exist in the Project Area.
Diomedea exulans (Wandering Albatross)	VU, Mi(M)		2	Likely	Breeds on Macquarie Island. Marine, pelagic and aerial (DCCEEW 2023).	Unlikely - suitable habitat does not exist in the Project Area.
Egretta garzetta nigripes (Little Egret)*		R	1	2021	It inhabits fresh, brackish or saline wetlands and shows a preference for shallow waters (10-15 cm deep) in open, unvegetated sites where water levels and dissolved oxygen levels fluctuate daily, tidally or seasonally, and where fish are concentrated in pools or at the water's surface (Birdlife International 2023)	Unlikely - no waterbody in the Project Area.
Egretta sacra sacra (Pacific Reef Heron)*		R	1	2012	Beaches, rocky shores, tidal rivers and inlets, mangroves, and exposed coral reefs (Birdlife Australia 2023).	Unlikely - no coastal habitat in Project Area.
Falco hypoleucos (Grey Falcon)	VU		2	Likely	Found over timbered lowland plains. Hunts in treeless areas. Frequents tussock grassland and open woodland (DCCEEW 2023).	Possible - may flyover Project Area but unlikely to use habitat.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
Falco peregrinus macropus (Peregrine Falcon)		R	1	2021	This species prefers open habitats such as grasslands, tundra and meadows and nests on cliff faces and in crevices. It has an extremely large range and is found world-wide except for rainforests and cold, dry Arctic regions. This species has increasingly been observed inhabiting urban areas. (Dewey & Potter 2022)	Possible - may use planted trees in Project Area for perching.
Falco subniger (Black Falcon)		R	1	2019	The black falcon is found along tree-lined watercourses and in isolated woodlands, mainly in arid and semi-arid areas (Birdlife Australia 2023).	Possible- recent record from within the Project Area. May flyover Project Area to forage and / or utilise planted trees.
Gallinago hardwickii (Latham's Snipe)*		R	1	2014	Non-breeding visitor to south-eastern Australia. They occur in permanent and ephemeral wetlands up to 2000 m above sea-level, usually inhabiting open, freshwater wetlands with low, dense. However, they can also occur in habitats with saline or brackish water, in modified or artificial habitats, and in habitats located close to humans or human activity (DCCEEW, 2023).	Unlikely - the Project Area does not contain wetland habitat.
Grantiella picta (Painted Honeyeater)	VU	R	2	Likely	Forest, woodland, dry scrub, often with abundant mistletoe. Dependent on mistletoe berries (Morcombe 2011).	Unlikely - Primary food source mistletoe not observed within Project Area and vagrant to the MLR. No recent nearby records occur.
Haematopus fuliginosus fuliginosus (Sooty Oystercatcher)*		R	1	2020	The Sooty Oystercatcher is strictly coastal, usually found within 50 m of the ocean. It prefers rocky shores but will be seen on coral reefs or sandy beaches near mudflats. It breeds on offshore islands and	Unlikely - Project Area is not coastal.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
					isolated rocky headlands (BirdLife Australia, 2023).	
Haliaeetus leucogaster (White-bellied Sea Eagle)		E	1	2020	The White-bellied Sea-Eagle is found in coastal habitats (especially those close to the sea-shore) and around terrestrial wetlands in tropical and temperate regions of mainland Australia and its offshore islands. The habitats occupied by the sea-eagle are characterised by the presence of large areas of open water (larger rivers, swamps, lakes, the sea). Birds have been recorded in (or flying over) a variety of terrestrial habitats (DCCEEW 2023).	Unlikely - Project Area is not coastal. May occur as flyover only.
Hieraaetus morphnoides (Little Eagle)		V	1	2019	The Little Eagle is widespread in mainland Australia, central and eastern New Guinea. It is seen over woodland and forested lands and open country, extending into the arid zone. It tends to avoid rainforest and heavy forest (BirdLife Australia, 2023).	Possible - may use planted trees in Project Area for perching.
Hirundapus caudacutus caudacutus (White-throated Needletail)	VU, Mi(T)	V	1, 2	Known, 2014	Almost exclusively aerial in Australia, recorded mostly above wooded areas (DCCEEW, 2023).	Unlikely - may be sighted above Project Area but unlikely to use habitat. Flyover only.
Lewin pectoralis pectoralis (Lewin's Rail)		V	1	1997	Swamp woodlands; rushes, reeds, rank grass in swamps, creeks, paddocks; wet heaths, tree ferns; samphire in saltmarsh (Pizzey and Knight 2012).	Unlikely – no preferred marsh habitat occurs within the Project Area.
Limosa limosa melanuroides (Black-tailed Godwit)*		R	1	2013	The species is commonly found in sheltered bays, estuaries and lagoons with large intertidal mudflats or sandflats, or spits and banks of mud, sand or	Unlikely - wetland habitat does not exist in the Project Area.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
					shell-grit; occasionally recorded on rocky coasts or coral islets. It is also found in shallow and sparsely vegetated, near coastal wetlands. There are a few inland records. They also use lagoons in sewage farms and saltworks (DCCEEW, 2023).	
Melithreptus gularis gularis (Black-chinned Honeyeater)		VU	1	2016	Known to occupy dry Eucalypt woodland with an annual rainfall of 400-700mm, particularly associated with ironbark and box. In SA, known to occur in isolated areas along the foothills of the Mount Lofty Ranges, from Kaiserstuhl CP and Rowland Flat in the north to the eastern Fleurieu (DEH, 2008b).	Unlikely – no suitable woodland habitat within Project Area. All vegetation is planted and limited box/ ironbark species occur.
Macronectes halli (Northern Giant Petrel)*	VU, Mi(M)		2	Likely	Found in oceanic and inshore waters. Breeding sites are typically located on low areas close to the sea, on coastlines with tussock grass and broken terrain that provide shelter for nests (DCCEEW, 2023).	Unlikely - suitable coastal wetland habitat does not exist in the Project Area.
Melanodryas cucullata cucullata (South-eastern Hooded Robin, Hooded Robin (south-eastern))	EN		2	Likely	Occurs across south-eastern Australia, most of NSW, VIC and south-eastern SA. Found in Eucalypt woodland and mallee and Acacia shrubland (DEH, 2008c).	Unlikely - no preferred habitat and no recent nearby records. Species is known from more arid inland areas to the east of the Mount Lofty Ranges.
Microeca fascinans (Jacky Winter)		R	1	2019	Prefers open woodland (Eucalypt and mallee) with an open shrub layer and bare ground. Often seen in farmland and parks (DEH, 2008d).	Possible - recent nearby record, however preferred woodland habitat does not occur. Trees are planted and occur in denser stands, however surrounding open shrub habitat is available.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
Neophema chrysostoma (Blue-winged Parrot)	VU		2	Known	Found in a range of habitats including, forests, grasslands, mulga, saltbush, alpine areas, and coastal dunes (Morcombe, 2011).	Likely - no nearby records but Project Area contains potentially suitable foraging habitat, and this species was assessed as likely to occur in correspondence with NVC.
Neophema elegans elegans (Elegant Parrot)		R	1	2013	Found in woodlands, lightly timbered grasslands, partly cleared farmland, margins of clearings in heavy forest, treelined watercourses, mallee, and mulga (Morcombe, 2011).	Possible - recorded within last 10 years and may visit planted trees within Project Area.
Numenius madagascariensis (Eastern Curlew, Far Eastern Curlew)*	CE, Mi(W)		2	Known	The Eastern Curlew occurs in sheltered coasts, especially estuaries, bays, harbours, inlets and coastal lagoons, with large intertidal mudflats or sandflats, often with beds of seagrass. They also occur in saltmarsh and on mudflats fringed by mangroves (DCCEEW 2023).	Unlikely - the Project Area does not contain suitable coastal habitat.
Oxyura australis (Blue-billed Duck)*		R	1	2021	Endemic to south-eastern and south-western Australia. Habitat includes permanent swamps with dense vegetation, large open lakes, tidal inlets, and bays (Morcombe, 2011)	Unlikely - the Project Area does not contain suitable deep water habitat.
Pachyptila turtur subantarctica (Fairy Prion (southern))	VU		2	Known	Sub-Antarctic seas and islands while breeding, then wanders to subtropical seas. Rarely found close inshore except when sheltering from storms (DCCEEW, 2023).	Unlikely - Project Area does not contain suitable habitat. Marine species.
Parvipsitta pusilla (Little Lorikeet)		E	1	2010	Eucalypt forest and woodland, particularly in riparian areas. Favours open country including watercourse and paddock trees (Morcombe, 2011)	Possible - recorded within last 20 years and may visit planted trees within Project Area.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
Petroica phoenicea (Flame Robin)		V	1	2015	Occurs in Eucalypt forests and woodland with access to open areas, such as subalpine woodland, recently burnt forest, recently logged forest and pine plantations (Birdlife International, 2023).	Possible - recorded within last 10 years and may visit planted trees within Project Area. Vagrant to MLR.
Plegadis falcinellus (Glossy Ibis)		R	1	2017	Preferred habitat for foraging and breeding are fresh water marshes at the edges of lakes and rivers, lagoons, flood-plains, wet meadows, swamps, reservoirs, sewage ponds, rice-fields and cultivated areas under irrigation. The Glossy Ibis is occasionally found in coastal locations such as estuaries, deltas, saltmarshes and coastal lagoons (DCCEEW, 2023).	Likely - suitable foraging habitat occurs in the Project Area and there are recent nearby records.
Pluvialis fulva (Pacific Golden Plover)		R	1	2015	The Pacific Golden Plover is usually found in coastal habitats, though it sometimes occurs around inland wetlands (DCCEEW, 2023).	Unlikely - no wetlands or waterbodies in Project Area.
Podiceps cristatus australis (Great Crested Grebe)*		R	1	2015	A specialist aquatic species, preferring large deep lakes and swamps with both open water and dense reedbeds or other concealing vegetation (Morcombe 2011).	Unlikely - no waterbodies in Project Area.
Polytelis anthopeplus monarchoides (Regent Parrot)	VU	V	1	2015	The Regent Parrot (eastern) is mostly found in riparian or littoral *Eucalyptus camaldulensis* (River Red Gum) forests or woodlands and adjacent *E. largiflorens* (Black Box) woodlands. They often occur in farmland, especially where remnant patches of woodland along roadsides or in paddocks are present (DCCEEW, 2023).	Unlikely - outside of known range for species and no suitable habitat occurs. Records are from the nearby Whites Road Wetlands, which contains suitable habitat. Project Area does not support breeding or foraging activities.
Rostratula australis	EN	E	1, 2	Known, 2017	Shallow terrestrial freshwater (occasionally brackish)	Unlikely Project Area does not contain

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
(Australian Painted Snipe)					wetlands, including temporary and permanent lakes, swamps and claypans. Inundated or waterlogged grassland or saltmarsh, dams, rice crops, sewage farms and bore drains. Typical sites include those with rank emergent tussocks of grass, sedges, rushes or reeds, or samphire (DCCEEW, 2023).	suitable wetland foraging habitat.
Spatula rhynchotis (Australasian Shoveler)*		R	1	2021	Found in shallow wetlands with abundant emergent vegetation. They can be found on freshwater, brackish and saline waters including inshore waters and estuaries (Morcombe, 2011).	Unlikely - Project Area does not contain wetland habitat.
Stagonopleura guttata (Diamond Firetail)	VU		2	Likely	Occurs mainly on the inland slopes of the Great Dividing Range and in the AMLR/Eyre Peninsula region of SA. Resides in a wide range of Eucalypt dominated vegetation communities that have a grassy understorey, including woodland, forest, and mallee (DEH, 2008e).	Unlikely - no records within last 20 years and Project Area does not contain suitable habitat.
Sternula albifrons sinensis (Little Tern)*		E	1	2007	Little Terns inhabit sheltered coastal environments, including lagoons, estuaries, river mouths and deltas, lakes, bays, harbours and inlets, especially those with exposed sandbanks or sand-spits, and also on exposed ocean beaches. Two breeding colonies are recorded in South Australia (DCCEEW, 2023).	Unlikely - Project Area does not contain any coastal environments. Flyover only.
Sternula nereis nereis (Australian Fairy Tern)*	VU	E	1, 2	Known, 2015	Nests on sheltered sandy beaches, spits and banks above the high tide line and below vegetation (DCCEEW, 2023).	Unlikely - Project Area does not contain suitable habitat. Flyover only.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
Stictonetta naevosa (Freckled Duck)*		V	1	2018	The Freckled Duck is found primarily in south-eastern and south-western Australia, occurring as a vagrant elsewhere. They prefer permanent freshwater swamps and creeks with heavy growth of Cumbungi, Lignum or Tea-tree. During drier times they move from ephemeral breeding swamps to more permanent waters such as lakes, reservoirs, farm dams and sewage ponds (Morcombe, 2011).	Unlikely - Project Area does not contain any waterbodies.
Thalassarche carteri (Indian Yellow-nosed Albatross)*	VU, Mi(M)		2	Likely	Waters with calm seas and light winds. Nests on tussock-covered coastal cliffs and slopes, often in rocky situations (DCCEEW, 2023).	Unlikely - the Project Area is not marine.
Thalassarche cauta (Shy Albatross)*	EN, Mi(M)		2	Likely	Pelagic. Sometimes occurs in continental shelf waters, bays, and harbours (Morcombe, 2011).	Unlikely - the Project Area is not marine.
Thalassarche melanophris (Black-browed Albatross)*	VU, Mi(M)		2	Likely	Marine. Rarely sighted over land away from its breeding islands (DCCEEW, 2023).	Unlikely - the Project Area is not marine.
Thalassarche steadi (White-capped Albatross)*	VU, Mi(M)		2	Known	Marine species which occurs in subantarctic and subtropical waters. The species occurs both inshore and offshore and enters harbours and bays. (DCCEEW, 2023).	Unlikely - the Project Area is not marine.
Thinornis cucullatus cucullatus (Eastern Hooded Plover, Eastern Hooded Plover)*	VU		2	Known	The species mainly occurs on wide beaches backed by dunes with large amounts of seaweed, creek mouths and inlet entrances. (DCCEEW, 2023).	Unlikely - the Project Area is not marine.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
Tringa glareola (Wood Sandpiper)		R	1	2021	The Wood Sandpiper uses well-vegetated, shallow, freshwater wetlands, such as swamps, billabongs, lakes, pools and waterholes. Sometimes uses artificial wetlands, such as open sewage ponds, reservoirs, large farm dams, and bore drains (DCCEEW, 2023).	Unlikely - the Project Area does not contain wetland habitat.
Xenus cinereus (Terek Sandpiper)*		R	1	2004	The Terek Sandpiper has a primarily coastal distribution. It forages in the open, on soft wet intertidal mudflats or in sheltered estuaries, harbours or lagoons. It roosts among mangroves, or occasionally dead trees (DCCEEW, 2023).	Unlikely - the Project Area is not coastal.
Zanda funerea whiteae (Yellow-tailed Black Cockatoo)		V	1	2021	Yellow-tailed Black Cockatoos are moderately common in the Mount Lofty Ranges, the southern Murray Mallee, the South-east and on Kangaroo Island, and uncommon on the Adelaide plains. Their habitat includes coastal heath, woodland, and forest. They are increasingly to be found in pine plantations and patches of pine trees in urban and rural areas (Birds SA, 2023).	Unlikely - despite recent records, planted trees within the Project Area are not preferred pine species for foraging. May occur as a flyover.
Zapornia tabuensis (Spotless Crake)*		R	1	2019	Found in well vegetated freshwater wetlands with rushes, reeds and cumbungi, and will frequent muddy areas, reedbeds or wetlands (DEH, 2008).	Unlikely - no wetland habitat in Project Area.
Pteropus poliocephalus (Grey-headed Flying-fox)	VU	R	1, 2	Likely, 2020	The Grey-headed Flying-fox is a canopy-feeding frugivore and nectarivore. It roosts on exposed branches, in sites typically located near water, such as lakes, rivers or the coast. Colonies also use highly modified vegetation in urban	Possible - recent record nearby, however trees within the Project Area are planted and non-native and likely to provide minimal or occasional foraging habitat.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
					and suburban areas (DCCEEW, 2023).	
Saccolaimus flaviventris (Yellow-bellied Sheath-tailed Bat)		R	1	2000	The Yellow-bellied Sheath tail-bat is a rare visitor to South Australia in late summer and autumn. It roosts singly or in groups of up to six in tree hollows and buildings. In treeless areas they are known to utilise mammal burrows (OEH, 2023).	Possible - recorded within last 10 years and may visit planted trees within Project Area, though no hollows were observed during the field survey and therefore trees are unlikely to be mature enough to support roosting.
EPBC threatened category: CE = Critically Endangered, EN = Endangered, VU = Vulnerable, Mi(M) = Migratory (Marine), Mi(W) = Migratory (Wetlands). Source: 1 = BDBSA, 2 = PMST (including Birdlife).						

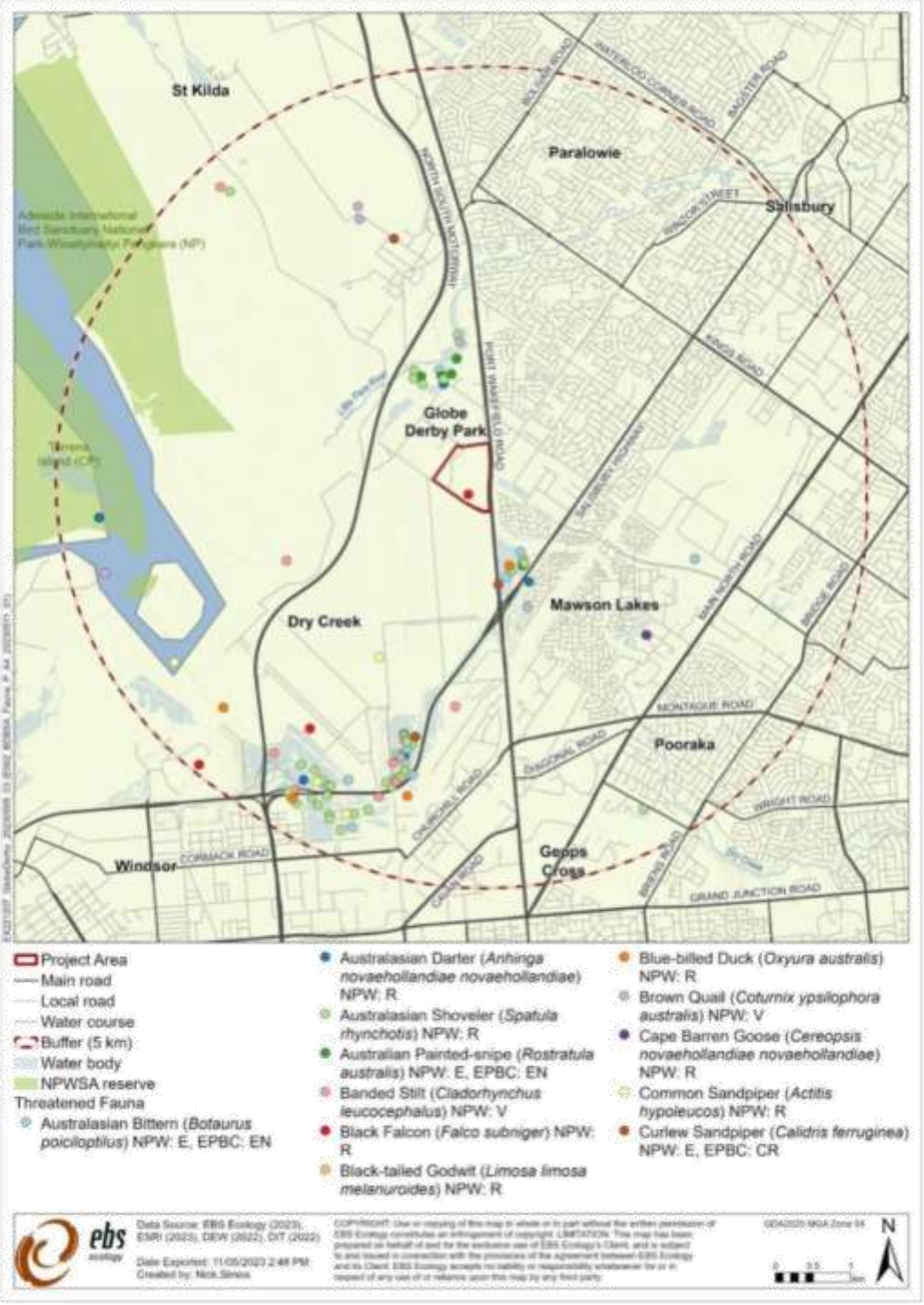

Figure 14. Map 1 of 4. Threatened fauna records within 5km of the Project Area since 1995 (<1km reliability).

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Figure 15. Map 2 of 4. Threatened fauna records within 5km of the Project Area since 1995 (<1km reliability).

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Figure 16. Map 2 of 4. Threatened fauna records within 5km of the Project Area since 1995 (<1km reliability).

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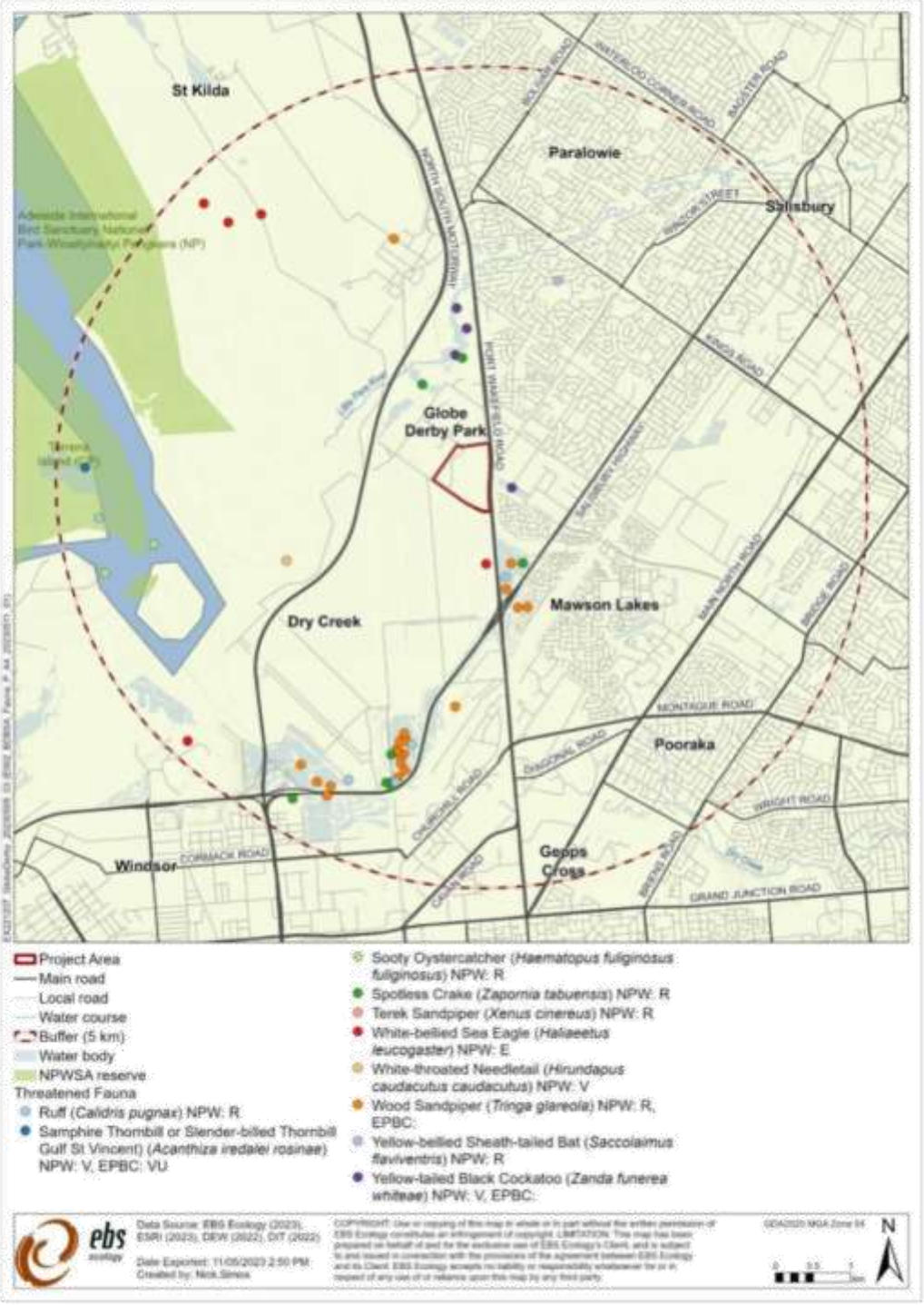

Figure 17. Map 4 of 4. Threatened fauna records within 5km of the Project Area since 1995 (<1km reliability).

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4.1.3 Threatened flora

The PMST identified three flora species listed as threatened under the EPBC Act as potentially relevant to the Project Area. The BDBSA identified seven flora species listed under the NPW Act as recorded within 5 km of the Project Area. One NPW Act listed species was recorded within the Project Area, *Sclerolaena muricata* var. *villosa* (Five-spine Bindyi) during the field survey. It was found in abundance throughout the Project Area in VA1.

Table 12. Likelihood of occurrence of threatened fauna species identified in the desktop assessment. The data source and threat levels are described in the table footer.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
Plants						
Acacia iteaphylla (Flinders Ranges Wattle)		R	1	2003	Endemic to SA and found on northern Eyre Peninsula eastward to the Flinders Ranges and northern Mount Lofty Ranges growing on hillsides amongst rocky outcrops or in valleys along rocky creek banks. Widely planted & naturalised elsewhere and widespread in the Mt Lofty Ranges region (DEW, 2023).	Possible - On end of range of this species. Highly naturalised in the MLR, may occur as regeneration from a planted tree. Not observed on site during field assessment.
Austrostipa gibbosa (Swollen Spear-grass)		R	1	2000	Grows in rich loamy soils along creeks and in other seasonally wet places. Also prefers open forests and woodlands or grasslands with *Eucalyptus odorata, Acacia pycnantha, Allocasuarina verticillata* and *Rytidosperma setaceum.*	Possible - record within last 40 years but no suitable habitat in Project Area.
Bothriochloa macra (Red-leg Grass)		R	1	1999	SA: FR EA EP NL MU YP SL SE. Grows on a variety of soil types in humid areas but in drier areas is restricted to run-on areas on clay or loamy soils. Occurs on most soil types but often dominant on poor, lower fertility soils and frequently invades degraded areas. Scattered recent records within southern EP. Mainly found in open grassy woodland communities and is often found in disturbed sites (DPI, 2023).	Possible - record within last 40 years but not observed during field survey.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
Caladenia tensa (Greencomb Spider-orchid, Rigid Spider-orchid)	EN		2	Likely	Grows on red-brown sandy loams on rises in open woodland dominated by Yellow Gum and Rottnest Island Pine. Also in dry Cypress-pine/Yellow Gum Woodland, Pine/Box woodland, mallee-heath sites, heathy woodland and mallee woodland, generally with rock outcrops (DCCEEW, 2023).	Unlikely - no recent records and Project Area does not contain suitable conditions.
Centrolepis glabra (Smooth Centrolepis)		R	1	1996	Smooth Centrposis requires muddy conditions within ephemerally damp and swampy habitats around temporary freshwater pools and stream margins (DEH, 2008f).	Unlikely - the Project Area does not contain suitable swampy conditions.
Juncus radula (Hoary Rush)		V	1	2001	Found in the southern Flinders Ranges, Mount Lofty Ranges and the upper South-east, growing on seasonally damp areas in depressions and along drainage lines in woodland and open grassland (DEH, 2008G).	Unlikely - no suitable damp woodland or open grassland habitat exists in Project Area, and not observed during field survey.
Prasophyllum pallidum (Pale Leek-orchid)	VU		2	Likely	Endemic to South Australia and found in southern Flinders Ranges and the Mount Lofty Ranges, growing on the more fertile soils of woodland and well-grassed open forests (DEH, 2008g).	Unlikely - the Project Area is outside the species range (Mount Lofty Ranges) and has been highly disturbed.
Sclerolaena muricata var. *villosa* (Five-spine Bindyi)		R	1	2018	Coloniser of degraded areas. Found along the Murray River, creeks, and floodplains on heavy clay soils (PlantNET, 2023).	Known - record within last 10 years and observed in abundance in the Project Area during the field assessment.
Tecticornia flabelliformis (Bead Glasswort)	VU		2	Known	Margins of salt lakes, saline flats, evaporation pans and coastal salt marshes over gypsum deposits. Directly behind coastal dunes. Periodically (but not regularly) inundated depressions (DCCEEW, 2023).	Unlikely - not detected during field survey and habitat not saline.

Scientific Name (Common Name)	EPBC Act	NPW Act	Data Source	Date of Last Record	Habitat preferences	Likelihood of presence
Zannichellia palustris (Horned Pondweed)		R	1	2018	Occurs in fresh and brackish water. SA: MU SE (eFloraSA, 2023).	Unlikely - no fresh or brackish waterbody present in the Project Area.
EPBC threatened category: CE = Critically Endangered, EN = Endangered, VU = Vulnerable, Mi(M) = Migratory (Marine), Mi(W) = Migratory (Wetlands). Source: 1 = BDBSA, 2 = PMST (including Birdlife).						

Figure 18. BDBSA records of threatened flora within 5km of the Project Area since 1995 (<1km reliability).

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4.3. Presence of Substantially Intact Vegetation

If the vegetation is considered to represent a substantially intact stratum, the NVC cannot approve clearance, unless for the purpose of harvesting native vegetation (section 27(3)).

Clearance proponents must also address whether 'substantially intact vegetation' is present in accordance with *Section 3A* of the NV Act.

Does the native vegetation constitute a continuous stratum?

One pre-European Vegetation Association (Benchmark Community) was mapped across the site (Croft *et al.* 2007):

- NA (Northern Agricultural) 8.1 Coastal Plains Open Shrublands.

The key attributes considered to determine whether the vegetation constitutes an intact stratum were;

- It contains a diversity of species similar to original (pre-European) vegetation of that community;
- Plants within the stratum are growing at original (pre-European density for that community);
- It is part of a contiguous area of vegetation consisting of the stratum (size of patch >1 ha), and
- It does not contain introduced perennial species occupying greater than 20% within the stratum under consideration.

The vegetation under application in the two vegetation associations was assessed against the benchmark condition scores listed in Volume 3 of the Vegetation Communities of the Northern Agricultural and Yorke Peninsula Regions (Pedler, Croft, Milne 2007) for Benchmark community *8.1 Coastal Plain Open Shrublands*. Relevant attributes are listed in (Table 13). Based on these scores, the native plant species diversity is considered moderate, and is unlikely to contain a diversity of species similar to original (pre-European) condition. The structural diversity of plant life forms is considered poor to moderate and is unlikely to be growing at original (pre-European) density.

The proposed clearance within the Project Area will impact a total of 1.66 ha of Coastal Plain Open Shrublands, however this does not comprise of a contiguous area over 1 ha. The Coastal Plain Open Shrublands within the Project Area comprises of multiple patches of vegetation smaller than 0.05 ha.

Introduced perennial species occupied greater than 20% cover in vegetation associations A1 and A2. Two of the most widespread exotic plant species were *Galenia pubescens* var. *pubescens* and *Oxalis pes-caprae*, which formed dense swathes of cover in some areas.

Table 13. Characteristics of Healthy Coastal Plain Open Shrublands.

Indicator	A1	A2
Native plant species diversity	7	7
Species diversity Benchmark Score	7-10 (Moderate)	7-10 (Moderate)
Weed abundance and threat	19	13

Weed abundance and threat Benchmark Score	18- 25 (Poor)	12-17 (Moderate)
Structural diversity B – plant life forms	9	6
Structural diversity B – plant life forms Benchmark score	7 - 9 (Moderate)	4 - 6 (Poor)
Size of patch >1ha?	No, vegetation is disconnected in patches <1 ha in size.	No, vegetation is disconnected in patches <1 ha in size.

Has the vegetation been subject to degradation within the past 20 years?

As identified on NatureMaps (2023), the 'Land Use Description' for the Project Area is classified as "Intensive Purposes" as per the Australian Collaborative Land Use and Management Program (ACLUMP). This was evident during the field survey. The Project Area was assessed as having been subjected to significant disturbance caused by access tracks, parking, soil disposal, and unregulated waste disposal. Land use in the Project Area also included harness racing tracks, parking areas and dirt bike jumps.

Key finding on whether any or all of the area of impact could be considered as substantially intact:

The assessment for intact vegetation finds that given the level of weed invasion and previous degradation, the understorey stratum is not intact. As a naturally treeless community, the lack of overstorey is not considered as indicating degradation of the stratum. Due to the previous disturbance, patchy distribution of the vegetation, and high weed incursion, the area is unlikely to be considered substantially intact.

4.4. Cumulative impacts

When exercising a power or making a decision under Division 5 of the Native Vegetation Regulations 2017, the NVC must consider the potential cumulative impact, both direct and indirect, that is reasonably likely to result from a proposed clearance activity.

Cumulate impacts as a result of the proposed industrial land division include:

- Clearance of 1.66 ha of patchily distributed native vegetation in poor to fair condition and three scattered trees is directly required for the division, which includes clearance for:
  - Complete clearance on all allotments for proposed future facilities including for fences, building footprints, associated infrastructure;
  - Ancillary roads and access points;
  - Overhead electrical cables;
  - Drainage swales.
- Indirect impacts may occur as a result of the development including:
  - Some dust generation during construction;
  - Loss of permeable surfaces, reducing ground water uptake;

- Loss of mature planted overstorey of introduced Eucalypt and other amenity trees resulting in loss of perching and nesting habitat for birds.

4.5. Addressing the Mitigation Hierarchy

When exercising a power or making a decision under Division 5 of the Native Vegetation Regulations 2017, the NVC must have regard to the mitigation hierarchy. The NVC will also consider, with the aim to minimize, impacts on biological diversity, soil, water and other natural resources, threatened species or ecological communities under the EPBC Act or listed species under the NP&W Act.

a) Avoidance – outline measures taken to avoid clearance of native vegetation.

The land division development has been proposed for a location which has been highly disturbed by past and present activities, and which contains scattered patches of native vegetation in poor condition, which have regenerated on disturbed soils. The patchy nature of the vegetation meant that it was unable to be avoided without impacting the practical useability of each proposed allotment for industrial uses. Two significant trees (planted) are to be avoided / retained as part of the development.

b) Minimization – if clearance cannot be avoided, outline measures taken to minimize the extent, duration and intensity of impacts of the clearance on biodiversity to the fullest possible extent (whether the impact is direct, indirect or cumulative).

The division plan proposes over one hectare of land as designated 'reserve', detailed in a Landscape Masterplan (GD Studia, 2023) (Figure 19). Where appropriate the landscape design looks at retaining native vegetation, however due the fragmented nature of the existing vegetation many patches had to be removed. Along the interface of Port Wakefield Road, the landscape design looks at retaining where appropriate all existing vegetation to try and retain a linear green corridor. Where required the Masterplan proposes swathes of native vegetation to infill between the groups of existing trees, while still allowing for the required setbacks for trees from Port Wakefield Road. This will assist with mitigating the overall impact by reinforcing a strong biodiversity corridor. Although some existing significant trees (non-native) will be removed by the development, the landscape design proposes a new avenue of large trees to help increase tree canopy cover and strengthen a biodiversity corridor.

c) Rehabilitation or restoration – outline measures taken to rehabilitate ecosystems that have been degraded, and to restore ecosystems that have been degraded, or destroyed by the impact of clearance that cannot be avoided or further minimized, such as allowing for the re-establishment of the vegetation.

The Landscape Masterplan includes two reserve areas, containing stormwater detention basins, grassed swales and urban forest avenues (Figure 19). Where appropriate small pockets of vegetation will be retained within reserves, where not affected by cut required for the open swale. The proposed reserves overlap with some areas mapped as VA1 and

VA2 and given the nature of the disturbance resistant vegetation, including species such as *Samphire* and *Maireana brevifolia* natural regeneration of these species may reoccur in areas where complete clearance is not undertaken.

The landscape design has looked at providing swathes of densely planted Australian native species to create 'urban forests'. The urban forests will consist of densely planting trees with native low level understorey planting that creates habitat and biodiversity benefits, while maintaining sight lines for passive surveillance. These urban forests provide substantial canopy cover, assist in linking existing vegetation to create biodiversity corridors and habitat opportunities and will aim to mitigate impacts caused by the removal of existing degrades patches of native vegetation.

The overall landscape design has adopted a very organic and natural setting language to fit into the surrounding area and has selected species from the City of Salisbury Landscape Plan (Hassell, 2007) document (predominantly Lower Alluvial Plain planting list) to ensure that species which are complementary to the existing landscape and fauna assemblage are used. Table 14 is provided to support Seymour Group to select the most appropriate species from their existing Landscape Masterplan.

Table 14. Landscape Masterplan planting list with native status and distribution indicated. Species denoted in green are local natives which EBS recommends be prioritised over those in white (non-local Australian natives or cultivars), and red (non-native species).

OVERSTOREY		UNDERSTOREY			
Species	**Status / distribution**	**Species**	**Status / distribution**	**Species**	**Status / distribution**
Agonis flexuosa	AN (WA)	*Dianella brevicaulis*	LN (SA)	*Ficinia nodosa*	LN (SA)
Angophora costata	AN (NSW, QLD)	*Myoporum parvifolium*	LN (SA)	*Poa labillardieri*	LN (SA)
Brachychiton populneus	AN (Vic, NSW, QLD)	*Salicornia quinqueflora*	LN (SA)	*Suaeda australis*	LN (SA)
Acacia pycnantha	LN (SA)	*Callistemon viminalis*	AN(c) (QLD)	*Goodenia amplexans*	LN (SA)
Lagerstroemia sp.	NN (Asia)	*Carex appressa*	LN (SA)	*Limonium perezii*	NN (Canary Islands)
Corymbia citriodora	AN (QLD)	*Lomandra multiflora dura*	LN (SA)	*Juncus sp.*	Check
Eucalyptus leucoxylon	LN (SA)	*Grevillea juniperina*	AN (NSW, QLD)	*Chrysocephalum apiculatum*	LN (SA)
Eucalyptus leucoxylon (dwarf)	AN(c)	*Maireana brevifolia*	LN (SA)	*Westringia fruticosa*	AN (NSW)
Eucalyptus camaldulensis	LN (SA)	*Eremophila nivea*	AN (WA)	*Correa reflexa*	LN (SA)
				Abelia x grandiflora	NN (Asia)

Status: AN = Australian native species (not local to the area); LN = locally native species (best choice); NN = Not native (recommend removing from planting list).

LANDSCAPE MASTER PLAN

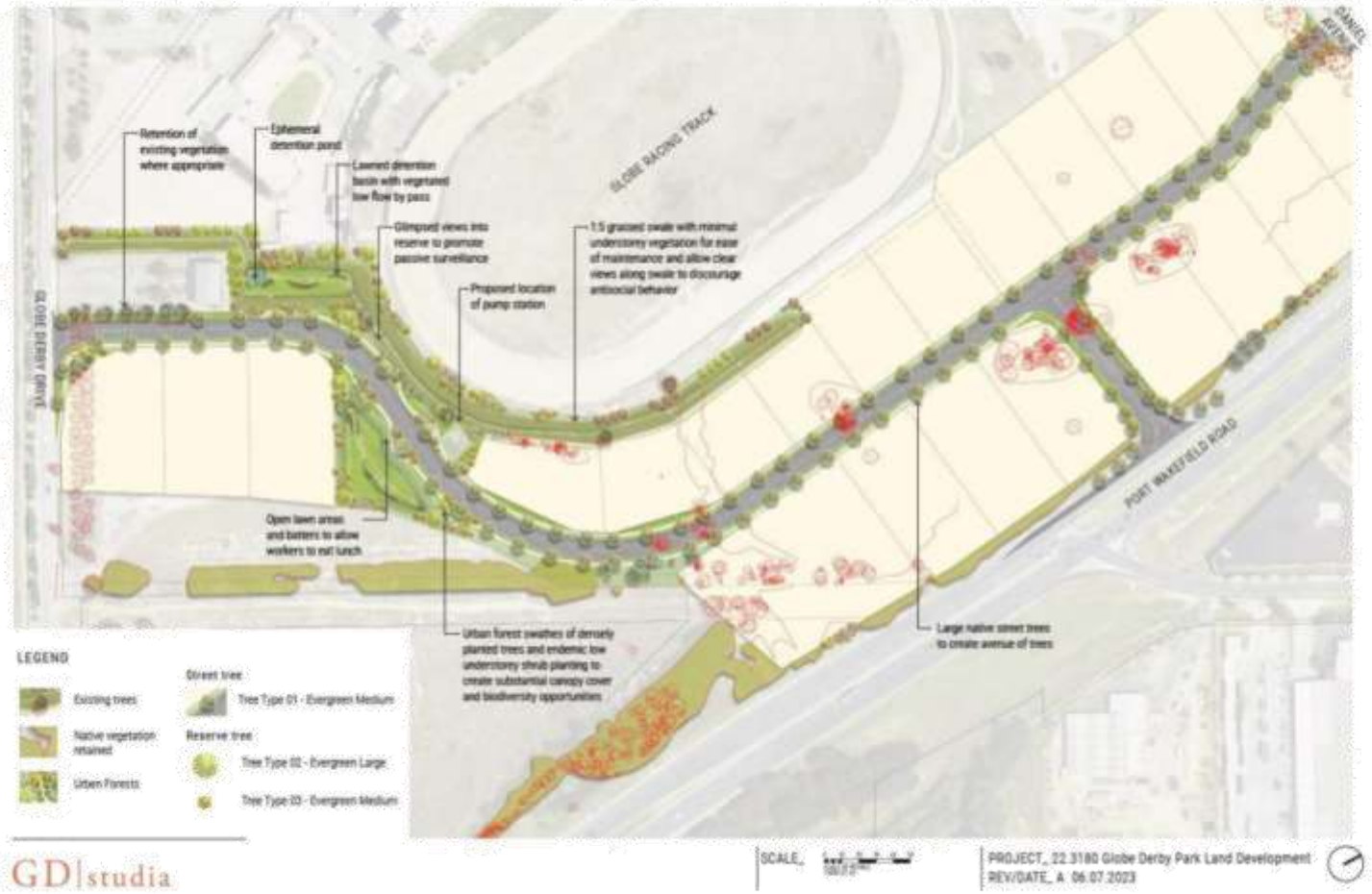

Figure 19. Landscape Masterplan for Globe Derby Park Land Development (supplied to EBS on 10/07/2023).

d) Offset – any adverse impact on native vegetation that cannot be avoided or further minimized should be offset by the achievement of a significant environmental benefit that outweighs that impact.

The NVC will only consider an offset once avoidance, minimization and restoration have been documented and fulfilled. The SEB Policy explains the biodiversity offsetting principles that must be met.

Offset will be achieved by way of payment into the Native Vegetation Fund of $41,511.83 (including $2,164.13 administration fee).

4.6. Principles of Clearance (Schedule 1, *Native Vegetation Act 1991*)

The Native Vegetation Council will consider Principles 1(b), 1(c) and 1(d) when assigning a level of Risk under Regulation 16 of the Native Vegetation Regulations. The Native Vegetation Council will consider all the Principles of clearance of the Act as relevant, when considering an application referred under the *Planning, Development and Infrastructure Act 2016*.

Table 15. Assessment against the Principles of Clearance.

<table>
<tr><th>Principle of clearance</th><th>Considerations</th></tr>
<tr><td rowspan="3">Principle 1(a) – it comprises a high level of diversity of plant species</td><td>Relevant information
Vegetation within the Project Area was highly degraded, comprising scattered fragmented patches of native vegetation which were regenerating on previously disturbed soil.
Table 16. The number of plant species recorded (native and introduced) for each VA.
<table>
<tr><th>VA</th><th>Native</th><th>Diversity Score</th><th>At variance</th><th>Seriously at variance</th></tr>
<tr><td>A1</td><td>7</td><td>12</td><td>Yes</td><td>-</td></tr>
<tr><td>A2</td><td>6</td><td>15</td><td>Yes</td><td>-</td></tr>
</table></td></tr>
<tr><td>Assessment against the principles
Seriously at Variance
NA
At Variance –
A1, A2</td></tr>
<tr><td>Moderating factors that may be considered by the NVC
Amount of clearance related to area of remnant</td></tr>
</table>

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Principle of clearance	Considerations
	The amount of native vegetation within a 5 km radius (based on DEW NatureMaps native vegetation layer), is approximately 1,503.49 ha. The total clearance for the Project is 1.64 ha which equates to 0.11%. If less than 0.25% of remnant vegetation within a 5 km radius is to be cleared, the impact may be reduced from *seriously at variance* to *at variance*, or *at variance* to *not at variance*.
Principle 1(b) – significance as a habitat for wildlife	Relevant information EPBC and State NPW Act listed fauna species were recorded in the database searches as listed below. **Likely** • *Plegadis falcinellus* (Glossy Ibis) (NPW Act: R) • *Neophema chrysostoma* (Blue-winged Parrot) (EPBC Act: VU) **Possible** • *Coturnix ypsilophora australis* (Brown Quail) (NPW Act: V) • *Falco hypoleucos* (Grey Falcon) (NPW Act: VU) • *Falco peregrinus macropus* (Peregrine Falcon) (NPW Act: R) • *Falco subniger* (Black Falcon) (NPW Act: R) • *Hieraaetus morphnoides* (Little Eagle) (NPW Act: V) • *Microeca fascinans* (Jacky Winter) (NPW Act: R) • *Neophema elegans elegans* (Elegant Parrot) (NPW Act: R) • *Parvipsitta pusilla* (Little Lorikeet) (NPW Act: E) • *Petroica phoenicea* (Flame Robin) (NPW Act: V) • *Pteropus poliocephalus* (Grey-headed Flying-fox) (EPBC Act: VU, NPW Act: R) • *Saccolaimus flaviventris* (Yellow-bellied Sheath-tailed Bat) (NPW Act: R) A number of listed threatened species were found to have nearby records, however many of these are related to nearby wetland reserves which support these species. Native vegetation within the Project was highly degraded, with the habitat likely to support these species consisting of planted patches of non-native eucalypt, not protected under the NV Act. Some foraging habitats may be provided by the vegetation in both VA1 and VA2 and it is likely the area supports a population of introduced House Mouse (*Mus musculus*) which may provide a food resource for foraging raptors such as the Black Falcon. The fragmented nature of the native vegetation further reduces its significance as habitat for wildlife. Scattered trees within the Project Area are small / young *Acacia salicina* trees which provide limited habitat for most common or threatened species. Additionally, they occur directly alongside Port

Principle of clearance	Considerations
	Wakefield Road on the corner of the block, which is likely to further reduce their importance as habitat for species, given the high level of disturbance. Nationally listed Grey-headed Flying-fox has a known camp at the Adelaide Botanic Gardens, approximately 15 km to the south of the Project Area. This species travels long distance to forage, and foraging habitat within 20 km of a known camp is considered critical to the survival of the species. The Project Area does not contain locally native tree species and planted species in the area occur only in small stands, regularly intermixed with non-food plant *Casuarina glauca*, and are unlikely to provide important foraging habitat for the species. EBS contacted NVC on 9 June 2023 regarding the possible application of moderating factors for principle 1(b), to determine which species, if any, could be removed from the NVC scoresheet based on the habitat available in the Project Area. Correspondence received found that only two species were likely to occur: Glossy Ibis (NPW: R) and Blue-winged Parrot (EPBC:VU). The scoresheets have been amended to reflect this correspondence (provided in Appendix 3 – NVC correspondence). Habitat for these species is not considered to be of high quality and there are no known records of Blue-winged Parrot in the vicinity. Landscaping plans including stormwater swales with native understorey plantings in reserve areas are likely to maintain habitat for the Glossy Ibis if it were to occur in the Project Area. Suitable habitat for Blue-winged Parrot is not being impacted in other areas of the Globe Derby complex. Table 17 and Table 18 detail the biodiversity and fauna scores of VAs and scattered trees in the Project Area, respectively. **Table 17. UBS of VAs within Project Area.** **VA** / **UBS** / **Threatened Fauna Score** / **At Variance** / **Seriously at Variance** A1 / 36.13 / 0.08 / / Yes A2 / 35.48 / 0.08 / / Yes **Table 18. UBS of trees within Project Area.** **Tree** / **UBS** / **Threatened Fauna Score** / **At Variance** / **Seriously at Variance** 1 / 0.17 / 0 / No / 2 / 0.42 / 0 / No /

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Principle of clearance	Considerations
	3 | 0.11 | 0 | No | |
	Assessment against the principles Seriously at Variance - A1, A2 At Variance – NA
	Moderating factors that may be considered by the NVC Based on the degraded and patchy quality of vegetation and poor quality of habitat observed, moderating factors which may be considered by the NVC include: *Impact significance* – the clearance is unlikely to: • lead to a long-term decrease in the size of any populations of threatened species; or • Reduce the area of occupancy of any species; or • Fragment an existing population; or • Adversely affect habitat critical to the survival of a species; or • Modify, destroy, remove, isolate or decrease availability of quality of habitat to the extent that a species is likely to decline, or • Result in invasive species that are harmful to a threatened species becoming established; or • Interfere with the recovery of a species. *Non-essential habitat* – the habitat within the Project Area is not considered essential to any threatened species and therefore its clearance would have a negligible impact on local populations of threatened species over the long term.
Principle 1(c) – plants of a rare, vulnerable or endangered species	Relevant information One State listed threatened species was detected within the Project Area during the field survey, *Sclerolaena muricata* var. *villosa* (Five-spine Bindyi) (NPW Act: Rare). The species was observed to occur in dense patches in several locations within the Project Area, occurring as the dominant species in some patches of VA A1. There was a population along the southern fenceline bordering Globe Derby Drive (Figure 20), and also scattered throughout VA A1 across the Project Area. Typically, the species occurred among weedy understorey species including *Oxalis pes caprae* (Sour sob) and non-native annual grasses. The species was observed to have both mature and regenerating individuals across its distribution. Within the Project Area, the entire extent of this species is likely to be removed. Within the surveyed area of Globe Derby Park, a large dense grouping (approximately 410 m^2) east of the Globe Derby Drive entrance track will be avoided. *S. muricata* var. *villosa* was the dominant shrub in this retained area.

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Principle of clearance	Considerations
	Surveys were not undertaken in the wider local area, however, there are multiple records on NatureMaps which indicate that the species is locally prevalent in undeveloped areas nearby, including Parafield Airport, around Mawson Lakes, Greenfields Wetlands and Bolivar (Figure 21). **Threatened Flora Score(s) – A1: 0.04**
	 Figure 20. Dense patch of *S. muricata* var. *villosa* along Globe Derby Drive. **Figure 21. NatureMaps records (Accessed 05/06/2023).**
	Assessment against the principles Seriously at Variance - NA At Variance – A1
	Moderating factors that may be considered by the NVC *Impact Significance* The clearance may be reduced from 'at variance' to 'not at variance' if a clearance action will not or is unlikely to have a significant impact on a threatened species, including: • lead to a long-term decrease in the size of a population, or • reduce the area of occupancy of the species, or • fragment an existing population into two or more populations, or • adversely affect habitat critical to the survival of a species, or • modify, destroy, remove, isolate or decrease the availability or quality of habitat to the extent that the species is likely to decline, or • result in invasive species that are harmful to a threatened species becoming established in the threatened species habitat, or • interfere with the recovery of the species.

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Principle of clearance	Considerations
	The species is currently protected nearby within the Vernal Pools Conservation Zone at Parafield Airport. It is unknown how this species would respond to translocation; however, this is something that could be potentially considered by the proponent in landscaping / reserve works.
Principle 1(d) – the vegetation comprises the whole or part of a plant community that is Rare, Vulnerable or endangered	Relevant information No TECs were detected within the Project Area. Threatened Community Score – **0.00**
	Assessment against the principles Seriously at Variance NA
	Moderating factors that may be considered by the NVC NA
Principle 1(e) – it is significant as a remnant of vegetation in an area which has been extensively cleared	Relevant information The Project Area is within the Mallala IBRA Association which has 3% native vegetation remaining, and St. Vincent IBRA Subregion which has 8% native vegetation remaining. Where the biodiversity score is between 5 and 500 and the Remnancy in an Association or subregion is less than 10% the clearance is considered Seriously at variance. The vegetation within the Project Area is in poor, degraded condition and is subject to soil disturbance, weed encroachment and waste disposal. The vegetation is comprised largely of disturbance resistant species which are likely to persist in the area, however the prevalence of weed species is likely to increase, based on the widespread presence of *Lycium ferocissimum* (African Boxthorn) including adult and juvenile plants. Given the patchy and disconnected nature of the vegetation, the ecological function of the habitat is minimal. **Total Biodiversity Score – 59.86**
	Assessment against the principles Seriously at Variance - Yes At Variance - NA
	Moderating factors that may be considered by the NVC *Quality of remnant*

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Principle of clearance	Considerations
	The vegetation is in poor condition and occurs on land which has already been previously cleared for agricultural / industrial use – evidenced by presence of harness racing tracks, degraded pavement and old tracks, waste soil piles and high level of weed encroachment, including Weeds of National Significance (WoNS).
Principle 1(f) – it is growing in, or in association with, a wetland environment	Relevant information The Project Area does not adjoin any wetland environment. Several well-known wetland reserves occur within the vicinity; however the Project Area does not adjoin these. There are no waterbodies or ephemeral / soakage areas within the Project Area.
	Assessment against the principles Seriously at Variance - NA At Variance – NA
	Moderating factors that may be considered by the NVC - NA
Principle 1(g) – it contributes significantly to the amenity of the area in which it is growing or is situated	Relevant information There is currently minimal amenity within the Project Area. A large stand of planted Casuarina glauca (Declared weed) screens the public Port Wakefield Road from the existing facility. This screen provides minimal amenity. The land proposed for development has undergone significant disturbance and contains piles of waste soil and rubbish / household waste. Several planted amenity areas occur within the Project Area which provide visual amenity; however, these only provide amenity within the Harness Racing Track area, not to the general public.
	N/A
	Moderating factors that may be considered by the NVC - NA

Principles of Clearance (h-m) will be considered by comments provided by the local NRM Board or relevant Minister. The Data Report should contain information on these principles where relevant and where sufficient information or expertise is available.

4.7. Risk assessment

The level of risk associated with the application is detailed in Table 6 based on the risk assessment matrix in Table 20.

Table 19. Summary of the level of risk associated with the application.

Total clearance	No. of trees	3
	Area (ha)	1.64
	Total biodiversity Score	59.16
Seriously at variance with principle 1(b), 1(c) or 1 (d)		1(b)
Risk assessment outcome		4

Table 20. Risk assessment matrix utilised by the NVC to determine level of impact.

	Agricultural (EP, GA, H&F, KI, LC, M&R and N&Y Landscape Management Regions plus Port Augusta city Council and the Flinders Ranges Council).		**Pastoral** (SAAL and AW Landscape Management Regions excluding Port Augusta city Council and the Flinders Ranges Council).		**Escalating matters** Clearance assessment will be raised to the next level if;
	Patches - clearance	**Trees - clearance**	**Patches - clearance**	**Trees - clearance**	
Level 1	**0.05ha** or less	**5 trees** or less	**3ha** or less	**5 trees** or less	The site contains a listed species or contains a threatened community under either the NP&W Act or EPBC Act Or Clearance of any trees of the specified circumference.
	And clearance does not involves **any** trees with a trunk circumference measured at 1m above the ground of (for multi stemmed trees, measure the largest trunk/stem): - 50cm or more for Agricultural zone, or - 30cm of more for the Pastoral zone,				
Level 2	**>0.05 ha to 0.5ha**	**6 - 20 trees**	**>3ha to 10 ha**	**6 - 20 trees**	Clearance is seriously at variance with Principle of Clearance 1(b), 1(c) or 1(d).
Level 3	Total Biodiversity Score of less than or equal to **250**		Total Biodiversity Score of less than or equal to **2500**.		Clearance is seriously at variance with Principle of Clearance 1(b), 1(c) or 1(d).
Level 4	Total Biodiversity Score of greater than **250**		Total Biodiversity Score of greater than **2500**		

5. Clearance summary

Results from the NVC BAM and STAM scoresheets are summarised in Table 21 and Table 22.

Clearance Area(s) Summary table

Table 21. Clearance Area BAM summary table.

Block	Site	Species diversity score	Threatened Ecological	Threatened plant score	Threatened fauna score	UBS	Area (ha)	Total Biodiversity score	Loss factor	Loadings	Reductions	SEB Points required	SEB payment	Admin Fee
A	1	12	1	0.04	0.08	36.13	1.22	44.26	1			46.47	$28,505.97	$1,567.83
A	2	15	1	0	0.08	35.48	0.42	14.9	1			15.65	$9,597.03	$527.84
						Total	**1.64**	**59.16**				**62.12**	**$38,103.00**	**$2,095.67**

Scattered trees Summary table

Table 22. STAM summary table.

Tree or Cluster ID	Number of trees	Fauna Habitat score	Threatened flora score	Biodiversity score	Loss factor	SEB Points required	SEB Payment
1	1	0	0	0.17	1	0.18	$111.64
2	1	0	0	0.42	1	0.44	$276.64
3	1	0	0	0.11	1	0.11	$70.39
Total	**3**			**0.70**		**0.73**	**$458.67**

Totals summary table

	Total Biodiversity score	Total SEB points required	SEB Payment	Admin Fee	Total Payment
Application	59.86	62.85	$ 38,537.76	$2,119.58	$40,657.34

Economies of Scale Factor	0.5
Rainfall (mm)	441

6. Significant Environmental Benefit

A Significant Environmental Benefit (SEB) is required for approval to clear under Division 5 of the *Native Vegetation Regulations 2017*. The NVC must be satisfied that as a result of the loss of vegetation from the clearance that an SEB will result in a positive impact on the environment that is over and above the negative impact of the clearance.

ACHIEVING AN SEB

Indicate how the SEB will be achieved by ticking the appropriate box and providing the associated information:

☐ Establish a new SEB Area on land owned by the proponent.

☐ Use SEB Credit that the proponent has established. Provide the SEB Credit Ref. No. _____

☐ Apply to have SEB Credit assigned from another person or body. The application form needs to be submitted with this Data Report.

☐ Apply to have an SEB to be delivered by a Third Party. The application form needs to be submitted with this Data Report.

☒ Pay into the Native Vegetation Fund.

PAYMENT SEB

If a proponent proposes to achieve the SEB by paying into the Native Vegetation Fund, summary information must be provided on the amount required to be paid and the manner of payment:

Offset will be delivered by way of payment into the Native Vegetation Fund of $40,657.34 (including $2,119.58 administration fee).

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8. Appendices

Appendix 1. Flora Species List and Declared weed mapping

Table 23. Flora species list from within Project Area.

Species	Common Name	Conservation Rating	Native / Weed	LSA Act
Aizoon pubescens	Coastal Galenia		Weed	
Asphodelus fistulosus	Onion Weed		Weed	
Atriplex semibaccata	Berry Saltbush		Native	
Avena barbata	Bearded Oat		Weed	
Brassica sp.			Weed	
Bromus diandrus	Great Brome		Weed	
Casuarina glauca	Grey Buloak		Declared	• Must not be transported on a public road, including as a contaminant of anything. • Must not be traded or sold in any way.
Cenchrus clandestinus	Kikuyu		Weed	
Chloris truncata	Windmill Grass		Native	
Chondrilla juncea	Skeleton Weed		Declared	• Must not be transported on a public road, including as a contaminant of anything. • Landowners must take reasonable steps to kill plants and prevent their spread. • Must not be traded or sold in any way.
Dittrichia graveolens	Stinkweed		Weed	
Enchylaena tomentosa var. tomentosa	Ruby Saltbush		Native	
Gazania sp.	Gazania		Declared	• Must not be transported on a public road, including as a contaminant of anything. • Must not be traded or sold in any way.
Heliotropium sp.	Heliotrope		Weed	
Hordeum sp.			Weed	
Lepidium africanum	Common Peppercress		Weed	
Limonium sp.	Sea-lavender		Weed	
Lycium ferocissimum	African Boxthorn		Declared, WoNS	• Must not be transported on a public road, including as a contaminant of anything. • Landowners must take reasonable steps to kill plants and prevent their spread. • Must not be traded or sold in any way.
Maireana brevifolia	Short-leaf Bluebush		Native	

Nitraria billardierei	Nitre-bush		Native	
Oxalis pes-caprae	Soursob		Weed	
Plantago coronopus ssp.	Bucks-horn Plantain		Weed	
Reichardia tingitana	False Sowthistle		Weed	
Romulea rosea var. australis	Common Onion-grass		Weed	
Sclerolaena muricata var. villosa	Five-spine Bindyi	NPW Act: Rare	Native	
Senecio pterophorus	African Daisy		Weed	
Solanum elaeagnifolium	Silver-leaf Nightshade		Declared	• Must not be transported on a public road, including as a contaminant of anything. • Landowners must take reasonable steps to kill plants and prevent their spread. • Must not be traded or sold in any way.
Solanum nigrum	Black Nightshade		Weed	
Suaeda australis	Austral Seablite		Native	
Tecticornia pergranulata ssp. pergranulata	Black-seed Samphire		Native	
WoNS = Weed of National Significance Reference: Department of Primary Industries and Regions (2023).				

Figure 22. Map of Declared weed and WoNS, *Lycium ferocissimum*, within the Project Area. Other declared weeds occurred in the immediate vicinity but not within the Project Impact Area.

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Appendix 2 – PMST Search Results

Department of Agriculture, Water and the Environment

Protected Matters Search Tool

Report Generated - 3:53PM - 17 April 2023

Matters of National Environment Significance	Count
World Heritage Properties	0
National Heritage Places	0
Wetlands of International Importance (Ramsar Wetlands)	0
Great Barrier Reef Marine Park	0
Commonwealth Marine Area	0
Listed Threatened Ecological Communities	2
Listed Threatened Species	54
Listed Migratory Species	63

Other Matters Protected by the EPBC Act	Count
Commonwealth Lands	49
Commonwealth Heritage Places	1
Listed Marine Species	99
Whales and Other Cetaceans	8
Critical Habitats	0
Commonwealth Reserves Terrestrial	0
Australian Marine Parks	0
Habitat Critical to the Survival of Marine Turtles	0

Extra Information	Count
State and Territory Reserves	4
Regional Forest Agreements	0
Nationally Important Wetlands	1
EPBC Act Referrals	12
Key Ecological Features	0
Biologically Important Areas	1
Bioregional Assessments	0
Geological and Bioregional Assessments	0

This report provides general guidance on matters of national environmental significance and other matters protected by the EPBC Act in the area you have selected and is accurate at the time of generation. Please see the caveat for interpretation of information provided here. Consider carefully the age of information for decision making.

Report Metadata | Caveat

Figure 23. PMST summary sheet.

Table 24. PMST search results (extracted 17/04/2023).

Class	Scientific Name	Common Name	EPBC threatened category	Simple Presence
Plant	*Caladenia tensa*	Greencomb Spider-orchid, Rigid Spider-orchid	EN	Likely
Plant	*Prasophyllum pallidum*	Pale Leek-orchid	VU	Likely
Plant	*Prasophyllum pruinosum*	Plum Leek-orchid	EN	May
Plant	*Prasophyllum validum*	Sturdy Leek-orchid, Mount Remarkable Leek-orchid	VU	May
Plant	*Senecio macrocarpus*	Large-fruit Fireweed, Large-fruit Groundsel	VU	May
Plant	*Swainsona pyrophila*	Yellow Swainson-pea	VU	May
Plant	*Tecticornia flabelliformis*	Bead Glasswort	VU	Known
Plant	*Thelymitra matthewsii*	Spiral Sun-orchid	VU	May
Bird	*Acanthiza iredalei rosinae*	Slender-billed Thornbill (Gulf St Vincent)	VU	Known
Bird	*Aphelocephala leucopsis*	Southern Whiteface	VU	Known

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Class	Scientific Name	Common Name	EPBC threatened category	Simple Presence
Bird	*Botaurus poiciloptilus*	Australasian Bittern	EN	Known
Bird	*Calidris canutus*	Red Knot, Knot	EN, Mi(W)	Known
Bird	*Calidris ferruginea*	Curlew Sandpiper	CE, Mi(W)	Known
Bird	*Calidris tenuirostris*	Great Knot	CE, Mi(W)	Known
Bird	*Charadrius leschenaultii*	Greater Sand Plover, Large Sand Plover	VU, Mi(W)	Likely
Bird	*Charadrius mongolus*	Lesser Sand Plover, Mongolian Plover	EN, Mi(W)	Known
Bird	*Diomedea antipodensis*	Antipodean Albatross	VU, Mi(M)	Likely
Bird	*Diomedea epomophora*	Southern Royal Albatross	VU, Mi(M)	May
Bird	*Diomedea exulans*	Wandering Albatross	VU, Mi(M)	Likely
Bird	*Falco hypoleucos*	Grey Falcon	VU	Likely
Bird	*Grantiella picta*	Painted Honeyeater	VU	Likely
Bird	*Hirundapus caudacutus*	White-throated Needletail	VU, Mi(T)	Known
Bird	*Limosa lapponica baueri*	Nunivak Bar-tailed Godwit, Western Alaskan Bar-tailed Godwit	VU	May
Bird	*Macronectes giganteus*	Southern Giant-Petrel, Southern Giant Petrel	EN, Mi(M)	May
Bird	*Macronectes halli*	Northern Giant Petrel	VU, Mi(M)	Likely
Bird	*Melanodryas cucullata cucullata*	South-eastern Hooded Robin, Hooded Robin (south-eastern)	EN	Likely
Bird	*Neophema chrysogaster*	Orange-bellied Parrot	CE	May
Bird	*Neophema chrysostoma*	Blue-winged Parrot	VU	Known
Bird	*Numenius madagascariensis*	Eastern Curlew, Far Eastern Curlew	CE, Mi(W)	Known
Bird	*Pachyptila turtur subantarctica*	Fairy Prion (southern)	VU	Known
Bird	*Pedionomus torquatus*	Plains-wanderer	CE	May
Bird	*Pezoporus occidentalis*	Night Parrot	EN	May
Bird	*Phoebetria fusca*	Sooty Albatross	VU, Mi(M)	May
Bird	*Rostratula australis*	Australian Painted Snipe	EN	Known
Bird	*Stagonopleura guttata*	Diamond Firetail	VU	Likely
Bird	*Sternula nereis nereis*	Australian Fairy Tern	VU	Known
Bird	*Thalassarche carteri*	Indian Yellow-nosed Albatross	VU, Mi(M)	Likely
Bird	*Thalassarche cauta*	Shy Albatross	EN, Mi(M)	Likely
Bird	*Thalassarche impavida*	Campbell Albatross, Campbell Black-browed Albatross	VU, Mi(M)	May
Bird	*Thalassarche melanophris*	Black-browed Albatross	VU, Mi(M)	Likely
Bird	*Thalassarche steadi*	White-capped Albatross	VU, Mi(M)	Known
Bird	*Thinornis cucullatus cucullatus*	Eastern Hooded Plover, Eastern Hooded Plover	VU	Known
Bird	*Zoothera lunulata halmaturina*	South Australian Bassian Thrush, Western Bassian Thrush	EN	May
Mammal	*Eubalaena australis*	Southern Right Whale	EN, Mi(M)	Known
Mammal	*Neophoca cinerea*	Australian Sea-lion, Australian Sea Lion	EN	Known
Mammal	*Pteropus poliocephalus*	Grey-headed Flying-fox	VU	Likely
Reptile	*Aprasia pseudopulchella*	Flinders Ranges Worm-lizard	VU	May
Reptile	*Caretta caretta*	Loggerhead Turtle	EN, Mi(M)	Likely
Reptile	*Chelonia mydas*	Green Turtle	VU, Mi(M)	May
Reptile	*Dermochelys coriacea*	Leatherback Turtle, Leathery Turtle, Luth	EN, Mi(M)	Known
Reptile	*Tiliqua adelaidensis*	Pygmy Blue-tongue Lizard, Adelaide Blue-tongue Lizard	EN	May

Class	Scientific Name	Common Name	EPBC threatened category	Simple Presence
Fish	*Seriolella brama*	Blue Warehou	Conservation Dependent	Known
Fish	*Thunnus maccoyii*	Southern Bluefin Tuna	Conservation Dependent	Likely
Shark	*Carcharodon carcharias*	White Shark, Great White Shark	VU, Mi(M)	Known
EPBC threatened category: CE = Critically Endangered, EN = Endangered, VU = Vulnerable, Mi(M) = Migratory (Marine), Mi(W) = Migratory (Wetlands). Source: 1 = BDBSA, 2 = PMST (including Birdlife).				

Appendix 3 – NVC correspondence

Jessica Skewes

From: Gillam, Sharon (DEW) <Sharon.Gillam@sa.gov.au>
Sent: Tuesday, 13 June 2023 4:45 PM
To: Jessica Skewes
Subject: FW: EX221207 pre-assessment of moderating factors
Attachments: EX221207_NVC Assessment Globe Derby_Report Draft_V1.pdf

OFFICIAL

Hello Jessica,

I have had a look through this assessment and the fauna species list. I have conferred with my colleague Peter Farmer, and we agree that the species that could be impacted by the clearance / potentially use the habitat to be cleared, are the:

- Glossy Ibis (R)
- Blue-winged Parrot (V)

All the other species are unlikely as there is more suitable habitat in nearby wetlands or riparian areas, or the habitat is not suitable.

Not sure if this keeps the clearance at Level 3. See how you go.

Kind regards,
Sharon

From: Jessica Skewes <jessica.skewes@ebsecology.com.au>
Sent: Friday, 9 June 2023 3:22 PM
To: Groom, Andrew (DEW) <Andrew.Groom@sa.gov.au>
Cc: Schutz, Adam (DEW) <Adam.Schutz@sa.gov.au>; Stephen Lawson <slawson@seymourgroup.com.au>; Alison Derry <Alison.Derry@ebsecology.com.au>
Subject: EX221207 pre-assessment of moderating factors

Hi Andy,

I am enquiring on behalf of a client (Globe Derby / Seymour Group) regarding the application of moderating factors to Principle 1b for a clearance related to an industrial land division proposal at the Harness Racing Club at Globe Derby Park.
Briefly, the clearance is for 1.64 ha of degraded *M. brevifolio* shrubland and some regenerating *Suaeda australis* and *Tecticornia* Shrubland, patchily distributed on disturbed ground around the site. Because of the number of well surveyed wetlands within the vicinity, including the International Bird Sanctuary, Greenfields Wetlands and Whites Road wetlands, a number of threatened species records occur nearby, or are listed as known to occur in the PMST, and the application has been escalated to level 4 based on a threatened fauna score of 0.1. Many of the species are not 'wetland' 'aquatic' or 'marine' birds and therefore cannot be removed from the scoresheet by a consultant on the basis of no suitable habitat.

I appreciate that NVC are extremely busy at the moment, however, I was hoping someone in the team might have some time to look over the report (in draft) and advise on the removal of threatened species from the scoresheet and the likelihood of this application being moderated to a Level 3 clearance? An indication of the general level of support from NVC would also be appreciated. Globe Derby / Seymour Group intend to lodge the DA Application early July 2023.

1

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I have attached the report for your information. If you wish to look at the scoresheets you can access them using this link: EX221207_Scoresheets

Have a good long weekend.

Kind regards,

Jessica Skewes
Senior Ecologist
EBS Ecology

P (08) 7127 5607
E jessica.skewes@ebsecology.com.au
W www.ebsecology.com.au
A 112 Hayward Avenue, Torrensville SA, 5031

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EBS Ecology
112 Hayward Avenue
Torrensville, SA 5031
www.ebsecology.com.au
t. 08 7127 5607

APPENDIX 8. FLOOD ADVICE

231975L001Rev0

23 November 2023

Stephen Lawson
KS3 Pty Ltd
Level 24, HSBC Building
300 Queen Street
Brisbane City, QLD 4000

Attention: Stephen Lawson

Dear Stephen

FLOOD ADVICE FOR 21-77 GLOBE DERBY DRIVE, GLOBE DERBY PARK

As requested, Tonkin has undertaken an assessment of flood impacts resulting from the proposed development at 21-77 Globe Derby Drive, Globe Derby Park. This report summarises our findings.

Background

The South Australian Harness Racing Club has appointed Seymour Group, through their wholly owned entity KS3 Pty Ltd, to manage the proposed commercial and industrial development of land at Globe Derby Park. The site is subject to flooding as a result of flow across Port Wakefield Road from Dry Creek. A preliminary road and allotment grading has been prepared for the proposed development. A stormwater management system has also been developed.

City of Salisbury (Council) have requested information in relation to the management of flooding through the site. Seymour Group have engaged Tonkin to assist with addressing these requests.

Methodology

Tonkin is currently preparing the Dry Creek Stormwater Management Plan (SMP) for the City of Salisbury. Development of the SMP has involved conducting floodplain modelling of the Dry Creek catchment and associated stormwater networks, including the Globe Derby Park area. The modelling work conducted for the SMP was carried out using TUFLOW, a 1D/2D linked hydraulic model. The extent of the flood model is shown in Attachment 1.

It is understood that there is a proposed development located at 1-19 Globe Derby Drive, which is located immediately east (upstream) of 21-77 Globe Derby Drive. This development is understood to have received development approval from Council. As such, the internal road and allotment grading for this development were included in the hydraulic model used to determine flood conditions prior to development of 21-77 Globe Derby Drive ('pre-development' model). The pre-development model was run for a range of 1% annual exceedance probability (AEP) rainfall events with durations ranging from 3 hours to 9 hours. These durations were determined to be critical based on the previous modelling conducted for the Dry Creek SMP.

The pre-development hydraulic model was then updated to include the preliminary road, allotment grading, and the internal stormwater management system for 21-77 Globe Derby Drive ('post development' model). This model, was then run for the same rainfall intensity and rainfall durations as described above to determine whether any changes in flood depth or pattern were produced by the proposed development.

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Results

The inundation maps for the pre-development and post-development scenarios are provided in Attachment 2 and Attachment 3, respectively. A change map for flood depth was also produced to assess the change in flooding between the pre-development and post-development scenarios. This is provided in Attachment 4.

When comparing the depth of inundation for the pre-development and post-development scenarios the existing overland flowpath for floodwater from Port Wakefield Road is now constrained to the corridor between the two developments. In Figure **1** below, which is an extract taken from the 1% AEP floodplain map for the post-development scenario, this flowpath is represented by the light blue arrow. The flow path is created by the raised levels of development at 21-77 and 1-19 Globe Derby Drive. This contrasts with the flowpath in the pre-development scenario, where the overland flow would be generally unrestricted through 21-77 Globe Derby Drive.

From Figure **1**, it can also be seen that the area of the proposed development adjacent to Port Wakefield Road, location A shown clouded in green, would be inundated. The model results suggest that this occurs when floodwater builds up sufficiently along the corridor between 21-77 and 1-19 Globe Derby Drive. This causes a backwater effect which raises the water level in the existing open channel between the proposed development and Port Wakefield Road until it spills into the development. Flooding along the proposed roadway through this area is up to 700 mm in depth.

Additionally, parts of the site adjacent to Globe Derby Drive, locations B and C shown clouded in green, are also shown to be inundated. Inundation observed at both location B and C is a result of floodwater building up sufficiently along the corridor between 21-77 and 1-19 Globe Derby Drive which spills into the proposed development. The 1% AEP flood levels observed at locations B and C was 2.78 mAHD.

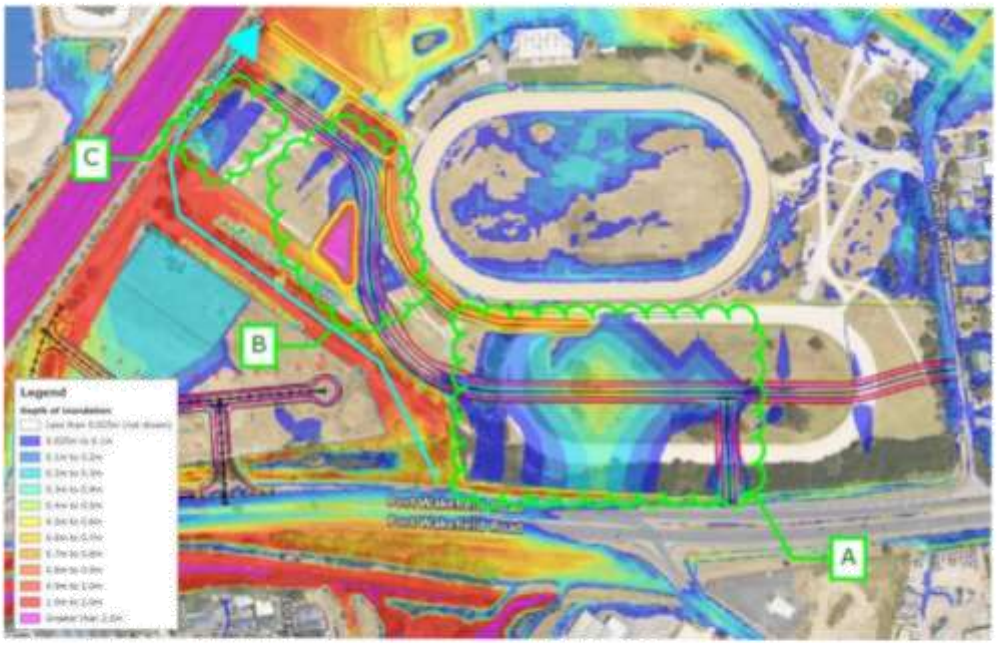


Figure 1 1% AEP flood extents within 21-77 Globe Derby Drive for the post-development scenario

From the flood depth difference map, the proposed development within 21-77 Globe Derby Drive results in a significant increase in flood depth within 01-19 Globe Derby Drive of up to 350 mm. The increase in flood depth is noted to occur for the southern half of 01-19 Globe Derby Drive. In the pre-development scenario, the flood flow path flows through 21-77 Globe Derby Drive. The results suggest that in the post-development scenario, due to the raised allotment levels within 21-77 Globe Derby Drive, this results in a constriction of the existing flood flow path along Globe Derby Drive. The constriction causes flood depths to increase upstream of the constriction point, building up above the allotment level for the southern half of 01-19 Globe Derby Drive.

Additionally, the proposed development within 21-77 Globe Derby Drive results in a marginal increase (up to 15 mm) in flood depth to the north-west of the development. It has been inferred that this is due to the reduced storage of floodwater within 21-77 Globe Derby Drive as a result of the proposed earthworks, displacing flood water further to the north-west (downstream). It should be noted that the observed increase is negligible compared to the pre-development inundation depths of up to 1.25 m.

Whilst there is some variation in flood velocity due to the changes in flow pathing through the site, the range of velocities is unchanged, typically being between 0.3 m/s and 1.0 m/s.

Preliminary Recommendations

To address the flooding within the development, it will be necessary to exclude the regional flood flow from entering the site. Potential options to achieve this at location A include raising allotment levels or constructing a bund along the eastern boundary of the development (adjacent Port Wakefield Road). The flood mapping results suggest that the flood level entering the allotment at the eastern development boundary ranges from 3.15 mAHD at the northern end to 3.25 mAHD at the southern send. As such, the top level of any bund would need to be at least 3.45 mAHD to 3.55 mAHD (including 300 mm freeboard). Another possible option could be to adjust the vertical alignment of the development's central roadway to avoid creating a trapped low spot in the centre of the development. As for the flooding at location B, a potential option would be to raise the top level of the eastern batter for the proposed basin to provide a barrier to floodwater. Given there is no flooding immediately south of the basin, it is proposed that the top of the eastern batter match the adjacent allotment level, which is 2.92 mAHD. Lastly, for location C, raising the allotment levels above the adjacent flood depth would be sufficient to prevent inundation. The results suggest the flood level at location C is 2.78 mAHD. Hence, an allotment level of 3.08 mAHD (includes 300 mm freeboard) would potentially prevent inundation. It should be noted that the viability of the recommendations would need to be confirmed by further modelling.

A review of the stormwater management system for the development revealed that there is no culvert proposed under the access road off Port Wakefield Road (at least not in the materials provided). It is expected that this will be addressed by the developers to maintain the capacity of the existing open channel drain along Port Wakefield Road. It may also be necessary to slightly reduce the footprint of the proposed allotments to ensure the capacity of the open channel drain is maintained. Alternatively, the channel could be widened towards Port Wakefield Road to account for any loss in cross section area.

To address the increase in flooding observed within 01-19 Globe Derby Drive, a potential option would be to increase the capacity of the overland flood flow path between Globe Derby Drive and 21-77 Globe Derby Drive. This would require the allotment extents fronting Globe Derby Drive to be trimmed back from Globe Derby Drive to allow for a wider overland flow path.

The post-development depth of inundation map and flood depth difference map further shows that the corridor between 21-77 and 01-19 Globe Derby Drive is a critical flow path to allow the floodwaters overtopping Port Wakefield Road to be conveyed to the west and to increased inundation of 01-19 Globe Derby Drive. It is therefore critical that this flow path is maintained at its current level when considering any additional works for the development.

Summary

In summary, based on our investigation, we have concluded that:

- There is an existing flow path in the 1% AEP rainfall event which crosses 21-77 Globe Derby Drive to convey floodwater from Port Wakefield Road.
- The proposed developments for 21-77 Globe Derby Drive and 1-19 Globe Derby Drive result in the existing flow path being constrained to the corridor between both developments.
- Post development flood depths in the 1% AEP rainfall event are predicted to increase by a negligible amount to the north-west of the proposed development.
- Flood depths within the southern half of 1-19 Globe Derby Drive are predicted to increase by up to 350 mm in the post development scenario. Potential alterations to the development extents for 21-77 Globe Derby Drive may be considered to prevent the increase in flood depths observed for 1-19 Globe Derby Drive.
- Floodwaters are likely to enter 21-77 Globe Derby Drive along the eastern boundary of the development, adjacent to Port Wakefield Road. A bund (or other site alterations) may be considered to prevent floodwater from entering the development.
- Floodwaters are also likely to enter 21-77 Globe Derby Drive along the southern boundary of the development from the existing corridor between 21-77 Globe Derby Drive and 01-19 Globe Derby Drive. Raising of allotment levels and raising the proposed basin top of bank may be considered to prevent floodwater from entering the development.
- A culvert should be detailed under the access road off Port Wakefield Road to ensure capacity of the existing open channel drain along Port Wakefield Road is maintained.

If you have any queries about the above advice, please contact Jason Nicolson on 8132 7530.

Yours sincerely,

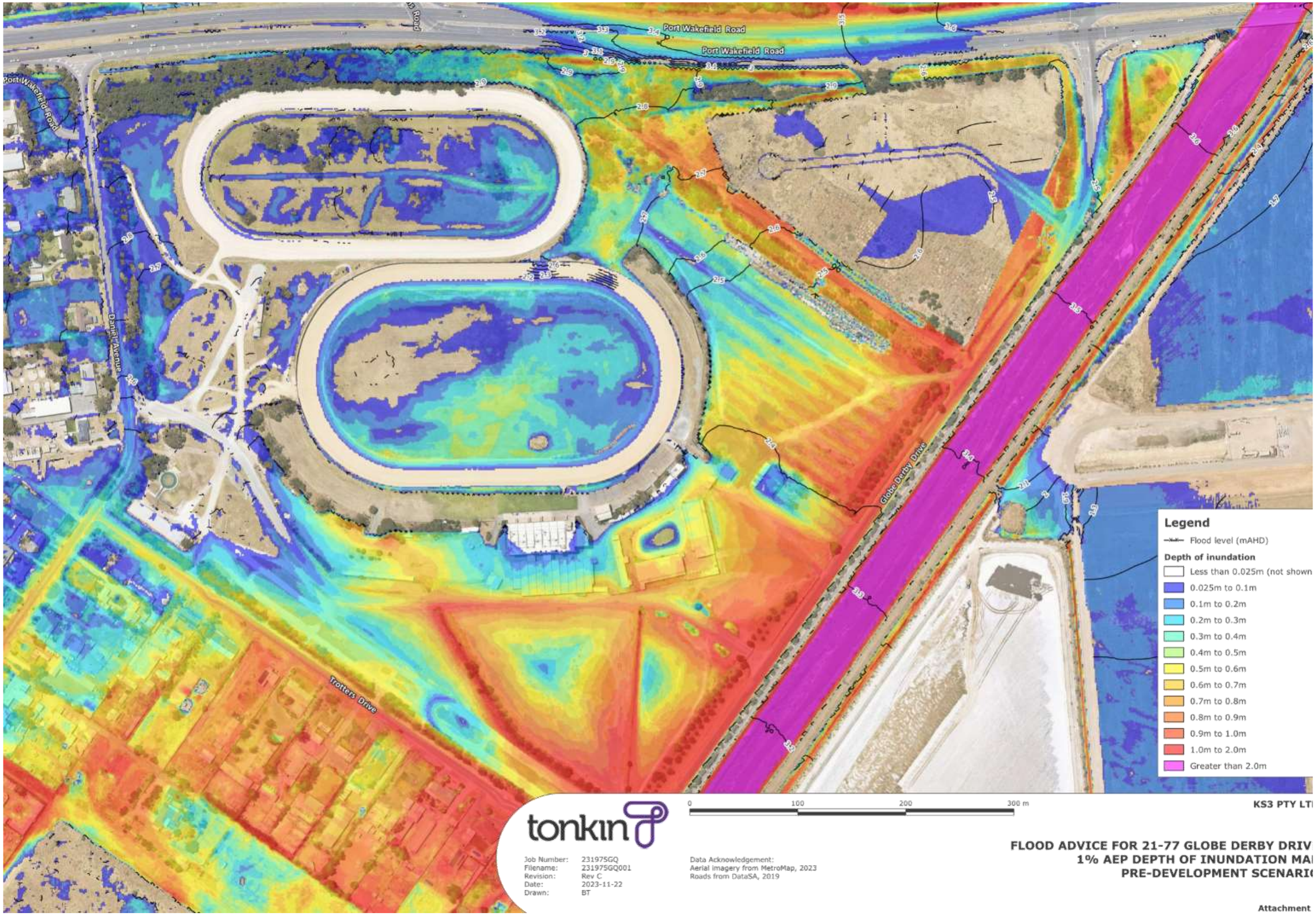
Ken Schalk

Principal Engineer

Tonkin

Enc Attachment 1 – Flood Assessment Overview Map
Attachment 2 – 1% AEP pre-development depth of inundation map
Attachment 3 – 1% AEP post-development depth of inundation map
Attachment 4 – 1% AEP flood depth difference map

Item 8.1.2 - Attachment 1 - Proposal Plans and Supporting Documentation


Port Wakefield Road
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Legend
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Filename: 231975GQ001
Revision: Rev C
Date: 2023-11-22
Drawn: BT
Data Acknowledgement:
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Roads from DataSA, 2019
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FLOOD ADVICE FOR 21-77 GLOBE DERBY DRIV
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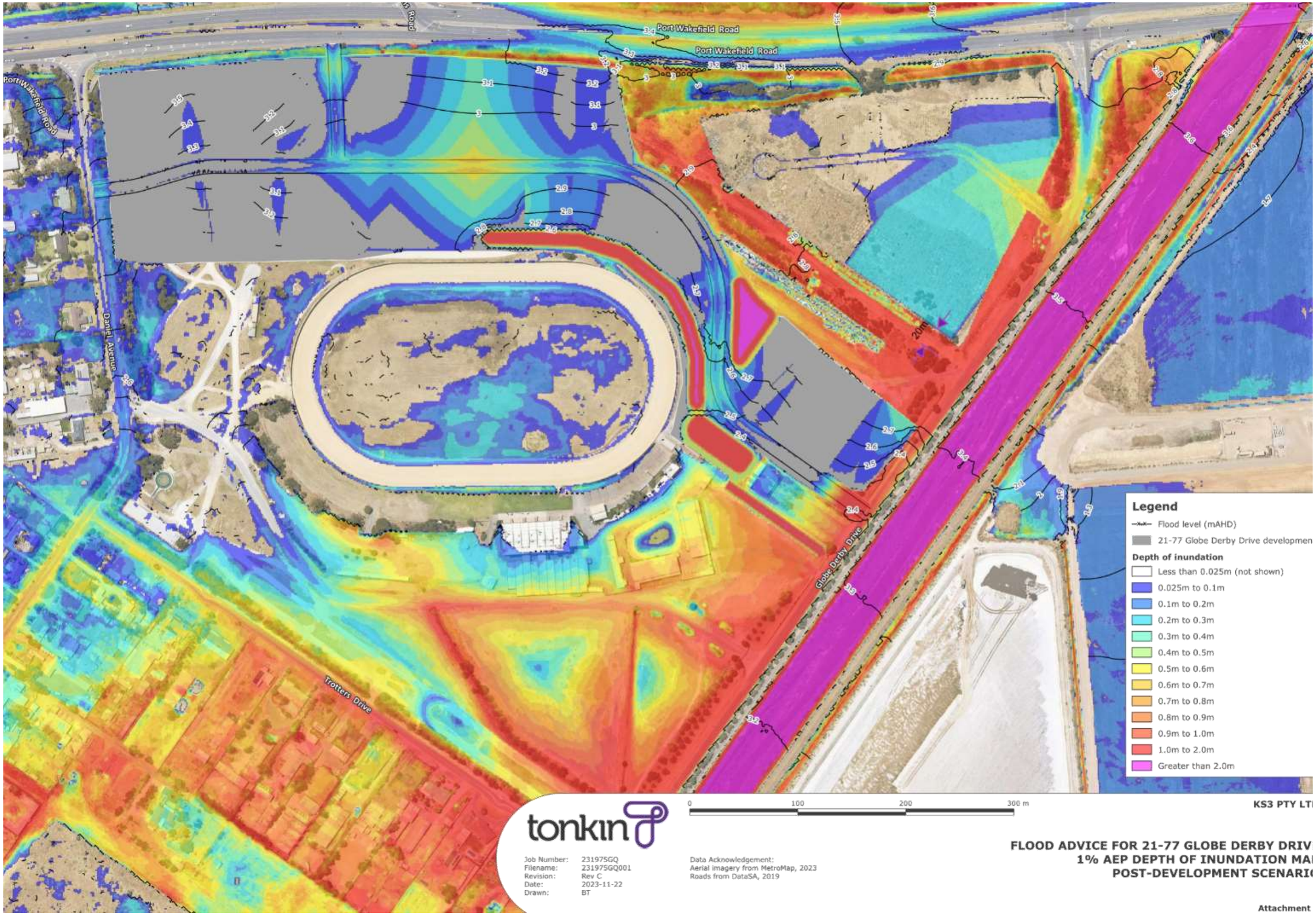
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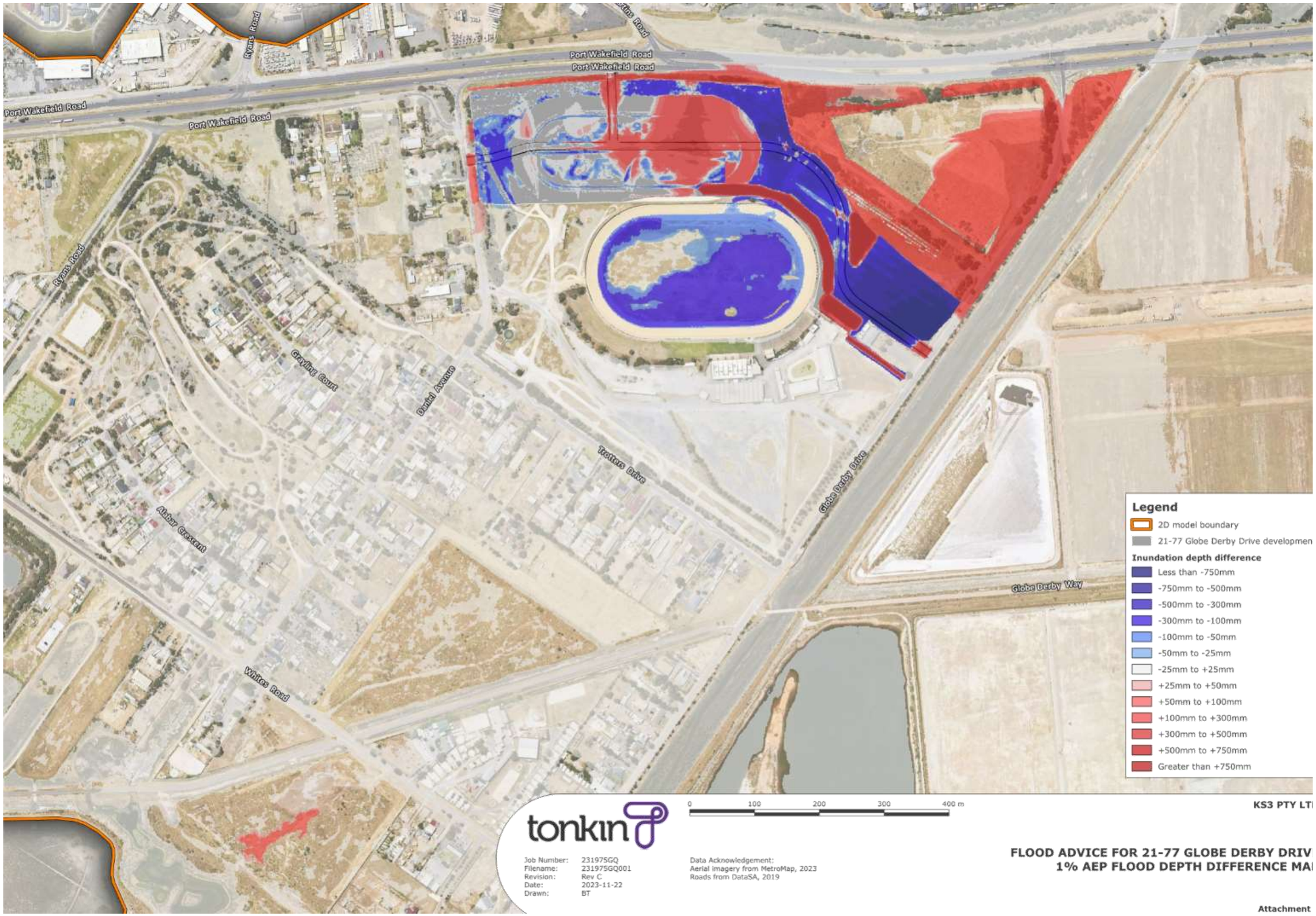
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Ryans Road
Graving Court
Daniel Avenue
Trotters Drive
Globe Derby Drive
Globe Derby Way
Alabar Crescent
Whites Road
Legend
2D model boundary
21-77 Globe Derby Drive developmen
Inundation depth difference
Less than -750mm
-750mm to -500mm
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Roads from DataSA, 2019
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Attachment

231975L002RevA

20 December 2023

Stephen Lawson
KS3 Pty Ltd
Level 24, HSBC Building
300 Queen Street
Brisbane City, QLD 4000

Attention: Stephen Lawson

Dear Stephen,

UPDATED FLOOD ADVICE FOR 21-77 GLOBE DERBY DRIVE, GLOBE DERBY PARK

As requested, Tonkin has updated the assessment of flood impacts resulting from the proposed development at 21-77 Globe Derby Drive, Globe Derby Park. This report summarises our findings.

Background

The South Australian Harness Racing Club has appointed Seymour Group, through their wholly owned entity KS3 Pty Ltd, to manage the proposed commercial and industrial development of land at Globe Derby Park. The site is subject to flooding as a result of flow across Port Wakefield Road from Dry Creek. City of Salisbury (Council) have requested information in relation to the management of flooding through the site. Seymour Group have engaged Tonkin to assist in addressing these requests.

We have previously provided flood advice (Tonkin ref: 231975L001Rev0) for the proposed development based on the provided preliminary site level design. The site levels have since been modified based on our previous advice. As such, Seymour Group has requested an updated assessment of flood impacts.

Methodology

The site levels and development extents for both 1-19 Globe Derby Drive and 21-77 Globe Derby Drive have been updated based on the previous flood advice as well as negotiations with City of Salisbury. As such, the TUFLOW model developed for the preliminary flood assessment was updated to incorporate the modified site levels for both sites. In addition to the modification of the site levels, a 1200x300 mm box culvert has been proposed under the access road leading off Port Wakefield Road for the 21-77 Globe Derby Drive development. This has been incorporated in the updated TUFLOW model.

Similar to the previous iteration of the flood modelling, the model was run for both the pre-development and post-development scenarios for the 1% annual exceedance probability (AEP) rainfall events, with durations ranging from 3 hours to 9 hours.

Results

The inundation maps for the pre-development and post-development scenarios are provided in Attachment 1 and Attachment 2, respectively. A change map for flood depth was also produced to assess the change in flooding between the pre-development and post-development scenarios. This is provided in Attachment 3.

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For the pre-development depth of inundation map, it can be observed that in the 1% AEP rainfall event, there is only a small amount of flooding within 1-19 Globe Derby Drive at the access road off Globe Derby Drive. Flood depths of up to 300 mm were observed along the southern boundary of the 1-19 Globe Derby Drive site.

Comparing the pre-development depth of inundation map to that of the post-development scenario, it can be observed that the existing overland flow path from Port Wakefield Road is now heavily constrained to the corridor between the two developments. No external flows are observed flowing through 21-77 Globe Derby Drive as the site levels have been raised. As floodwater is no longer able to flow through the 21-77 Globe Derby Drive site, the overland flow path is now constrained to Globe Derby Drive, resulting in an increased flood depth upstream of this constriction point. The location of this constriction is represented by the light blue arrow in Figure 1 below. Interrogation of the model outputs at the location of the constriction shows a peak flow of 36.4 m^3/s for the critical 1% AEP rainfall event.

The depth of flooding observed within the corridor between the two developments ranges between 1.1 m at the northern end and up to 1.7 m at the southern end. When comparing this to the depth of inundation map for the post-development scenario prepared for the previous flood advice (Tonkin ref: 231975L001Rev0), the flood depths within this corridor have increased by 200 mm.

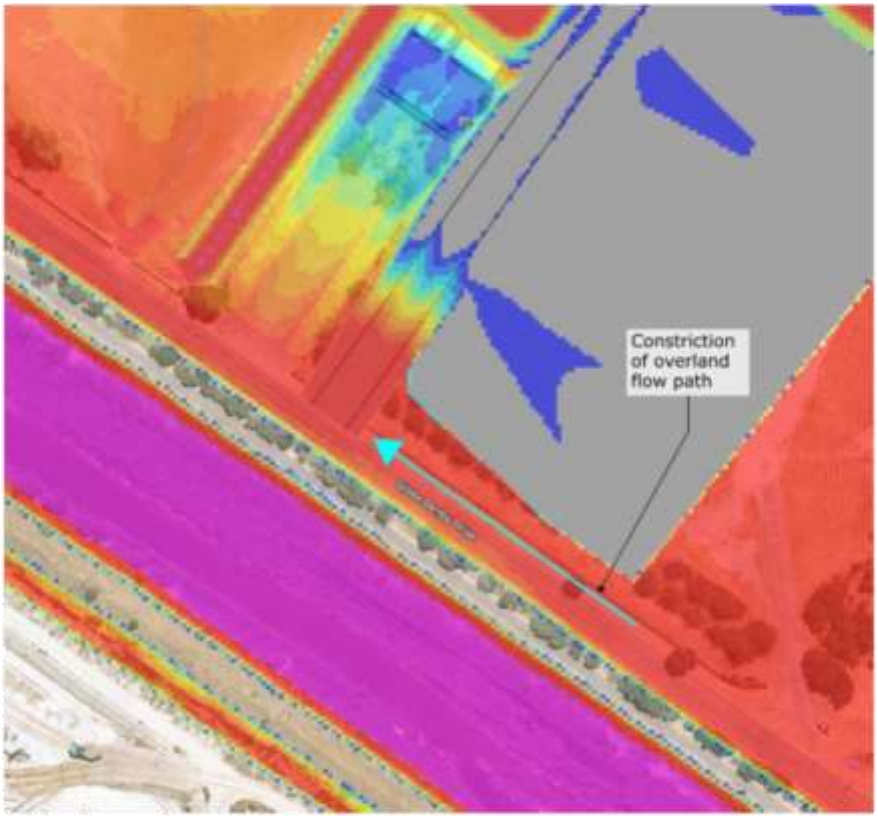


Figure 1 Location of the constriction for the existing overland flow path

From the flood depth difference map, changes in flood depth for the 1% AEP event were observed for the area immediately surrounding the development extents of both sites, with no significant changes observed further west. For 1-19 Globe Derby Drive, flood depths within the site are shown to have increased by up to 560 mm relative to the pre-development scenario along the southern boundary of 1-19 Globe Derby Drive. This is due the raised site levels of 21-77 Globe Derby Drive constricting the overland flowpath along Globe Derby Drive.

An increase in flood depth is also observed at the corner of Port Wakefield Road and Globe Derby Drive, with increases ranging between 450 mm and 570 mm. The increased flood depth in this area does not appear to extend onto the western carriageway of Port Wakefield Road and is contained within the grassed area on the corner.

Lastly, an increase in flood depth is observed along the western carriageway of Port Wakefield Road, just south of the intersection between Port Wakefield Road and Martins Road. Generally, increases in the range of 110 mm to 250 mm were observed. A comparison of the pre-development and post-development depth of inundation maps suggest that the 21-77 Globe Derby Drive site reduces the cross-sectional area available for the overflows from Port Wakefield Road to continue further west. An extract from the pre-development and post-development depth of inundation maps is provided in Figure 2 below illustrating the reduction in cross-sectional area. This is likely to have resulted in the increased flood depths observed along Port Wakefield Road as the flood depth would need to build up higher to convey the overflows through the narrower section.

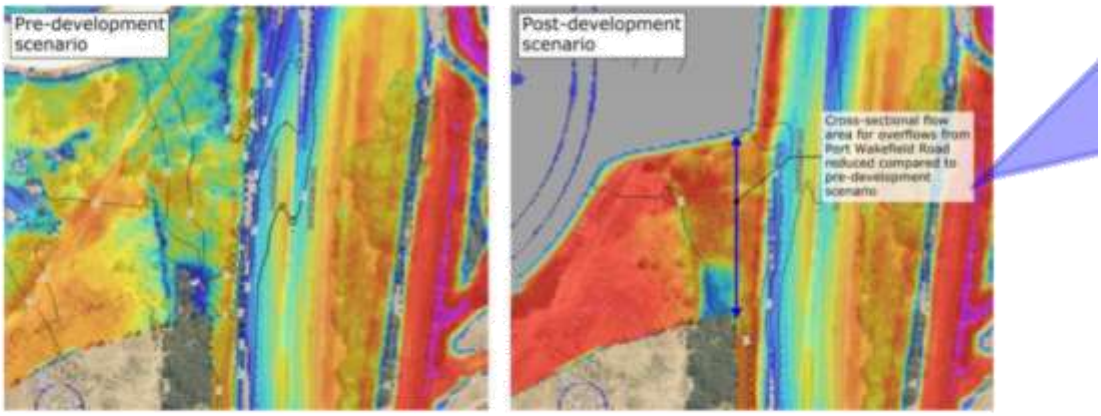


Figure 2 Comparison of cross-sectional flow area for overflows from Port Wakefield Road

Preliminary Recommendations

As per the previous flood advice, the post-development depth of inundation map and flood depth difference map shows that the corridor between 21-77 and 1-19 Globe Derby Drive is a critical flow path to allow the floodwaters overtopping Port Wakefield Road to be conveyed to the west. As part of the modification of site levels, the southern development boundary was pulled back by 5 m to increase the flow conveyance capacity of the constricted section. However, due to the raising of other site levels within the 21-77 site, additional floodwater must now be conveyed through the restriction. The additional 5 m corridor is not sufficient to alleviate the upstream impacts, and the southern development boundary may need to be pulled back further. Further modelling would be required to determine the additional widening that would be required for flood depths upstream to reduce to a sufficient level.

Summary

In summary, based on our investigation, we have concluded that:

- Modifications to the site levels for 21-77 Globe Derby Drive have resulted in no external flows entering the site via the overland flow path from Port Wakefield Road.
- The raising of the site levels for 21-77 Globe Derby Drive further causes the existing overland flow path to be constrained to the corridor between 1-19 and 21-77 Globe Derby Drive as the overflows from Port Wakefield Road can no longer flow through 21-77 Globe Derby Drive.
- The constriction of the overland flow path to Globe Derby Drive results in increases in flood depths observed upstream of the constriction for the post-development when compared to the pre-development scenario.
- Increased flood depths are observed within 1-19 Globe Derby Drive, at the corner of Globe Derby Drive and Port Wakefield Road, and extending into the travel lanes for the western carriageway along Port Wakefield Road.
- Further widening of the constriction along Globe Derby Drive is proposed to alleviate the upstream flood issues. Additional modelling would be required to determine the extent of widening required.

If you have any queries about the above advice, please contact Jason Nicolson on 8132 7530.

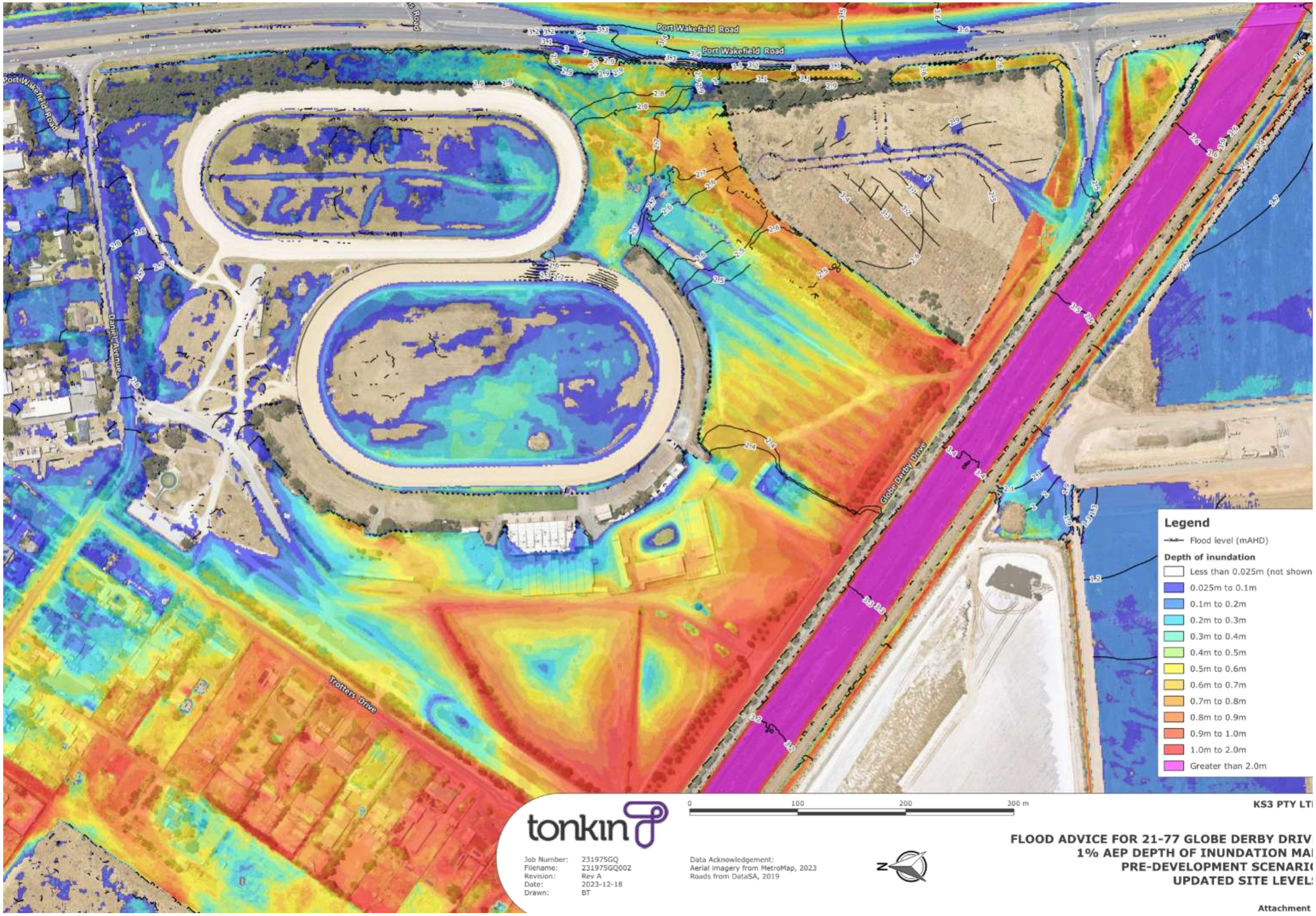
Yours sincerely,

Ken Schalk

Principal Engineer

Tonkin

Enc Attachment 1 – 1% AEP pre-development depth of inundation map
Attachment 2 – 1% AEP post-development depth of inundation map
Attachment 3 – 1% AEP flood depth difference map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Revision: Rev A
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Drawn: BT
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Roads from DataSA, 2019
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FLOOD ADVICE FOR 21-77 GLOBE DERBY DRIV
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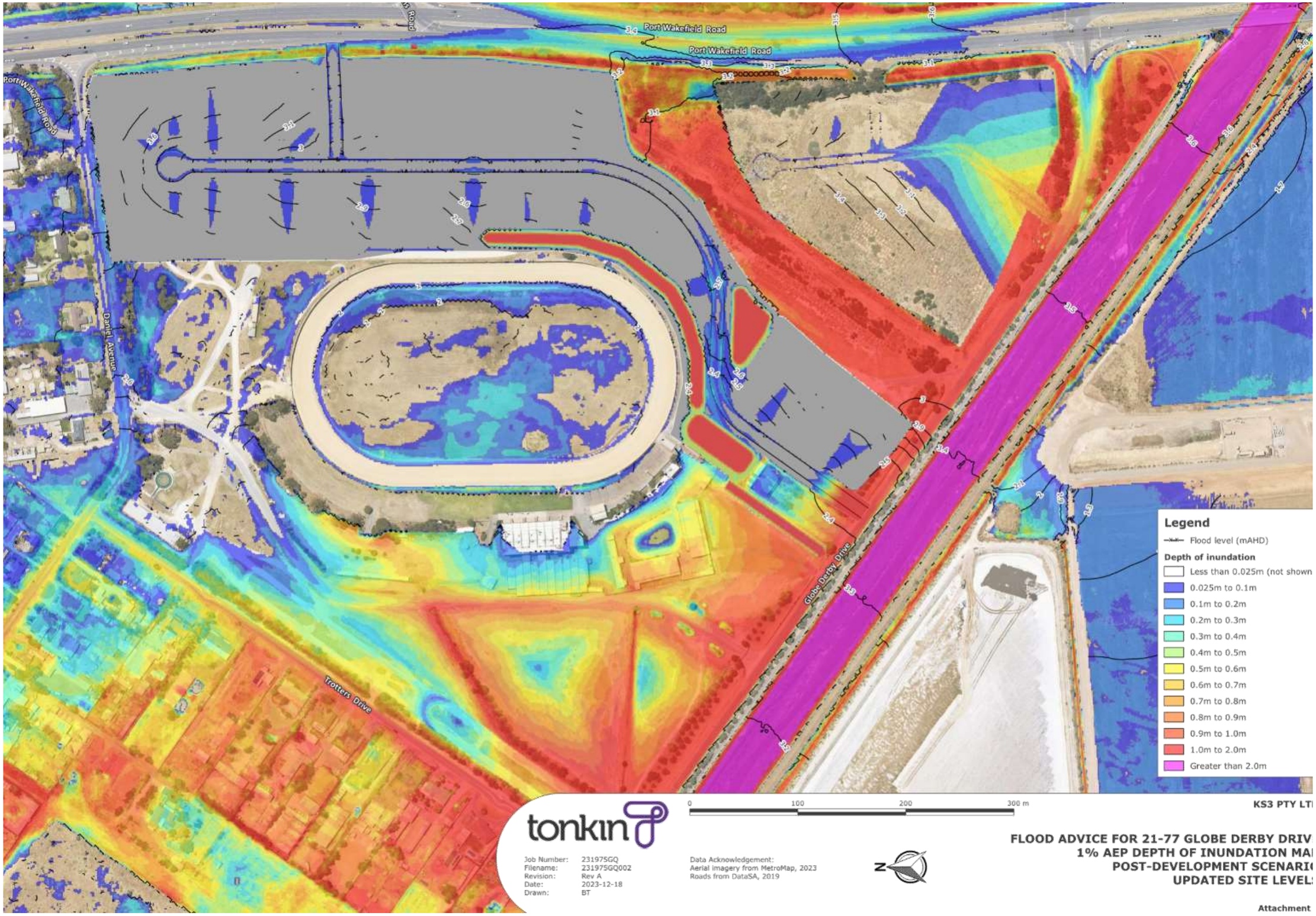
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Revision: Rev A
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POST-DEVELOPMENT SCENARI
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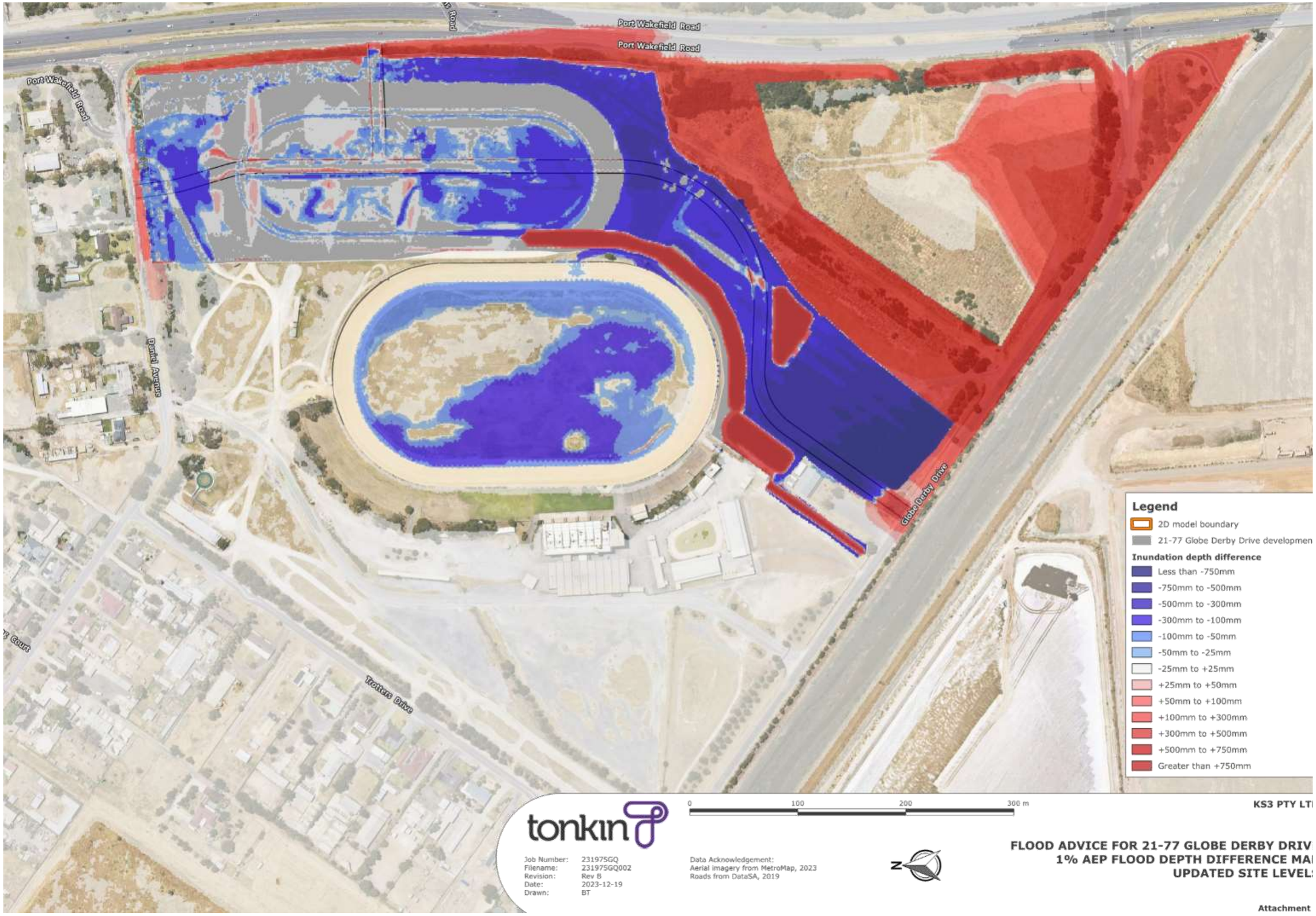
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Drawn: BT
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Roads from DataSA, 2019
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FLOOD ADVICE FOR 21-77 GLOBE DERBY DRIV
1% AEP FLOOD DEPTH DIFFERENCE MA
UPDATED SITE LEVEL
Attachment

231975L003RevA

24 January 2024

Stephen Lawson
KS3 Pty Ltd
Level 24, HSBC Building
300 Queen Street
Brisbane City, QLD 4000

Attention: Stephen Lawson

Dear Sir/Madam

ADDITONAL FLOOD MITIGATION INVESTIGATION FOR 21-77 GLOBE DERBY DRIVE, GLOBE DERBY PARK

As requested, Tonkin has undertaken additional assessment related to flooding resulting from the proposed development at 21-77 Globe Derby Drive, Globe Derby Park. This report summarises our findings.

Background

The South Australian Harness Racing Club has appointed Seymour Group, through their wholly owned entity KS3 Pty Ltd, to manage the proposed commercial and industrial development of land at Globe Derby Park. The site is subject to flooding as a result of flow across Port Wakefield Road from Dry Creek. City of Salisbury (Council) have requested information in relation to the management of flooding through the site. Seymour Group have engaged Tonkin to assist in addressing these requests.

We have previously assessed the flood impacts resulting from the updated site design for 21-77 Globe Derby Drive and 1-19 Globe Derby Drive (Tonkin ref: 231975L002Rev0). The assessment showed that the proposed site levels for 21-77 Globe Derby Drive result in an increase in observed flood depths within the 1-19 Globe Derby Drive development.

Given this, Seymour Group requested that an investigation be undertaken to determine modifications to the site design for 21-77 Globe Derby Drive to reduce flooding within the 1-19 Globe Derby Drive development. In addition to this, Seymour Group has also requested that additional flood maps be produced to support the development application for the 21-77 Globe Derby Drive development.

Site design modifications

The following design modifications for the 21-77 Globe Derby Drive development were assessed to determine whether flooding within the 1-19 Globe Derby Drive development could be reduced:

- Option 1: Increase the width of the flow path adjacent to Globe Derby Drive up to 40 m.
- Option 2: Increase the width of the flow constriction adjacent to Globe Derby Drive up to 40 m and lower the boundary bund for the eastern detention basin.

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Methodology

The TUFLOW model incorporating the second iteration of the site design for both sites developed as part of our previous flood advice was updated to include the modifications for Option 1. The model was then run and the impacts to flooding within 1-19 Globe Derby Drive were assessed.

Following this, the additional modification for Option 2 was then incorporated into the TUFLOW model. The Option 2 model was then run, and the results reviewed.

Consistent with the previous flood advice, the TUFLOW model was run for the 1% annual exceedance probability (AEP) rainfall events, with durations ranging from 3 hours to 9 hours.

Results

The 1% AEP depth of inundation map for the second iteration of the site design for 21-77 and 1-19 Globe Derby Drive is shown in Figure 1, while the 1% AEP depth of inundation map for the scenario incorporating the modifications for Option 1 is shown in Figure 2. It can be observed that by widening the flow path adjacent to Globe Derby Drive to 40 m, the resulting maximum flood depth within the 1-19 Globe Derby Drive development has reduced from approximately 530 mm to 210 mm.

The 1% AEP depth of inundation map for Option 2 is shown in Figure 3. When compared to the results shown in Figure 2, no further improvement in the flood depths is observed within the 1-19 Globe Derby Drive development. This is because the widening of the flow path to 40 m lowers the flood level in the corridor between the two developments below the level of the internal road network of the 21-77 Globe Derby Drive development. This prevents floodwater from flowing across the development.

An additional assessment was undertaken to determine whether further widening of the flow path to 60 m would result in any additional reduction in the flood depth within the 1-19 Globe Derby Drive development. The results of the assessment suggest that any further widening of the flow path would have minimal improvement on flooding within the 1-19 Globe Derby Drive development. This is because the flood levels to the west of both development sites, are controlled by the capacity of the downstream drainage systems and cannot be influenced further by either of the two developments. As the flow path adjacent to Globe Derby Drive is sufficiently wide, the controlling factor for the flood levels observed adjacent to the two developments is no longer the constriction of the flow path, but instead the high flood levels to the west acting as a high downstream tailwater condition. As such, any further widening of the flow path adjacent to Globe Derby Drive is deemed to have minimal impact on reducing upstream flood levels.

Recommendation actions

Based on the results of the assessment conducted, it is proposed that the widening of the constriction adjacent to Globe Derby Drive to 40 m is incorporated as part of the site design for the 21-77 Globe Derby Drive development. This modification is shown to provide the greatest benefit to reducing flooding within the 1-19 Globe Derby Drive development.

Additionally it is proposed that, for the portion of the 1-19 Globe Derby Drive development where flooding is shown, the site levels are raised by a minimum of 250 mm to prevent inundation of the proposed property boundaries in the 1% AEP event.

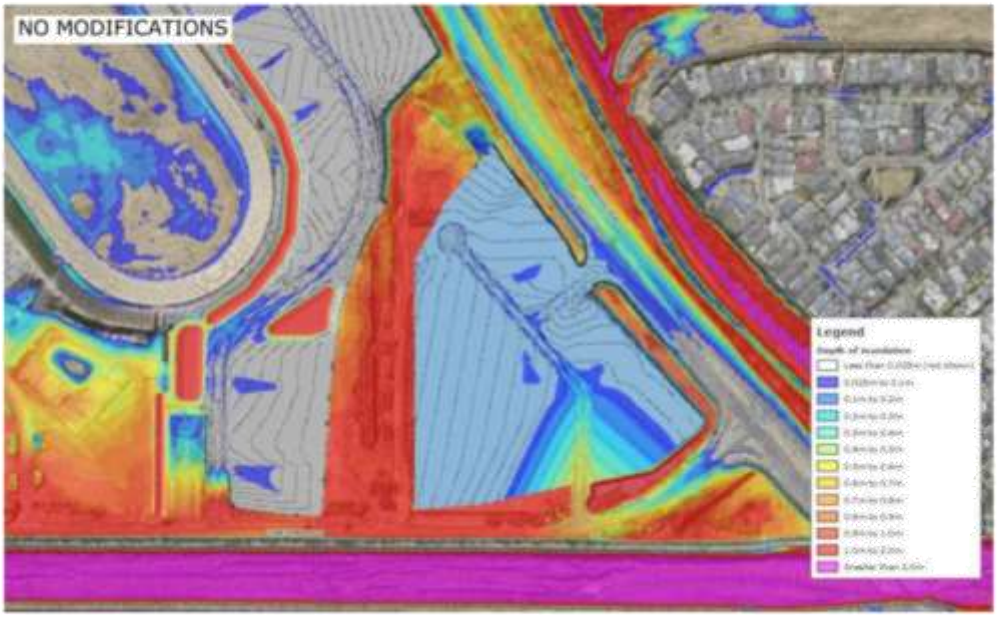

Figure 1 1% AEP depth of inundation without modifications

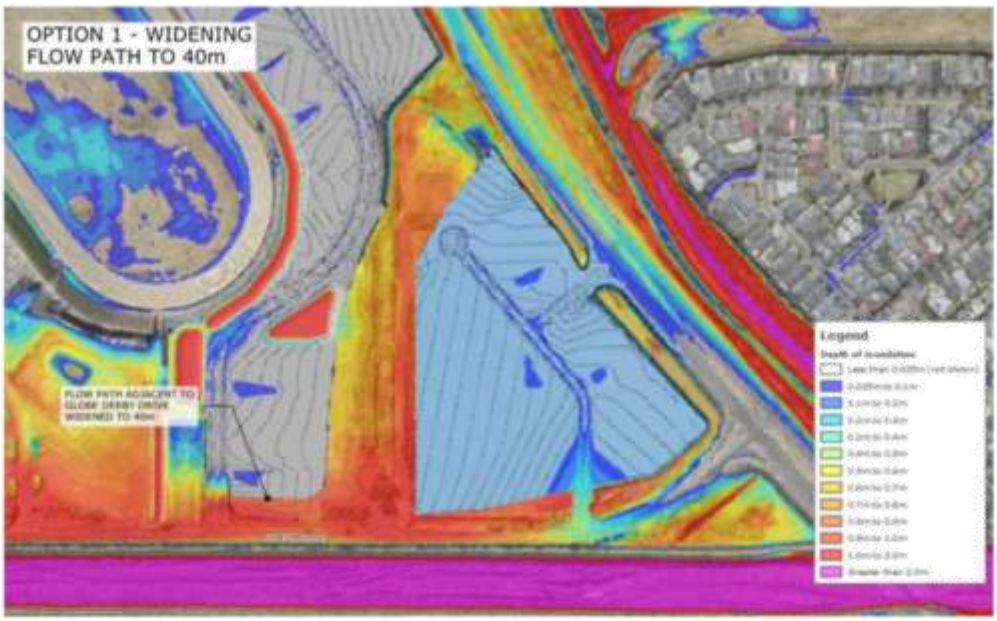

Figure 2 1% AEP depth of inundation for Option 1

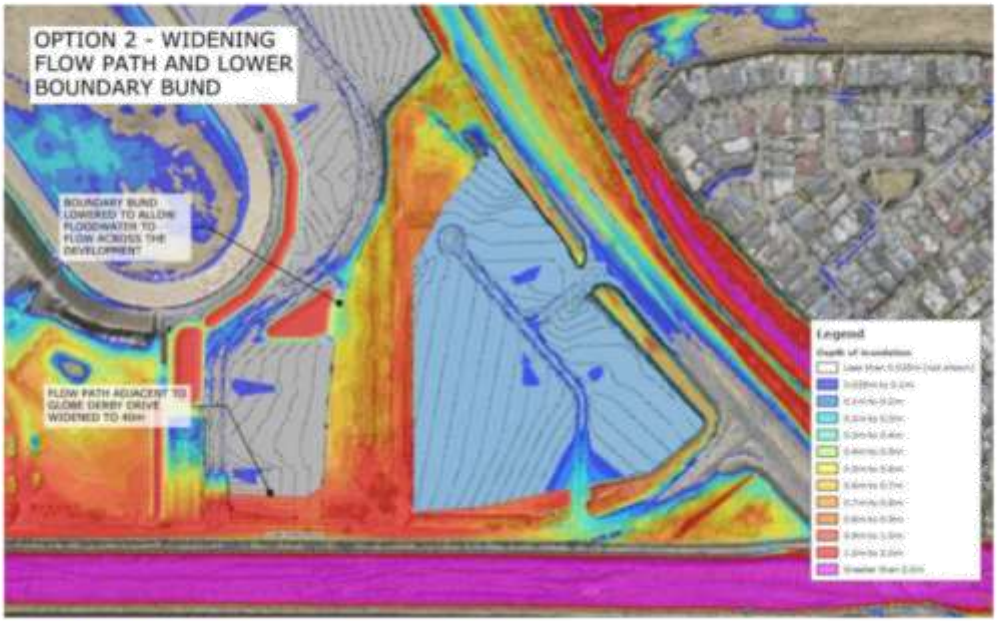

Figure 3 1% AEP depth of inundation map for Option 2

Additional flood maps

Seymour Group has requested that flood maps be produced for the following four permutations of development:

- No development on either site
- Development at 1-19 Globe Derby Drive only
- Development at 21-77 Globe Derby Drive only
- Development at both sites

The 1% AEP depth of inundation maps for each of the four permutations listed above are provided as Attachments 1 to 4. The widening of the constriction to 40 m for the development at 21-77 Globe Derby Drive has been included for the generation of the depth of inundation maps.

In addition to the depth of inundation maps, flood depth difference maps comparing the various levels of development at both sites to the un-developed scenario were also generated. These are provided as Attachments 5 to 7.

Based on the flood depth difference maps, it can be observed that the developments at either 21-77 or 1-19 Globe Derby Drive, whether considered independently or in combination, do not result in an adverse change in flood depths beyond the localised area for the two sites.

Summary

In summary, based on our investigations, we have concluded that:

- Modifications to the site design for the 21-77 Globe Derby Drive development are required to reduce flooding observed within the 1-19 Globe Derby Drive development.
- Increasing the width of the constriction adjacent to Globe Derby Drive to 40 m results in the greatest reduction in flooding observed within the 1-19 Globe Derby Drive development. The observed flood depth reduced from 520mm to 210 mm.
- Lowering the boundary bund for the eastern detention basin for the 21-77 Globe Derby Drive development does not further reduce flooding and is therefore not recommended.
- Widening of the flow path adjacent to Globe Derby Drive to 40 m and raising site levels within the 1-19 Globe Derby Drive development by a minimum of 250 mm where flooding is observed is recommended.

If you have any queries about the above advice, please contact Jason Nicolson on 8132 7530.

Yours sincerely,

Ken Schalk

Principal Engineer, Hydrology

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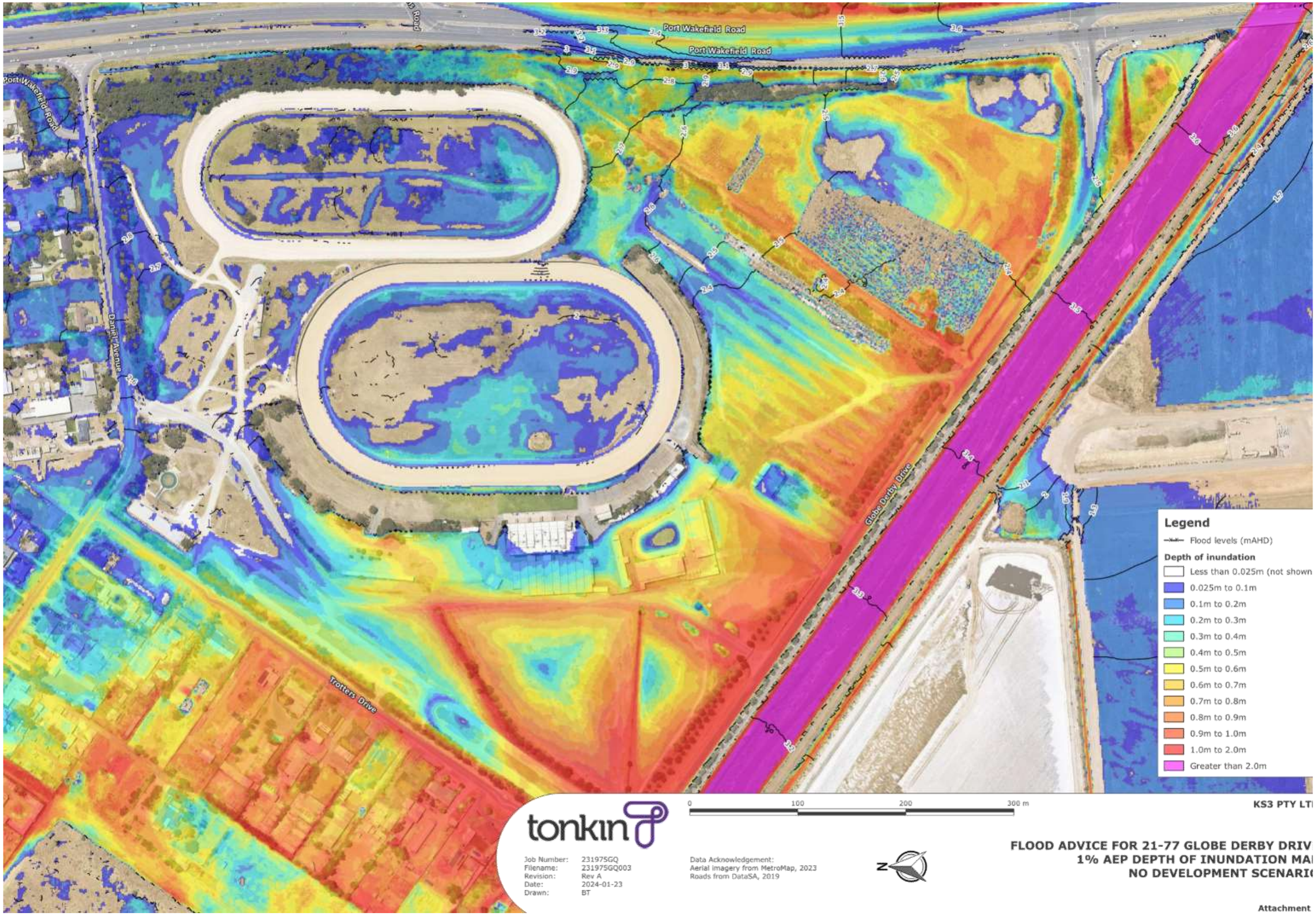
Enc

- Attachment 1: 1% AEP depth of inundation for no-development scenario
- Attachment 2: 1% AEP depth of inundation for 1-19 Globe Derby Drive development only scenario
- Attachment 3: 1% AEP depth of inundation for 21-77 Globe Derby Drive development only scenario
- Attachment 4: 1% AEP depth of inundation for combined development scenario
- Attachment 5: 1% AEP depth difference map for 1-19 Globe Derby Drive development vs no-development
- Attachment 6: 1% AEP depth difference map for 21-77 Globe Derby Drive development vs no-development
- Attachment 7: 1% AEP depth difference map for combined development vs no-development


Port Wakefield Road
Port Wakefield Road
Port Wakefield Road
Daniel Avenue
Trotters Drive
Globe Derby Drive
Legend
Flood levels (mAHD)
Depth of inundation
Less than 0.025m (not shown
0.025m to 0.1m
0.1m to 0.2m
0.2m to 0.3m
0.3m to 0.4m
0.4m to 0.5m
0.5m to 0.6m
0.6m to 0.7m
0.7m to 0.8m
0.8m to 0.9m
0.9m to 1.0m
1.0m to 2.0m
Greater than 2.0m
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Filename: 231975GQ003
Revision: Rev A
Date: 2024-01-23
Drawn: BT
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Roads from DataSA, 2019
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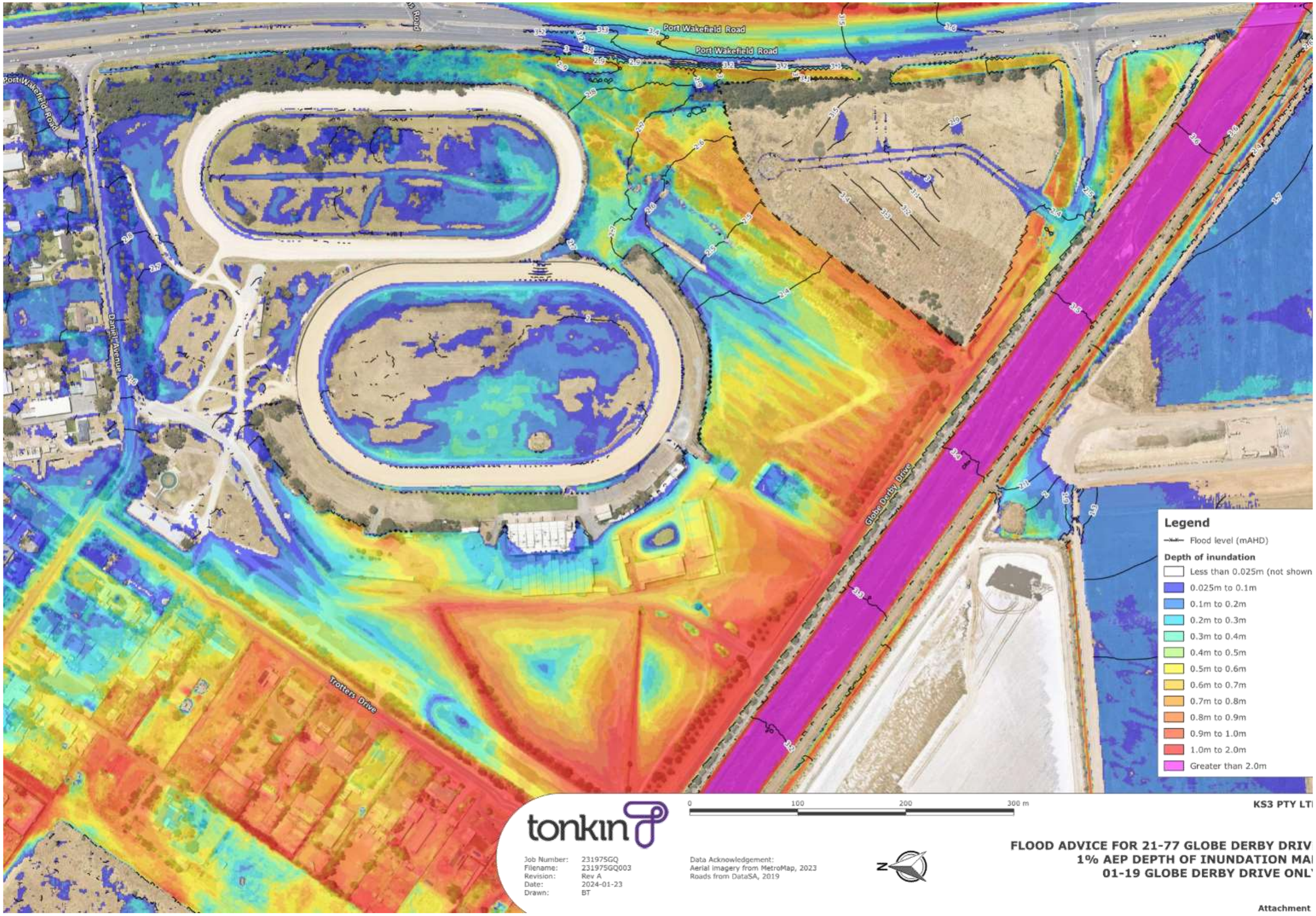
FLOOD ADVICE FOR 21-77 GLOBE DERBY DRIV
1% AEP DEPTH OF INUNDATION MA
NO DEVELOPMENT SCENARI
Attachment


Port Wakefield Road
Port Wakefield Road
Port Wakefield Road
Daniel Avenue
Trotters Drive
Globe Derby Drive
Legend
Flood level (mAHD)
Depth of inundation
Less than 0.025m (not shown
0.025m to 0.1m
0.1m to 0.2m
0.2m to 0.3m
0.3m to 0.4m
0.4m to 0.5m
0.5m to 0.6m
0.6m to 0.7m
0.7m to 0.8m
0.8m to 0.9m
0.9m to 1.0m
1.0m to 2.0m
Greater than 2.0m
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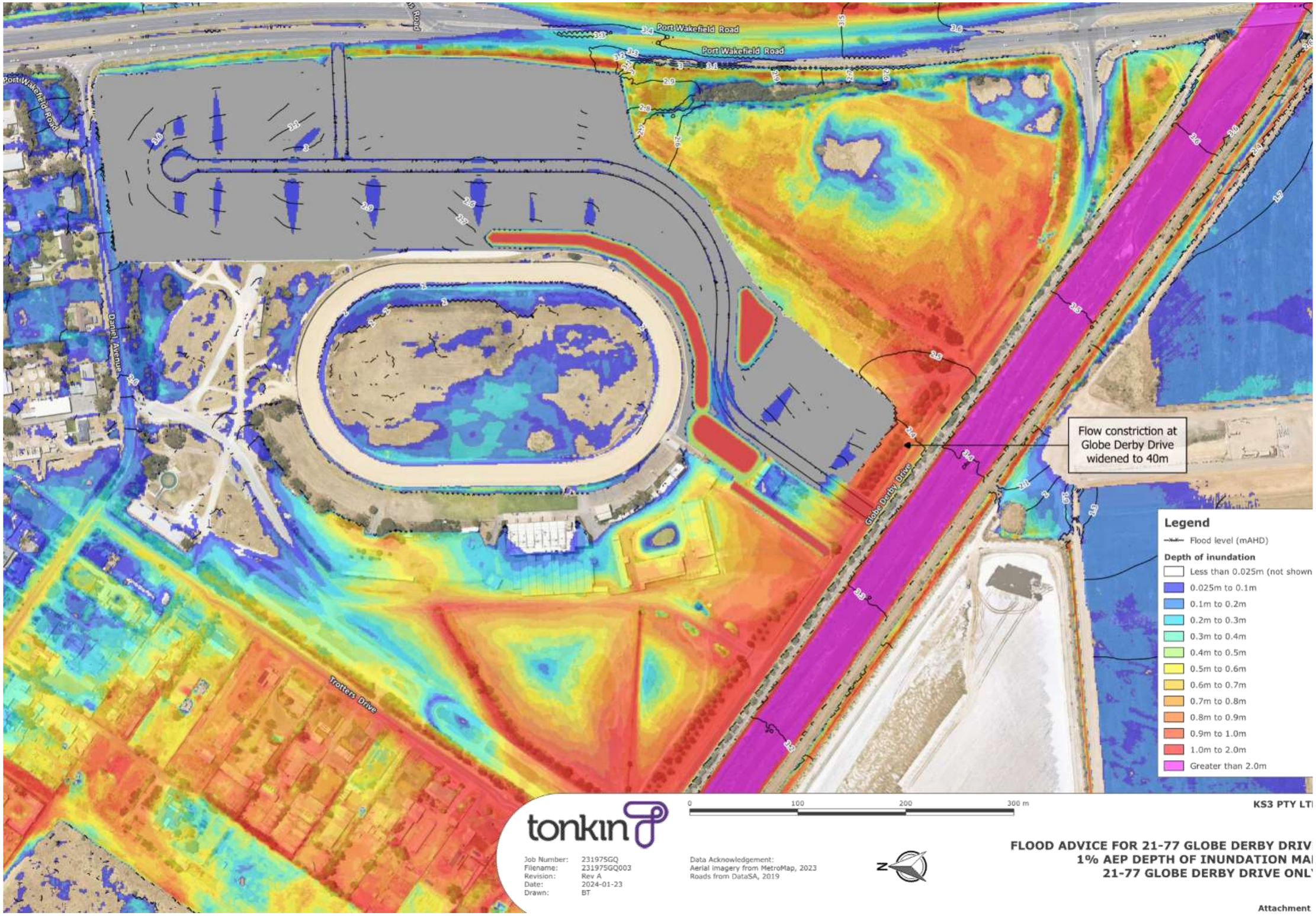
Port Wakefield Road
Port Wakefield Road
Port Wakefield Road
Daniel Avenue
Trotters Drive
Globe Derby Drive
Flow constriction at Globe Derby Drive widened to 40m
Legend
Flood level (mAHD)
Depth of inundation
Less than 0.025m (not shown
0.025m to 0.1m
0.1m to 0.2m
0.2m to 0.3m
0.3m to 0.4m
0.4m to 0.5m
0.5m to 0.6m
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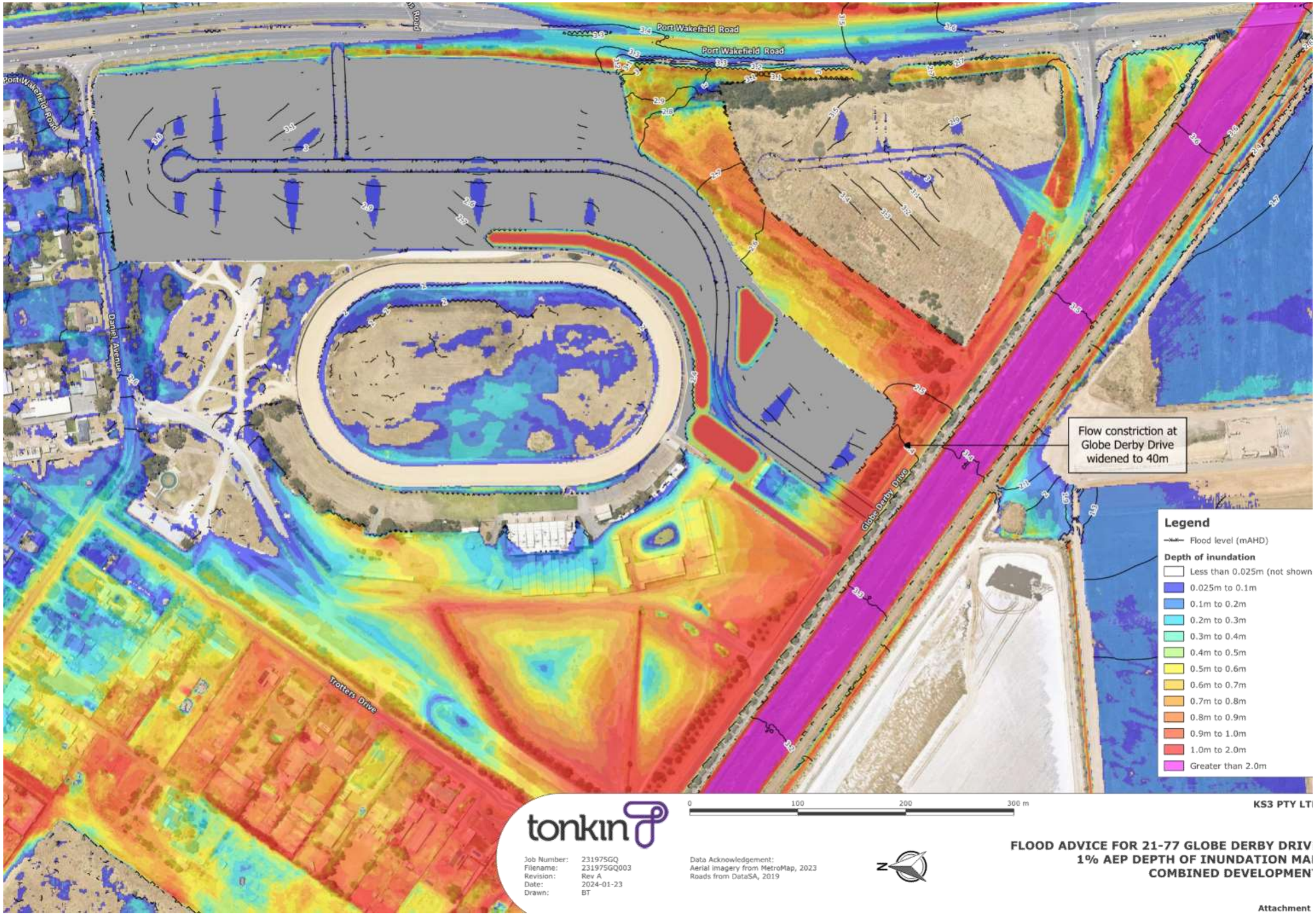
Port Wakefield Road
Port Wakefield Road
Port Wakefield Road
Daniel Avenue
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Flow constriction at Globe Derby Drive widened to 40m
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Flood level (mAHD)
Depth of inundation
Less than 0.025m (not shown
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0.2m to 0.3m
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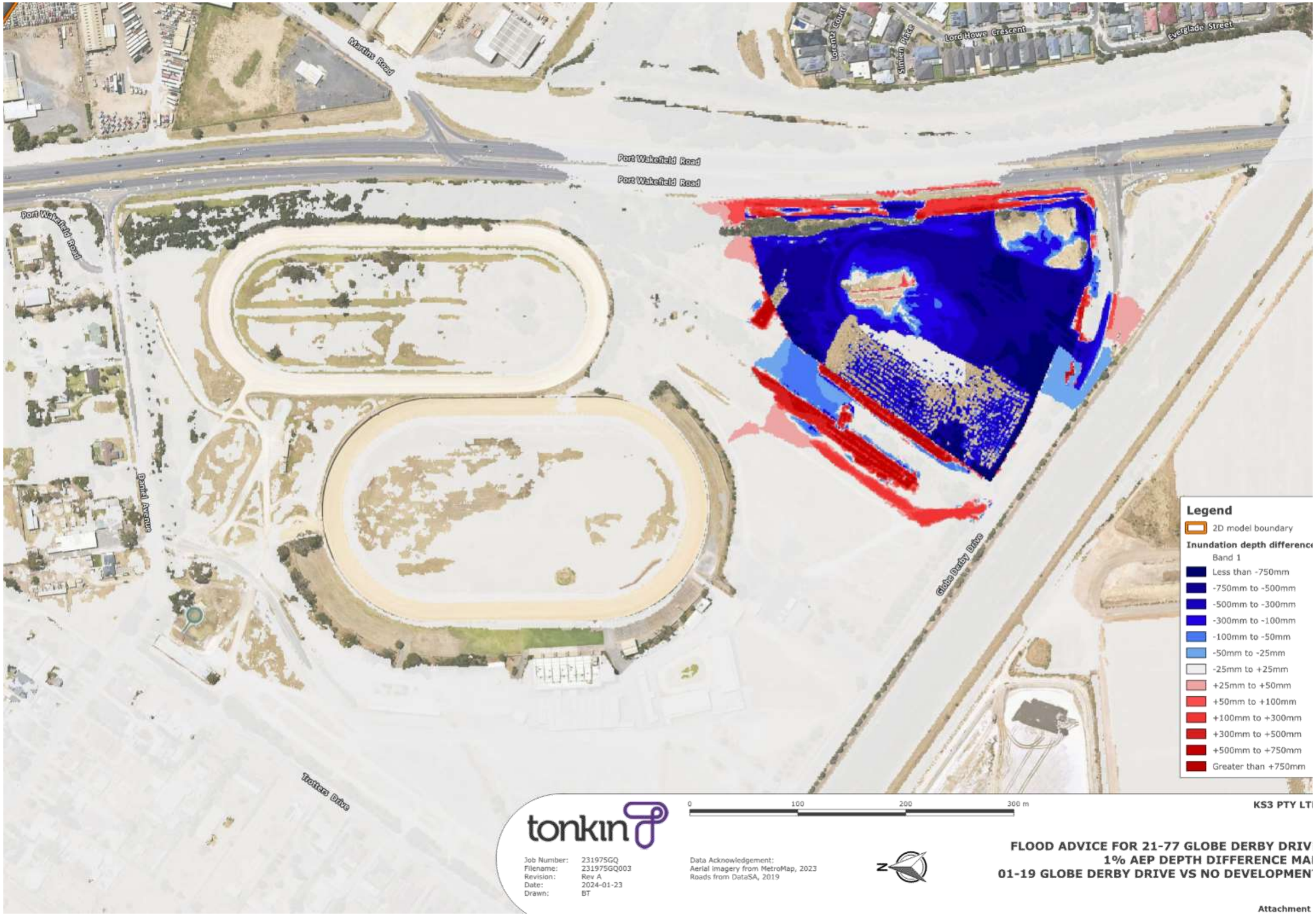
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Port Wakefield Road
Port Wakefield Road
Lorenz Court
Simon Place
Lord Howe Crescent
Everglade Street
Daniel Avenue
Globe Derby Drive
Totteas Drive
Legend
2D model boundary
Inundation depth differenc
Band 1
Less than -750mm
-750mm to -500mm
-500mm to -300mm
-300mm to -100mm
-100mm to -50mm
-50mm to -25mm
-25mm to +25mm
+25mm to +50mm
+50mm to +100mm
+100mm to +300mm
+300mm to +500mm
+500mm to +750mm
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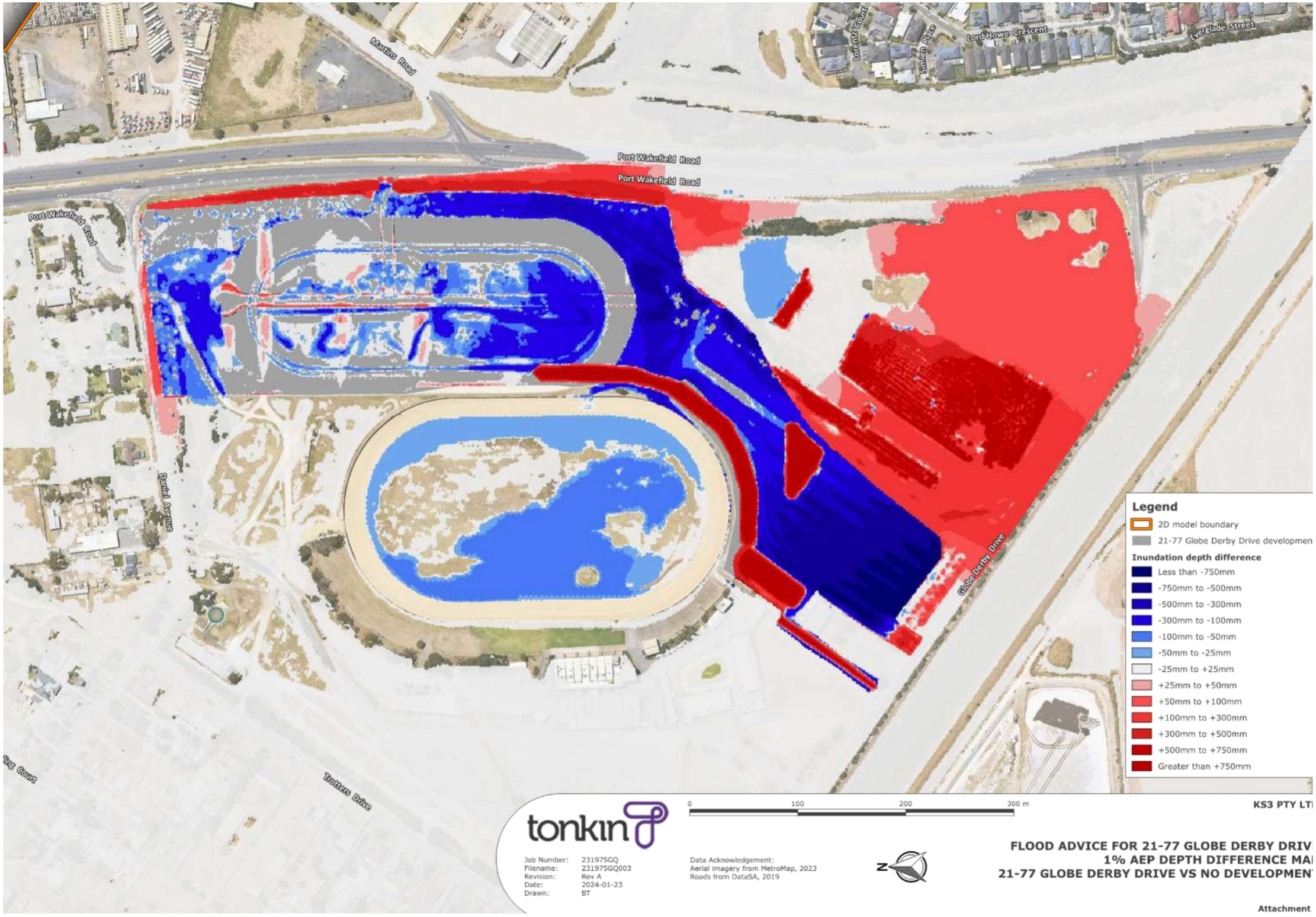
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Port Wakefield Road
Lorentz Court
Sinton Place
Lord Howe Crescent
Everglade Street
Daniel Avenue
Globe Derby Drive
Trotters Drive
Legend
2D model boundary
21-77 Globe Derby Drive developmen
Inundation depth difference
Less than -750mm
-750mm to -500mm
-500mm to -300mm
-300mm to -100mm
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-50mm to -25mm
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+50mm to +100mm
+100mm to +300mm
+300mm to +500mm
+500mm to +750mm
Greater than +750mm
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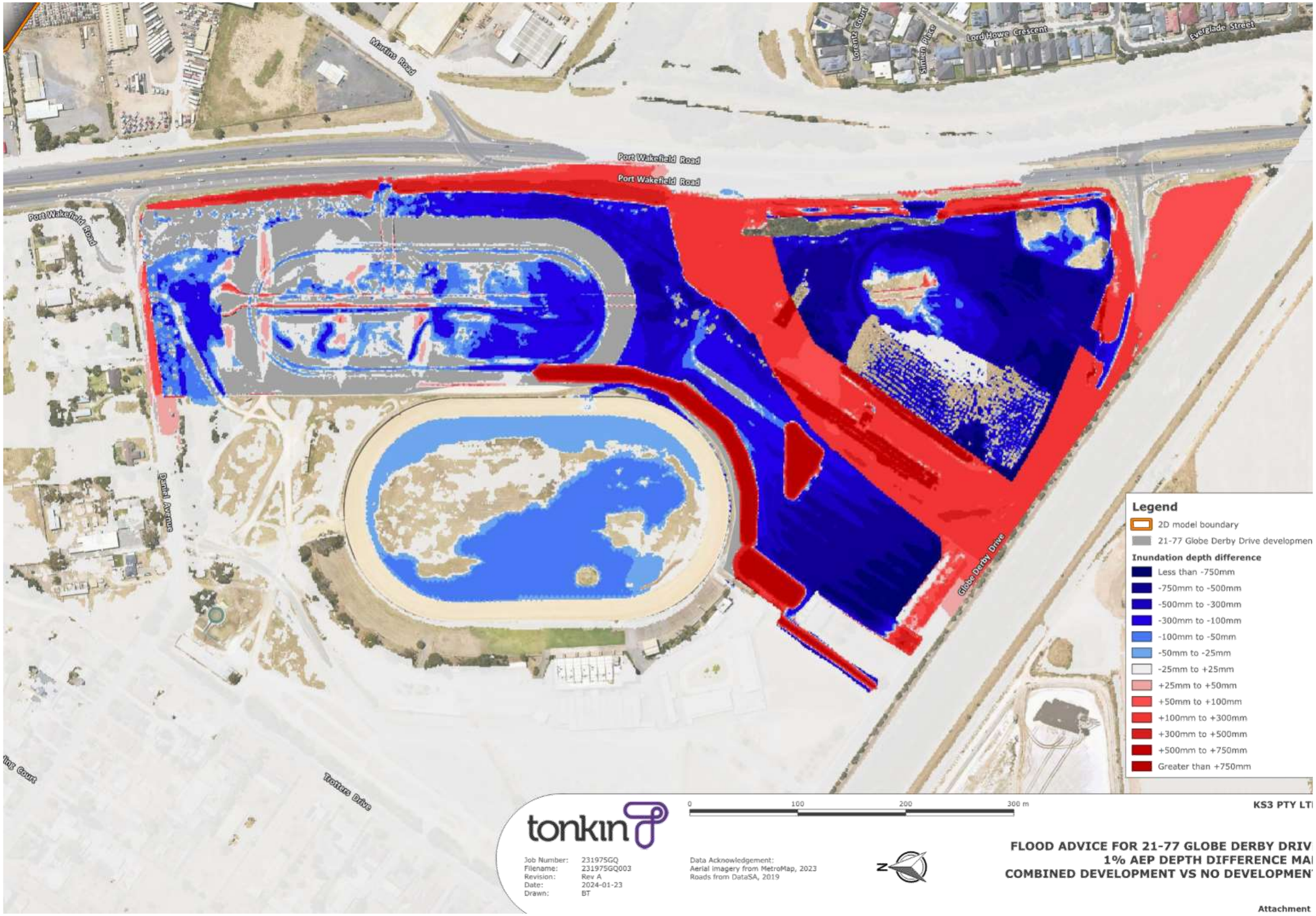
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2D model boundary
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Inundation depth difference
Less than -750mm
-750mm to -500mm
-500mm to -300mm
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-100mm to -50mm
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+500mm to +750mm
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FLOOD ADVICE FOR 21-77 GLOBE DERBY DRIV
1% AEP DEPTH DIFFERENCE MA
COMBINED DEVELOPMENT VS NO DEVELOPMEN
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APPENDIX 9. ENVIRONMENTAL NOISE ASSESSMENT

21-77 Globe Derby Drive, Globe Derby Park

Environmental Noise Assessment

14 November 2023
Reference ID: 313-4

echo
Acoustic Consulting

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Abbreviations

BMT	Base Material Thickness
Code	*Planning and Design Code* Version 2023.16 dated 9 November 2023, PlanSA
dB	The logarithmic unit of measurement to define the magnitude of a fluctuating air pressure wave. Used as the unit for *sound* or *noise level*
DO	Desired Outcome of the Code
DTS/DPF	Deemed-to-Satisfy Criteria / Designated Performance Feature of the Code
EPA	South Australian Environment Protection Authority
EP Act	*Environment Protection Act 1993*
PO	Performance Outcome of the Code
Policy	The *Environment Protection (Noise) Policy 2007*
WHO	World Health Organization
WHO Guidelines	*Guidelines For Community Noise* Birgitta Berglund Thomas Lindvall Dietrich H Schwela London, United Kingdom, April 1999, World Health Organization

Glossary

A-weighting	A mathematical adjustment to the measured noise levels to represent the human response to sound. An *A-weighted noise level* is presented as dB(A)
Ambient noise level	The noise level associated with the environment in the absence of the activity under investigation
Background noise level	The noise level exceeded for 90% of the measurement period. The background noise level represents the lulls in the ambient environment.
Characteristic	A characteristic determined in accordance with the *Environment Protection (Noise) Policy 2007* (the Policy) to be fundamental to the nature and impact of the noise. For example, a noise source is deemed to exhibit a characteristic if it produces distinctive tonal, impulsive, low frequency or modulating features
Day	A period defined by the *Environment Protection (Noise) Policy 2007* as between 7.00am and 10.00pm
Equivalent noise level	The A-weighted noise level which is equivalent to a noise level which varies over time. The descriptor is L_{Aeq} and it is the A-weighted *source noise level (continuous)* referenced in the Policy. The L_{Aeq} is also referenced as an average noise level in this assessment for simplicity

Indicative Noise Level	The noise level assigned by the Policy at a location to represent an impact on the acoustic amenity at that location. No further action is required to be taken under the *Environment Protection Act 1993* for noise levels which are lower than the Indicative Noise Level
Maximum noise level	The A-weighted noise level which is the instantaneous maximum noise level during a period. The descriptor is L_{Amax}
Night	A period defined by the *Environment Protection (Noise) Policy 2007* as between 10.00pm and 7.00am
Noise	An interchangeable term with sound but which is most often described as *unwanted sound*
Receiver	A *sensitive receiver* where noise impacts are considered. In this instance, the *receivers* are the residential dwellings in the vicinity. Commercial properties and the South Australian Harness Racing Club are not considered sensitive to the sources of noise considered in this assessment.
Sensitive receiver	The same meaning as under *Part 8 Administrative Terms and Definitions* of the Code. Defined as: *a. any use for residential purposes or land zoned primarily for residential purposes;* *b. child care facility;* *c. educational facility;* *d. hospital;* *e. supported accommodation;* *f. tourist accommodation.*
Sound	An activity or operation which generates a fluctuating air pressure wave. The ear drum can perceive both the frequency (pitch) and the magnitude (loudness) of the fluctuations to convert those waves to sound
Sound pressure level	The magnitude of sound (or noise) at a position. The sound pressure level can vary according to location relative to the noise source, and operational, meteorological and topographical influences
Sound power level	The amount of sound energy an activity produces for a given operation. The sound power level is a constant value for a given activity. The sound power level is analogous to the power rating on a light globe (which remains constant), whereas the lighting level in a space (sound pressure level in this analogy) will be influenced by the distance from the globe, shielding and different locations within the space.

Executive Summary

A land division comprising 23 allotments is proposed at 21-77 Globe Derby Drive, Globe Derby Park (the **development**). The development will create 22 new allotments to be used for future commercial purposes. The other allotment will contain the existing South Australian Harness Racing Club.

The new allotments will provide for a range of employment generating land uses, such as consulting rooms, warehouses, light industry, motor repair stations, service trade premises, shops, bulky goods, and the like.

Whilst the noise levels generated by these commercial land uses will be the subject of their own separate and future development applications, this assessment considers a range of potential activities to confirm the practicality of satisfying the interface provisions of the *Planning and Design Code*, and in so doing, to ensure that the amenity of *receivers* in the area (being surrounding dwellings) is not adversely impacted upon.

The assessment has considered typical (indicative) activity occurring within the development and made noise level predictions for the future commercial land uses based on established inputs and noise data from a range of likely facilities and activities.

The predicted noise levels are compared against standards in the *Environment Protection (Noise) Policy 2007* to ensure the development will not adversely impact on the amenity of the area in accordance with the relevant provisions of the *Planning and Design Code*.

The development does not provide for access onto Daniel Avenue. This arrangement enables a continuous acoustic fence at the boundary between the development and the rural living zone to the north.

This assessment determines the *Planning and Design Code* provisions can be reasonably and practicably achieved with a continuous acoustic fence to address the northern interface with receivers as a pro-active[1] measure applied to the development based on indicative land uses.

The interface provisions of the Code will inherently require future land uses in the development to control their noise levels; however, the acoustic fence and development arrangement will assist in achieving those relevant Code provisions.

Other noise reduction measures might also be required as part of a future development application for a specific activity subject to the exact nature of those proposed operations. Based on the outcomes of this assessment the following reasonable and practicable noise reduction measures are examples of what could be required:

[1] Being measures that can be applied across the development which will assist a future land use proposal to achieve the interface provisions of the *Planning and Design Code*.

- restricting operation on the northern allotments to the daytime period of the Policy (7:00am to 10:00pm)
- Screening of roof top mounted mechanical plant using solid airtight materials
- Locating car parking and/or loading areas on the opposite side of a building or barrier to the closest receivers
- Restricting the activities which might occur outside of buildings
- Applying attenuators to commercial ventilation equipment such as dust extraction units
- Locating openings in buildings to face away from the closest receivers
- Using broadband reversing devices in lieu of tonal devices on site vehicles
- Designing the site to incorporate forward in and forward out truck movements
- Restricting the hours of rubbish collection.

Introduction

A land division comprising 23 allotments is proposed at 21-77 Globe Derby Drive, Globe Derby Park (the **development**). The development will create 22 new allotments to be used for future commercial purposes. The other allotment will contain the existing South Australian Harness Racing Club.

The new allotments will provide for a range of employment generating land uses, such as consulting rooms, warehouses, light industry, motor repair stations, service trade premises, shops, bulky goods, and the like.

Whilst the noise levels generated by these commercial land uses will be the subject of their own separate and future development applications, this assessment considers a range of potential activities to confirm the practicality of satisfying the interface provisions of the *Planning and Design Code*, and in so doing, to ensure that the amenity of *receivers* in the area (being surrounding dwellings) is not adversely impacted upon.

The assessment has considered typical (indicative) activity occurring within the development and makes noise level predictions for the future commercial land uses based on established inputs and noise data from a range of likely facilities and activities.

The predicted noise levels are compared against standards in the *Environment Protection (Noise) Policy 2007* to ensure the **development** will not adversely impact on the amenity of the area in accordance with the relevant provisions of the *Planning and Design Code*.

The development, receivers, and the *Planning and Design Code* zones are identified in Figure 1 below.

Figure 1 The development and receivers

Source Plan SA – SA Property & Planning Atlas

Assessment Criteria

The Planning and Design Code

The development is in an *Employment Zone* and *Community Facilities Zone* of the *Planning and Design Code Version* 2023.16 dated 9 November 2023 (the **Code**). The receivers located to the north and west are in a *Rural Living Zone*, and the receivers located to the south-east across Port Wakefield Road are in a *Housing Diversity Neighbourhood Zone*. The following provisions within the Code are considered relevant to the environmental noise assessment.

Employment Zone (Part 2 – Zones and Sub Zones)

Performance Outcome PO 1.1

A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that *do not* produce emissions that would *detrimentally affect local amenity*.

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

Development comprises one or more of the following:

a) Advertisement
b) Consulting room
c) Indoor recreation facility
d) Light industry
e) Motor repair station
f) Office
g) Place of worship
h) Research facility
i) Retail fuel outlet
j) Service trade premises
k) Shop
l) Store
m) Telecommunications facility
n) Training facility
o) Warehouse.

Interface between Land Uses (Part 4 – General Development Policies)

Desired Outcome DO 1

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

Performance Outcome PO 1.2

Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers *is designed to minimise adverse impacts.*

Performance Outcome PO 2.1

Non-residential development *does not unreasonably impact the amenity of sensitive receivers* (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:

a) the nature of the development

b) measures to mitigate off-site impacts

c) the extent to which the development is desired in the zone

d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.

Performance Outcome PO 4.1

Development that emits noise (other than music) *does not unreasonably impact the amenity of sensitive receivers* (or lawfully approved sensitive receivers).

Deemed-to-Satisfy Criteria / Designated Performance Feature DTS/DPF 4.1

Noise that might affect sensitive receivers achieves the relevant *Environment Protection (Noise) Policy* criteria.

Performance Outcome 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.

The Policy

Interface between Land Uses DTS/DPF 4.1 references the *Environment Protection (Noise) Policy*. The *Environment Protection (Noise) Policy 2007* (the **Policy**) was in place at the time of lodgement of the development application[2].

The Policy was developed under the *Environment Protection Act 1993* (the **EP Act**). The EP Act incorporates a requirement to ensure the acoustic *amenity of a locality is not unreasonably interfered with*. The Policy provides an objective approach to satisfy this requirement underpinned by the World Health Organization's *Guidelines for Community Noise* as it relates to community annoyance and sleep disturbance.

Compliance with the Policy will satisfy both the EP Act and *Interface between land uses PO 4.1*. With the EP Act and *Interface between land uses PO 4.1* being consistent with the intent of the other relevant Code provisions listed above; compliance with the Policy at the receivers is considered to satisfy all other relevant *Desired Outcomes* and *Performance Outcomes* in the Code related to environmental noise.

The Policy establishes noise levels that apply at the receivers for both the day (7.00am to 10.00pm) and night (10.00pm to 7.00am the following day). The noise levels vary according to the land use zoning in which the development and the receivers are located.

For a new activity, the noise criteria that applies at existing receivers is the *Indicative Noise Level* minus 5 dB(A).

The following noise levels apply at receivers in a *Rural Living Zone* (identified as receivers 1 to 20, inclusive, in Figure 1):

- An *average noise level* of 49 dB(A) during the day
- An *average noise level* of 42 dB(A) during the night
- An *instantaneous maximum noise level* of 60 dB(A) during the night.

The following noise levels apply at receivers in a *Housing Diversity Neighbourhood Zone* (identified as receivers 21 to 25, inclusive, in Figure 1):

- An *average noise level* of 51 dB(A) during the day
- An *average noise level* of 44 dB(A) during the night
- An *instantaneous maximum noise level* of 60 dB(A) during the night.

The "average noise level" is an *equivalent noise level* over a default assessment period of 15-minutes.

When predicting noise levels for comparison to the Policy, the predicted *equivalent noise levels* are to be adjusted (increased) where the activities exhibit "annoying" characteristics (dominant tonal, impulsive, low frequency content or modulation characteristics) in comparison to the surrounding ambient environment.

[2] The 2007 Policy has been repealed since lodgement and replaced with the *Environment Protection (Commercial and Industrial Noise) Policy 2023*. The outcomes of this assessment do not change under the 2023 version of the Policy.

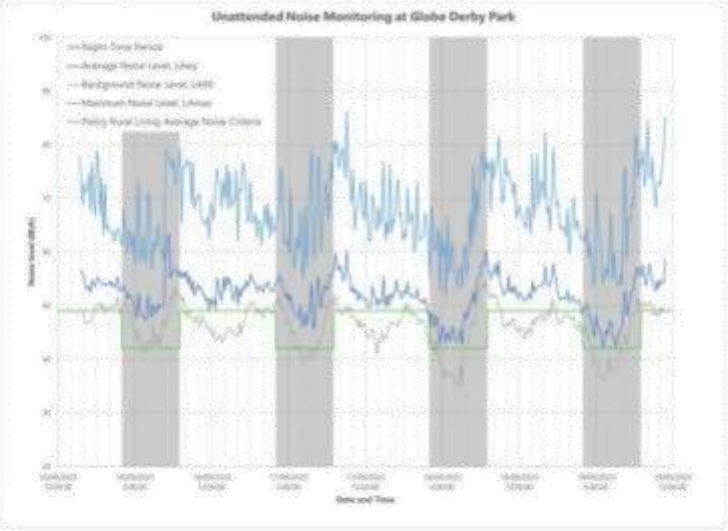
Assessment

Existing Environment

Continuous noise measurements were made to define the existing ambient environment noting the proximity of Port Wakefield Road to the development and nearest receivers. The noise monitoring was conducted between 15 and 19 September 2023 at a similar setback distance from Port Wakefield Road as *Receiver 3* shown in Figure 1. The results of the noise monitoring are provided in Figure 2.

The noise levels in the environment are typical of a location that is influenced by traffic, being higher during the day time and lower at night, with consistent periods of high maximum noise levels.

Figure 2 Noise Monitoring



Noise Data Inputs

The noise levels generated by future commercial land uses will be the subject of their own separate development applications. Notwithstanding, this assessment considers a range of potential activities based on noise level measurement data from similar facilities to those listed in the *Employment Zone DTS/DPF 1.1*. Manufacturer's noise data for typical air-conditioning selections have also been utilised for the noise from mechanical services.

Operational Assumptions

The following level of activity over the default 15-minute period of the Policy is the basis for the predicted noise levels for the range of potential activities:

Table 1 Assumed Activity

Potential Land Uses	Assumed Activity
Consulting Room	• 10 passenger vehicle movements with a sound power level of 81 dB(A) per arrival or departure • operation of roof mounted air-conditioning units with a total sound power level of 85dB(A).
Warehouse	• two medium rigid vehicle (MRV) truck movements with a sound power level of 96 dB(A) • continuous idling of an MRV truck with a sound power level of 96 dB(A) • continuous loading/unloading of a truck using a forklift with a sound power level of 93 dB(A) • 10 passenger vehicle movements with a sound power level of 81 dB(A) per arrival or departure • operation of roof mounted air-conditioning units with a total sound power level of 85dB(A).
Light Industry	• continuous manufacturing and assembly within a shed with internal noise level of 80 dB(A) and doors to outside open • continuous loading/unloading of a truck using a forklift with a sound power level of 93 dB(A) • one medium rigid vehicle (MRV) truck movement with a sound power level of 96 dB(A) • continuous idling of an MRV truck with a sound power level of 96 dB(A) • operation of roof mounted air-conditioning units with a total sound power level of 85dB(A).
Motor repair station / Service trade premises	• continuous automotive maintenance activities within a shed with internal noise level of 73 dB(A) and doors to outside open • one heavy rigid vehicle (HRV) truck movement with a sound power level of 96 dB(A) • continuous operation of mechanical plant (air conditioning and exhaust fans) on the building, with a combined sound power level of 85 dB(A) • 10 passenger vehicle movements with a sound power level of 81 dB(A) per arrival or departure
Shop (food)	• 20 patrons in an outdoor area, socialising with a sound power level of 74 dB(A) per person • music in the outdoor area and inside the building at a level that is no greater than background • continuous operation of mechanical plant (air conditioning, refrigeration and exhaust fans), with a combined sound power level of 90 dB(A) • a refrigerated delivery truck within the loading bay, with a sound power level of 94 dB(A) • 20 vehicle movements through a drive through facility, with a sound power level of 81 dB(A) per vehicle (when idling or moving at low speed within the drive through)
Shop (retail) / Bulky goods	• 10 passenger vehicle movements with a sound power level of 81 dB(A) per arrival or departure • operation of roof mounted air-conditioning unit with a sound power level of 85dB(A) • one MRV truck movement with a sound power level of 96 dB(A) • continuous idling of an MRV truck with a sound power level of 96 dB(A) while being unloaded

The noise from the assumed activity has been predicted using the noise calculation method provided by the *International Standard ISO9613-2:1996 "Acoustics - Attenuation of sound during propagation outdoors - Part 2 General method of calculation"*.

When predicting noise levels for comparison with the Policy, the noise levels are to be adjusted (increased) where the activities exhibit "annoying" characteristics (dominant tonal, impulsive, low frequency content or modulation characteristics) in comparison to the surrounding ambient environment.

In this circumstance a 5 dB(A) adjustment has been applied to the predicted noise levels for a characteristic associated with the potential activity at *receivers* 1 through 20 (as identified in Figure 1) based on the periods when traffic on Port Wakefield Road might not be the dominant noise source in the ambient environment. An adjustment has not been applied at receivers 21 to 25 (as identified in Figure 1) on the basis that the predicted levels are not dominant when compared to the noise from Port Wakefield Road, with the road being closer to the receivers than the allotments at the development.

Noise Reduction Measures

The assessment criteria can be reasonably and practicably achieved for the indicative land uses and assumed activities where the extent of fence marked as blue in Figure 3 is constructed at a minimum 2.7m in height when measured from the ground level for the development. A suitable material is sheet steel with a minimum base material thickness (BMT) of 0.42mm. The fence should be sealed airtight at all junctions including between sheets and with the ground.

The interface provisions of the Code will inherently require future land uses in the development to control their noise levels to receivers; however, the above acoustic fence will significantly assist that future activity to achieve those relevant Code provisions.

Other noise reduction measures might also be required as part of a future development application subject to the exact nature of the proposed operations. Based on the assessment of the above land uses, the following reasonable and practicable noise reduction measures are examples of what could be required:

- restricting operation on the northern allotments to the daytime period of the Policy (7:00am to 10:00pm)
- Screening of roof top mounted mechanical plant using solid airtight materials
- Locating car parking and/or loading areas on the opposite side of a building or barrier to the closest receivers
- Restricting the activities which might occur outside of buildings
- Applying attenuators to commercial ventilation equipment such as dust extraction units
- Locating openings in buildings to face away from the closest receivers
- Using broadband reversing devices in lieu of tonal devices on site vehicles
- Designing the site to incorporate forward in and forward out truck movements
- Restricting the hours of rubbish collection.

Figure 3 Noise Reduction Measures

Conclusion

A land division comprising 23 allotments is proposed at 21-77 Globe Derby Drive, Globe Derby Park, to create 22 new allotments to be used for future commercial purposes such as consulting rooms, warehouses, light industry, motor repair stations, service trade premises, shops, bulky goods, and the like.

Whilst the noise levels generated by these commercial land uses will be the subject of their own separate and future development applications, this assessment considers a range of potential activities to confirm the practicality of satisfying the interface provisions of the *Planning and Design Code*.

The assessment predicts noise levels generated by potential commercial land uses based on established inputs and noise data from a range of likely facilities and activities.

The predicted noise levels are compared against standards in the *Environment Protection (Noise) Policy 2007* in accordance with the relevant provisions of the *Planning and Design Code*.

This assessment determines the provisions can be practicably achieved with acoustic fencing to address the northern interface to surrounding dwellings.

The acoustic fence will assist future commercial land uses to achieve the relevant interface provisions at the time of their specific development applications.

Other noise reduction measures might also be required as part of the specific applications subject to the exact nature of the proposed operations, but these are expected to be reasonable and practicable and common to many similar facilities.

Based on the above, this assessment concludes that with the incorporation of an acoustic fence, the proposed land division will not prejudice the ability of future commercial land uses to meet the *Environment Protection (Noise) Policy 2007* and the relevant provisions of the *Planning and Design Code* provisions, and in so doing, will not adversely impact on the amenity of the locality.

References

Alexander Symonds drawing *21A1526.LDDIV, Revision G,* dated 6 November 2023

Environment Protection (Noise) Policy 2007, SA EPA

Guidelines For the Use of The Environment Protection (Noise) Policy 2007, SA EPA June 2009

Guidelines For Community Noise Birgitta Berglund Thomas Lindvall Dietrich H Schwela London, United Kingdom, April 1999, World Health Organization

International Standard ISO9613-2:1996 "Acoustics - Attenuation of sound during propagation outdoors - Part 2 General method of calculation"

Planning and Design Code Version 2023.16 dated 9 November 2023, PlanSA

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January 31, 2024

Chris Carrey
Team Leader Planning
City of Salisbury
Via: PlanSA Portal

Dear Chris,

RE: RESPONSE TO RFI – DA 23022307

We write on behalf of the Applicant, in relation to your request for information by letter dated 21st of August 2023.

Please find our consolidated response to each of the matters raised below.

Stormwater, Civil and Flooding

In response to requested matters 1 to 11, please find enclosed:

- corresponding written responses from Greenhill;
- flood modelling advice from Tonkin, noting this includes three iterations demonstrating that multiple options were explored to best mitigate flood risk for the proposed development and surrounding area. The most recent dated 24 January 2024 is to be considered as the proposed solution to address the Hazards (Flooding) and (Flooding General) Overlays; and
- an updated plan of division from Alexander Symonds and preliminary grading and stormwater layout plans by Greenhill in response to Tonkin's flood advice.

The DRAINS model will be sent through separately as requested.

Traffic Matters

A response from MFY is enclosed in relation to matters 12 to 14.

Additional traffic advice was also sought from MFY in relation to removing the proposed connection to Daniel Avenue and if this would be appropriate from a traffic distribution perspective via the remaining connections to Globe Derby Drive and Port Wakefield Road. A copy this advice is enclosed.

Landscaping and Open Space

In response to requested matters 15 to 23, please find enclosed

- corresponding written responses from GD Studia; and
- an amended landscape masterplan by GD Studia.

FUTURE URBAN

Interface Considerations

As previously submitted with our response to the representations received during the public consultation period, the proposed development has been amended to improve the interface with nearby sensitive receivers by:

- removing the access point to Daniel Avenue in replace of a cul-de-sac arrangement at the northern end so that all traffic is directed to Port Wakefield Road and Globe Derby Drive only, away from residential streets;
- implementing a 2.7-metre-high acoustic fence along the Daniel Avenue interface to sufficiently mitigate noise impacts from future commercial development as advised by the Environmental Noise Assessment prepared by Echo Consulting;
- setting back the acoustic fence to enable provision of a 2-metre-wide landscape buffer reserve along Daniel Avenue that will be vested to Council and consist of dense plantings capable of
- visually screening the acoustic fence and future built form to ensure a pleasant streetscape appearance; and
- extending the landscape buffer along the entire length of the adjoining race track and Zone boundary, comprising trees capable of reaching a mature height of 9 metres.

An amended planning report is also enclosed that has been updated to reflect the current proposal and includes an assessment of the relevant interface considerations of the Planning and Design Code in detail.

Site Contamination

The Applicant has engaged Senversa to undertake preliminary site contamination investigations for the entire site to ensure that each allotment can be made suitable for future light industrial/commercial uses, which can be provided to Council in due course noting that such is not required under *Practice Direction 14 - Site Contamination Assessment* or Schedule 8 of the Regulations for land division applications that are not proposing a sensitive use.

Coordinated Signage

Signage is not currently proposed as part of the land division application. The Applicant is willing to work with the City of Salisbury during detail design to identify coordinated signage opportunities for the development.

Recycled Water

The availability of recycled water infrastructure is acknowledged by the Applicant. Provision for such will be given further consideration during the detail design stage in conjunction with all other services (water, stormwater sewer, telecommunications and electricity).

We trust this response sufficiently addresses your request. If you have any queries in relation to the above, please do not hesitate to contact the undersigned.

Yours sincerely,

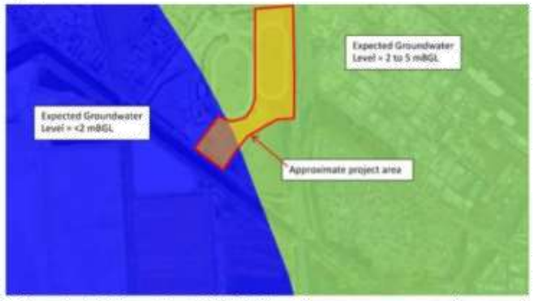
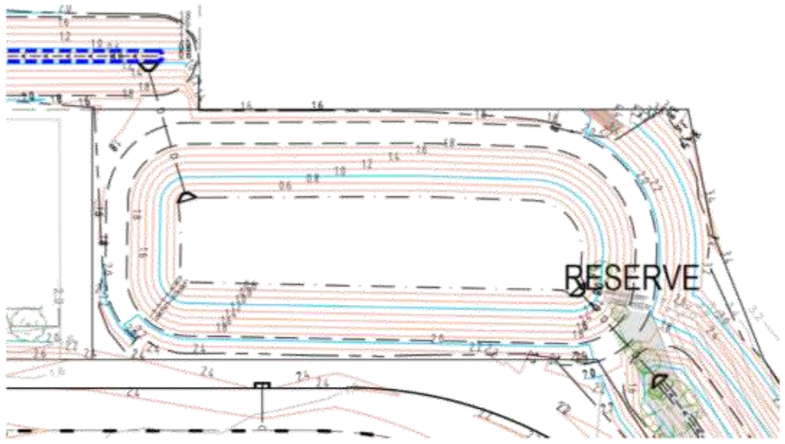
Christopher Webber
Senior Consultant

Enc: *Greenhill Response to RFI*
GD Studia Response to RFI
Flood Advice by Tonkin
Amended Plan of Division
Amended Preliminary Grading and Stormwater Layout Plans
Preliminary Services Layout
MFY Response
Amended Landscape Masterplan
Updated Planning Report

Globe Derby

Greenhill response to City of Salisbury Request for Information dated 21/08/2023

Stormwater, Civil and Flooding		
No.	**Query (City of Salisbury)**	**Response (Greenhill)**
1.	Noting the Hazards (Flooding) and (Flooding General) Overlays apply: a. Demonstrate through modelling that the proposed building/allotment areas manage and overcome the risks of flooding during the critical 1% AEP event. b. Demonstrate through modelling that the proposed development and extent of filling required do not cause unacceptable impacts on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or an unacceptable loss of flood storage. c. Demonstrate through modelling that the proposed development can provide allotment access via an all-weather trafficable surface that is accessible during a 1% AEP flood event. d. We note the current 1% AEP flood level is RL. 2.4 mAHD. We recommend the BL, be set at minimum 2.4 mAHD (or FFL. 2.7 mAHD)	(a), (b), (c) and (d). The City of Salisbury has confirmed that the site is inundated by floodwaters, primarily as a result of a restriction in the Dry Creek Channel at the Port Wakefield Road Bridges causing upstream flood waters to rise and overflow. The flood waters cross over Port Wakefield Road to the north of Dry Creek and across the subject land and adjoining sites, and flows downstream flooding numerous properties adjoining Globe Derby Drive, Trotters Road, Whites Road and more. As noted in the report, the City of Salisbury has advised that the existing flooding is being reviewed with revised flood modelling having been prepared or in the process of being prepared, that considers options to mitigate the current flooding. Tonkin have been engaged to undertake the revised flood modelling. The flood mapping presented in the hazard overlay is clearly out-of-date, showing parts of the upstream Mawson Lakes new development being inundated. To respond as requested, and obtain flood modelling that considers the proposed development, and its effect on the existing flood water flows, Tonkin have been engaged by the Applicant. Tonkin have considered a number of options and undertaken several iterations of the flood modelling, with the most recent as reported in the Tonkin report (ref. 231975L003RevA) dated 24 January 2024, entitled "ADDITONAL FLOOD MITIGATION INVESTIGATION FOR 21-77 GLOBE DERBY DRIVE, GLOBE DERBY PARK". With the proposed amended plan of division, and amended road and allotment grading prepared by GREENHILL, the flood modelling demonstrates the proposed land division will enable allotments to be created that are not subject to flooding in the 1% AEP rainfall event, does not cause unacceptable impacts on adjoining properties or increase flood hazard, as well as provides an accessible road access for all proposed allotments.
2.	Review all expected/required retaining walls, particularly those facing the public realm. The plans suggest street facing retaining walls associated with Allotment 22 (up to 1m), however, we suspect additional retaining may be required (for example, the rear of allotments 20-22). Please consider the batter provision, as it may not be appropriate due to the site being subject to flooding increasing the risk of erosion and scouring. Blakeview style sleepers, charcoal grey, are requested for all street facing locations.	Retaining walls have been reviewed and provided along with proposed earthworks to ensure allotments are not inundated during the 1% AEP rainfall event. The retaining wall type and form will be selected and designed so that if exposed to flood waters they are not at risk of erosion and scouring. Retaining wall selections will be subject to review and acceptance of the City of Salisbury in conjunction with the detailed design and documentation. Your comments for street facing locations are noted and will be incorporated.
3.	The 5m wide easement for stormwater purposes is noted. However, please provide DRAINS modelling and demonstrate suitability to cater for 1% AEP overland flow.	The preliminary DRAINS model is attached as requested, to enable City of Salisbury review. The stormwater easement is to provide for twin 900 mm pipe system, or similar, to ensure 1% AEP can be directed to the proposed open channel system.
4.	The general approach utilising a combination of pits and pipes road drainage infrastructure, together with the open channel system and detention basins is generally acceptable, provided the development can achieve minimum grades for appropriate drainage (self-cleaning velocity for pipes and minimum 1% grade in open channels). Please advise how groundwater is managed in open swales and basins.	Noted, the site topography is such that this is required. The proposed pipe drainage system will require pipe systems to have pipe bed gradients at minimal bed gradients, with checks to be made for self-cleansing. The open channel bed gradient will be required to have a bed gradient of less than 1%, consistent with the existing site natural gradient (which is of approximately 0.1%). The geotechnical site investigations indicate the proposed stormwater detention basin bed levels are located above the ground water level. The majority, if not the whole of the proposed open channel system is also above the groundwater level. Near Globe Derby Drive the open channel bed may be close to the groundwater level but with suitable selection of planting it is expected that its construction will improve local stormwater drainage, and provides the opportunity for indigenous planting, adding to the local bio-diversity.
5.	We note the proposal estimates peak pre-development flow rates for both the 10% and 1% AEP storm events. However, we suspect that pre-development flows are estimated in a generous way, and could	The pre-development flows for the site, which is a large site at 12.5 hectares in area, have been estimated as detailed in the stormwater management plan report. The flows have been estimated using the DRAINS

	be lower (use of own hand calculations). Please review the duration of the critical 10% storm for the pre-development conditions. Provide DRAINS model to assess the assumptions made to calculate required volumes and flows.	initial loss/continuing loss run-off routing model, with parameters outlined in the Report and following the recommendations of Australian Rainfall and Runoff 2019. Also as noted in the report, the critical median peak flow for the 10% AEP pre-development case is the result of the 12-hour duration rainfall event. A copy of the DRAINS model is attached as requested.
6.	We note an open channel system incorporating vegetated swale plantings, with the detention basins to include bioretention basins for water quality. Please review, as we note bio-retention may not be possible due to high groundwater levels and salinity. Please provide additional information on how these issues will be addressed.	As noted above, the detention basins and open channel system are likely to be above the existing groundwater levels, but in any case, the proposed bioretention planting will be selected from indigenous native species that suit the conditions. Refer to the proposed landscape concept for more information.
7.	Demonstrate how groundwater will be managed in Basin 1 and 2 (invert levels are set below the registered groundwater level at bore logs 17, 18 and 20). This also applies to the open swale. Refer Figure 1 below. ***Figure 1***  	As noted in the Geotechnical Report the elevated groundwater levels may be typical for the area adjoining Globe Derby Drive. Borelogs 17, 18 and 18 are near Globe Derby Drive have elevated groundwater levels recorded but referring to the borelogs 15 and 16, which are located at the proposed basins, elevated groundwater levels were not found. This may be related to the soil formation type or it could also be because the local surface levels are below Globe Derby Drive and don't have surface drainage. Nevertheless, as noted above the bio-retention planting will be selected to suit the wet and possibly saline ground conditions.
8.	Please ensure surface flow capacity is maintained at crossings to Port Wakefield Rd. and Globe Derby Drive.	Noted that surface flow capacity along Port Wakefield Road and Globe Derby Drive is to be maintained.
9.	A minimum width of 3m is to be provided at the banks of the basins for maintenance vehicle access. Minimum batters to be 1 in 5 for maintenance purposes.	The preliminary road and site grading design has been amended to provide a 3 m wide space at stormwater basin bank tops.
10.	The expected detention volumes might not be achieved in Basin 1. The DRAINS results provided in the report indicate that volumes have been calculated assuming a top of bank of RL. 1.7. The drawings show the lowest top of bank at RL. 1.4. Provide DRAINS model to facilitate assessment.	Review of the preliminary design plans provided (see Appendix C of the Stormwater Management Plan Report) show that the detention basin bank tops will be at about 1.8 m AHD at least, and not 1.4 m AHD as suggested in the City of Salisbury RFI comments. See contours for Basin 1 shown in the screenshot below  The stormwater drainage model is based upon the preliminary design elevation-storage for the basins, and readily contains the detention storage volume as reported. The peak water surface levels in the basins are shown for the 1% AEP case (see DRAINS results screenshots in Appendix F), and indicate a

		peak water level of 1.32 m AHD, which will be readily contained. The peak outflows are detained to about the estimated pre-development 10% AEP peak flow rate and well below the estimated 1% AEP peak outflow rate. The DRAINS model is attached for review, as requested.
11.	We note the proposed development is to be serviced by sewer connection with pump station, water mains, NBN and SAPN. Please provide a services plan to facilitate this assessment.	The proposed sewer pump station location and sewer mains alignment is shown on the preliminary plans. SA Water potable water mains will be extended from the existing network and provided within the public road network, in accordance with SA Water's standard construction requirements. A communications pit and pipe, and electrical reticulation lines will be accommodated within the Common Services Trench (CST) meeting with the requirements of NBN and SAPN. A preliminary layout plan for the main services is shown in the attached GREENHILL sketch plans (SKC-005, 006, 007). They are preliminary and subject to consideration and acceptance of the relevant Authorities. Some relocation or undergrounding of existing services may be required for the land development and will be coordinated with the relevant authorities in conjunction with the detailed design, meeting with their requirements.

Globe Derby

GD Studia response to City of Salisbury Request for Information dated 21/08/2023

Landscaping and Open Space		
No.	**Query (City of Salisbury)**	**Response (GD Studia)**
15.	Further to comments above, information is sought for the reserve areas and what the stormwater management impact is on these areas, particularly in relation to the basin / swale batters and treatment of these areas.	The proposed swale and stormwater basin system are directly connected to the downstream underground stormwater drainage system in Globe Derby Drive. The swale and basin bases are expected to be regularly wet by stormwater runoff, and allow infiltration of freshwater. The swale and basins will be drained and function to control any elevation of groundwater. The swale and basin banks will be elevated above groundwater allowing selection of plants to suit the soil and climatic conditions. The proposed detention basins and open swale stormwater system should allow regular rain events to freely drain away without the soil being waterlogged for sustained periods of time. Where regular rainfall runoff is directed through the site within the open swales and basins, all batters will be grassed with swathes of proposed tree plantings on the upper batters to assist with soil stabilisation. Within the low flow bypass channel within detention basins and low flow channels within the swales, we have selected sedges that have selected off DEW's Plants for Saline sites and can handle aquatic conditions assisting with water quality improvements. Proposed plant species selected are predominantly Australian natives with many been selected from the OZbreed's Top Salt Tolerant plants for SA. The proposed plant palette has been intentionally diverse to reduce the chances that a specific plant species does not perform and leaving a large patch of open garden bed. Aggressive ground cover have been included in the plant palette that will quickly fill any bare spots within planting
16.	The proposed Daniel Ave street tree plantings are to be consistent with existing plantings of Callistemon Harkness on the southern side due to the overhead powerlines.	Included in updated Landscape Masterplan.
17.	The following species are to be removed from the plant palette, due to them not being suitable for use in this location of the City - Corymbia citriodora and Agonis flexuosa	Noted and reflected in the Landscape Masterplan.
18.	The following species be substituted with the suggested alternate species to ensure longevity of plantings: a. Geijera parviflora for Acacia salicina b. Melaleuca styphelioides or Melaleuca lanceolate or Lagerstroemia	Noted and reflected in the Landscape Masterplan.
19.	We question the use of Tecticornia species and Sarcocornia species and the landscape amenity outcome proposed, noting that this species preference is for areas with tidal inundation and adjacent to areas which are water logged regularly.	Removed from planting palette.
20.	In relation to offset tree planting, please provide further information as to the areas where replacement trees will be planted. This will allow consideration of their longevity and offset suitability.	We have changed the description of the street trees to identify that the 58 offset trees are included in the ~96 street trees proposed.
21.	Regarding retention of Tree 1 within the Reserve Area, the protection plan is to be identified, which we would expect with future detail design documentation.	Removed to accommodate basin and reflected in updated Landscape Masterplan.
22.	From the landscape concept provided it is difficult to confirm the planting of 600 plants as stated. We will await the final landscape plan to confirm the replant numbers and species, noting the arborist and native vegetation reports that have been supplied.	We have clarified that these are predominantly captured within the Urban Forests.
23.	Regarding the SEB offset contribution, please make a specific request that this be allocated for local projects. Council is willing to work with the Applicant to ensure the native vegetation offset is delivered locally.	A separate SEB offset request can be prepared.

MLM/21-0012

14 December 2023

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Mr. Christopher Webber
Future Urban Group
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Adelaide SA 5000

Dear Chris,

APPLICATION ID 23022307 - GLOBE DERBY DRIVE, GLOBE DERBY PARK

I am in receipt of a request for information from Council relating to the proposed land division at the above site. As requested, I have reviewed the queries raised by Council as they relate to traffic engineering matters and provide the following additional information to assist Council in its assessment of the application.

For convenience, I have reiterated the specific traffic matters raised by Council followed by a response.

12. It is noted the new roads are intended to support B-Doubles (with gazettal required), and all B-Doubles intended to access/exit the site via Port Wakefield Road. In terms of broader network access – please advise:
a. For Performance Based Standards (PBS) level 3 (or any vehicles larger than semi-trailers), seeking to access the development from the north, how are they to enter the site? It is assumed they will have to perform a U-turn somewhere along Port Wakefield Road, to take advantage of the proposed Port Wakefield Road access.
b. Similarly, all Performance Based Standards (PBS) level 3 (or any vehicles larger than semi-trailers) will need to exit via the Port Wakefield Road access. Accordingly, all such vehicles will be directed towards the north. How will they manoeuvre if their intended direction is to the south?

It is not proposed that PBS Level 3 vehicles (road trains) will access the site, even though Port Wakefield Road is gazetted for such vehicles. A B-Double is comparable to a PBS Level 2 vehicle. Notwithstanding this, all drivers of OSOM vehicles are required to plan their journey such that they use gazetted routes (or alternatively have a permit for a route). It is very common that certain movements are banned along a route and that drivers can only access a site from one direction in such vehicles. In this instance, southbound drivers could detour via Ryans Road and Elder Smith Drive to Salisbury Highway to approach the site from the south and use the same route when exiting towards the south. These routes are all gazetted for use by B-Doubles and turns to and from Port Wakefield Road and Salisbury Highway would be a signalised intersection. Drivers would not execute a U-turn in a PBS Level 2 vehicle.

F:\21-0012 Christopher Webber 14 Dec 23

21-0012
14 December 2023
Page 2 of 3

13. Semi-trailers and other smaller heavy vehicles are proposed to be able to access via Daniel Avenue and Globe Derby Drive (with 19.0m semi-trailers swept path provided for those access points).

a. In relation to Daniel Avenue our preference is that this access/intersection be restricted to passenger vehicles only, thus preventing heavy vehicle impacts to the existing residential area. While we note the tighter kerb radius proposed by MFY, intended to restrict left turn movements, we suggest a more robust treatment be provided, such as median treatment in Daniel Avenue preventing left turn movement. While the tighter kerb radius may assist, experience suggests this could easily be driven over by larger vehicles. We also note that internal signage could be adopted, encouraging right turn movements towards Port Wakefield Road.

The connection to Daniel Avenue is no longer proposed.

In relation to Globe Derby Drive:
i We note the proposed change to the existing road, to provide a channelized right turn lane. However, it appears this will change the current road configuration (which allows for two lanes heading south-east and one lane heading north-west), reducing the south-east movement to one-lane. It is understood this existing configuration is intended to alleviate traffic volumes associated with exit movements on race day at the Harness Racing Club. Please advise.

The current lane configuration was designed to facilitate two exit lanes when there were high traffic volumes departing the site on race day. However, the facility no longer attracts such high patronage and there is adequate capacity to accommodate exiting traffic at the end of an event.

It is preferable to facilitate a safe access arrangement for the land division given that the additional lane is now superfluous. Should a specific event attract more patrons an event traffic control treatment could readily be established which reinstated the dual exit lanes in the unlikely event that it was to be required.

ii. We note a proposed median treatment which will preclude right turns out of the site towards Globe Derby residential area (MFY – Figure 6)

Figure 1 illustrates Figure 6 which was incorporated in the MFY report.

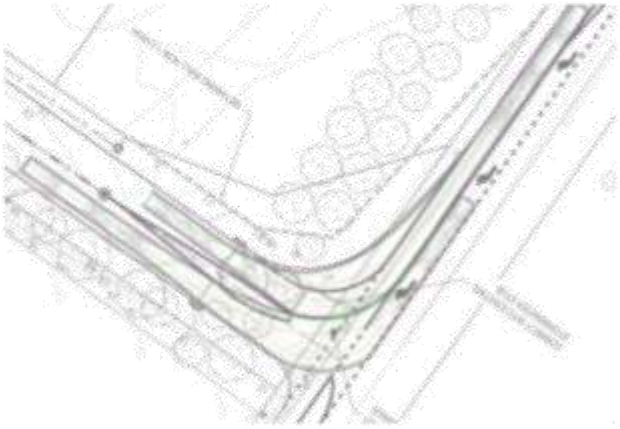


Figure 2: Globe Derby Drive/proposed access road intersection

21-0012
14 December 2023
Page 3 of 3

The above figure illustrates a channelised right turn lane and median treatment which would permit all movements. There would be no incentive for drivers to turn right to the residential area unless they lived within that precinct. Any route via the residential area would be very circuitous compared to a direct exit route to Port Wakefield Road via a left turn at the intersection above.

iii. Globe Derby Drive is not presently constructed to support large volumes of heavy vehicle movements. In relation to the proposed channelized right turn treatment, and new access, please advise on the intended road construction approach to support intended heavy vehicle movements.

The proposed road pavement will be designed to facilitate the anticipated AADT volume and commercial vehicle percentage requirement based on forecast daily volumes associated with the proposal.

14. For those allotments sighted close to (new) road bends, please identify access/egress locations, and confirm that safe sight line distances can be achieved having regard to the road curvature.

MFY Drawing No. MFY_210012_09_SH05A illustrates suggested driveway locations where sight distance requirements will be achieved for all allotments.

In addition to the queries raised in the RFI from Council, I have reviewed the representations received as they relate to traffic and parking matters and note that there has been some concern raised by residents in respect to additional traffic generated by the proposal.

The proposal has since been modified to remove the connection to Daniel Avenue which will ameliorate the concerns raised relating to traffic in this street.

In summary, the proposed land division will provide for convenient access for drivers of PBS Level 2 vehicles in all directions through a minor diversion. This is a common requirement for heavy vehicle access and readily understood by drivers of OSOM vehicles.

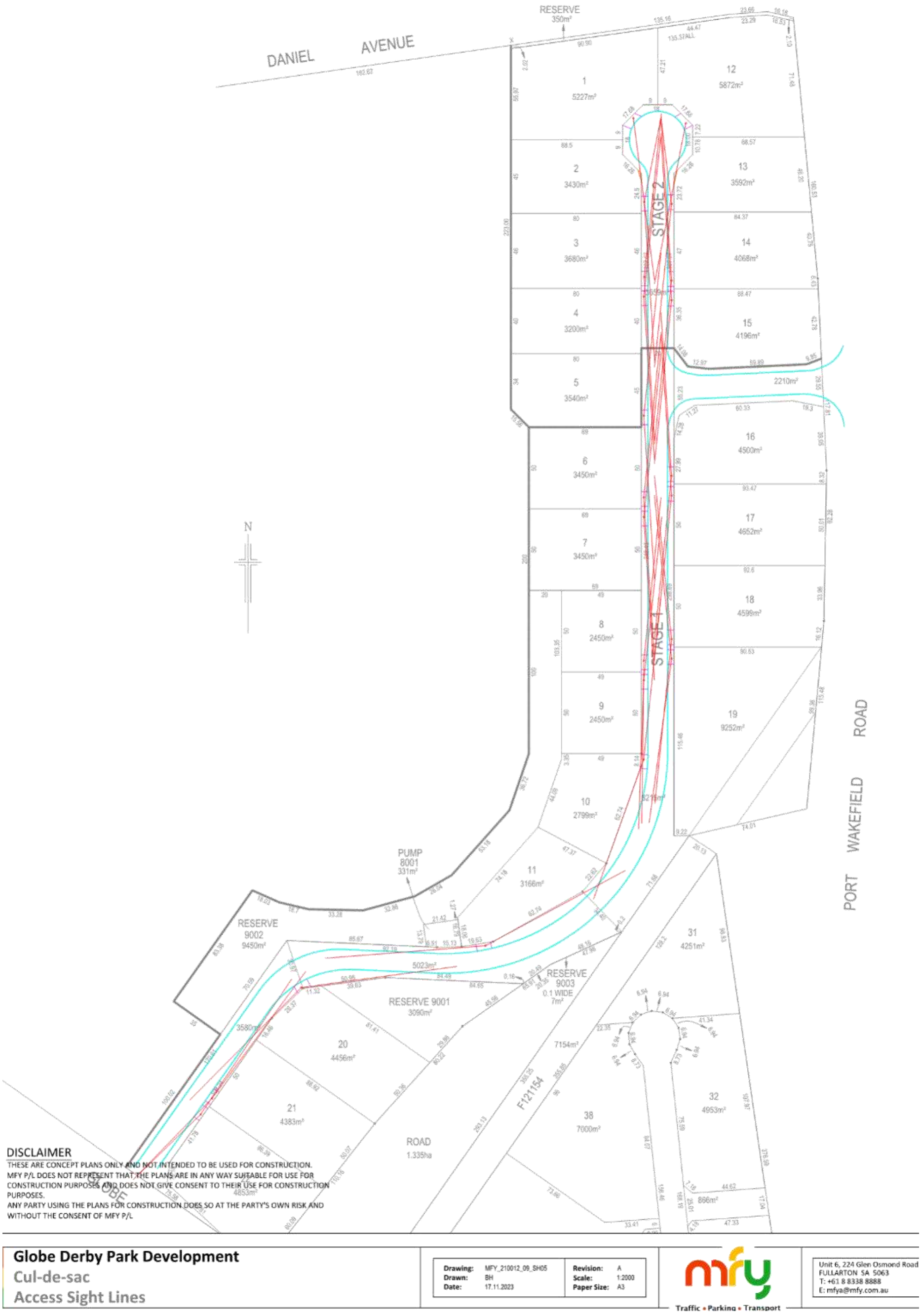
Minor changes to the design can be accommodated during detailed design, albeit there will be negligible demand for heavy vehicles to travel west of the site. Specific design criteria on Globe Derby can also be accommodated in detailed design, noting that the current proposal will result in an improved safety outcome on this road.

Yours sincerely,
MFY PTY LTD

MELISSA MELLEN
Director

BUSINESS WOMEN'S AWARDS

2010 NATIONAL WINNER
2010 TELSTRA SOUTH AUSTRALIAN BUSINESS WOMAN OF THE YEAR


DANIEL AVENUE
RESERVE 350m²
STAGE 2
STAGE 1
PORT WAKEFIELD ROAD
PUMP 8001 331m²
RESERVE 9002 9450m²
RESERVE 9001 3090m²
RESERVE 9003 0.1 WIDE 7m²
ROAD 1.335ha
F121154
N
DISCLAIMER
THESE ARE CONCEPT PLANS ONLY AND NOT INTENDED TO BE USED FOR CONSTRUCTION.
MFY P/L DOES NOT REPRESENT THAT THE PLANS ARE IN ANY WAY SUITABLE FOR USE FOR CONSTRUCTION PURPOSES AND DOES NOT GIVE CONSENT TO THEIR USE FOR CONSTRUCTION PURPOSES.
ANY PARTY USING THE PLANS FOR CONSTRUCTION DOES SO AT THE PARTY'S OWN RISK AND WITHOUT THE CONSENT OF MFY P/L
Globe Derby Park Development
Cul-de-sac
Access Sight Lines
Drawing: MFY_210012_09_SH05
Drawn: BH
Date: 17.11.2023
Revision: A
Scale: 1:2000
Paper Size: A3
Traffic • Parking • Transport
Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063
T: +61 8 8338 8888
E: mfya@mfy.com.au

MLM/21-0012

17 November 2023

Traffic • Parking • Transport
Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063
T: +61 8 8338 8888
F: +61 8 8338 8880
E: mfya@mfy.com.au
W: mfy.com.au
MFY Pty Ltd
ABN 79 102 630 759

Mr. Christopher Webber
Future Urban Group
Level 1, 74 Pirie Street
ADELAIDE SA 5000

Dear Chris,

APPLICATION ID 23022307 - GLOBE DERBY DRIVE, GLOBE DERBY PARK

I refer to the proposal for a land division at Globe Derby Park which would result in the creation of allotments for commercial development and an internal road network. The proposal lodged with Council included modifications to Port Wakefield Road to affect a new road intersection and connections to both Daniel Avenue and Globe Derby Drive.

You have now sought my view as to whether the removal of the proposed connection to Daniel Avenue would be detrimental to the application from a traffic distribution perspective and, importantly, whether the site would be appropriately serviced with the access on Globe Derby Drive and Port Wakefield Road.

Daniel Avenue intersects with Port Wakefield Road and provides access to adjacent residential developments. Movements at the intersection are restricted to left-in and left out turns. While removal of the proposed connection between the subject site and Daniel Avenue will result in drivers no longer being able to access Port Wakefield Road via Daniel Avenue, these turns can be accommodated at both the new Port Wakefield Road intersection and at the existing signalised intersection of Globe Derby Drive and Port Wakefield Road (where movements to and from all directions are permitted).

In regard to distribution, therefore, there will be negligible impact as a result of the connection being removed. There will be a minor increase in volumes following the adjusted access arrangements, albeit the anticipated volume using Daniel Avenue as a result of the development was low (40 trips per hour during the peak).

The majority of diverted drivers would be expected to be transferred to the new intersection with Port Wakefield Road, given that the permitted turns are identical, and it is within a closer proximity to Daniel Avenue. This future intersection will readily cater for the increase in volume and there would be no change to its nature and function. Importantly the design had provided for larger

commercial vehicle access via the new intersection and hence these vehicles would not have been expected to use Daniel Avenue.

A turning area will need to be provided on the site to facilitate drivers on the internal road network entering and exiting in a forward direction. Figure 1 illustrates a driver turning a PBS Level 2A vehicle (B-Double) in the cul-de-sac to ensure that all vehicles will enter and exit the site in a forward direction.

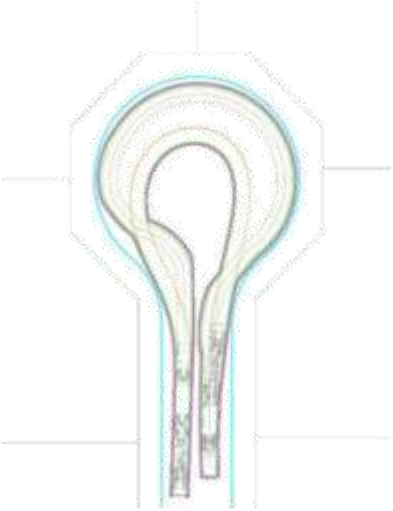


Figure 1: Turning movements of B-Doubles in cul-de-sac

A review of potential access to the northern allotments has also been undertaken. Figure 2 illustrates that safe and convenient access can be provided to each site.

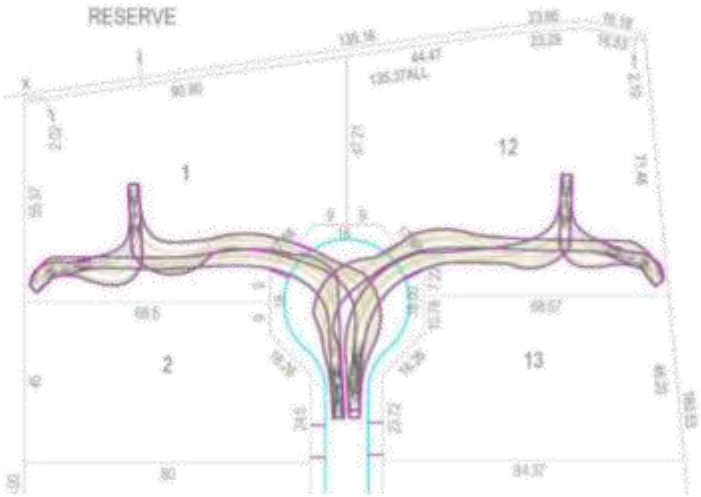


Figure 2: Vehicles accessing adjacent northern allotments

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17 November 2023
Page 3 of 3

In summary, there would be minimal impacts on the proposal as it relates to access, traffic distribution and road safety if the connection to Daniel Avenue from the land division is to be no longer proposed. While distribution from a site is important, there are two other access points which will be maintained and will be able to cater for all forecast traffic associated with future development on the land.

Yours sincerely,
MFY PTY LTD

MELISSA MELLEN
Director

BUSINESS WOMEN'S AWARDS
2010 NATIONAL WINNER
2010 TELSTRA SOUTH AUSTRALIAN BUSINESS WOMAN OF THE YEAR

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

1-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

PlanSA

APPLICATION NUMBER

23022307

NATURE OF DEVELOPMENT

Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees)
Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive)
Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)

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 05-09-2023

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	23022307
Proposal	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Location	21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

Representations

Representor 1 - Heather Stevens

Name	Heather Stevens
Address	18 GRAYLING COURT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	04/09/2023 03:32 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 support the development with some concerns
Reasons	

Attached Documents

Representation-Da23022307-HeatherStevens-6384335.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Heather Stevens	My phone number: [redacted]
My postal address*: 18 Grayling Crt Globe Derby Pk	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

* Concerns for increased traffic flow though residential streets of Globe Derby Park.
* I would request that there be no exit from the development onto Daniel Avenue. Exits should be solely via the traffic lights on Globe Derby Drive or directly onto Pt Wakefield Rd if going North.
* Reason – This is a horse training area. Increased traffic poses a risk to horses and riders / drivers.

Government of South Australia
Attorney-General's Department

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

[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.

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: 4/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

Representations

Representor 2 - James Herman

Name	James Herman
Address	25 TROTTERS DRIVE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	28/08/2023 04:56 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 support the development with some concerns
Reasons	

Attached Documents

HermanJamesDevelopmentIssues-narrowRoad-6334658.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: James Herman	My phone number: [redacted]
My postal address*: 25 Trotters Drive Globe Derby Park	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 road (Globe Derby Drive) is nowhere near wide enough to support a commercial development.
It cannot fit two wide trucks + would get too busy and unsafe as there are bikes + animals (either trained or coming from the leisure tracks)

Government of South Australia
Attorney-General's Department

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

There have already been issues with the trucks* + spillages which would be exaccerbated.** safety is an issue + this submission can serve as councils "duty of care" if problems arise.

* from the salt pan development
** cars may start parking on road.

[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.

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: Gatherman Date: 28/08/2023

Return Address: PO Box 8, SALISBURY SA 5108 or
Email: representations@salisbury.sa.gov.au or
Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 3 - Michael Norman

Name	Michael Norman
Address	69 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 04:54 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

Representation-Da23022307-MichaelNorman-5Sept2023-6396360.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

RECEIVED

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: MICHAEL NORMAN	My phone number: [redacted]
My postal address*: 69 DANIEL AVE GLOBE DERBY PK	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

Our main concern is that the development is adjacent our two properties and are worried about increased traffic, noise pollution and vegetation loss. Our view is it's quite and peaceful suburb which we have lived in for over 35 years training our horses and don't think it should be so close to our adjoining properties in this residential area.

[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.

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: 4-9-23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 4 - Isabelle Zmuda

Name	Isabelle Zmuda
Address	11 TROTTERS DRIVE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 08:31 AM
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	

Attached Documents

Representation-Da23022307-IsabelleZmuda-5Sep2023-6398168.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc. *[applicant name]*
Development Number:	23022307 *[development application number]*
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)*)* *[development description of performance assessed elements]*
Zone/Sub-zone/Overlay:	Employment Zone & Community Facilities Zone *[zone/sub-zone/overlay of subject land]*
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110 *[street number, street name, suburb, postcode]* *[lot number, plan number, certificate of title number, volume & folio]*
Contact Officer:	*Assessment Panel/Assessment Manager at City of Salisbury [relevant authority name]*
Phone Number:	08 8406 8222 *[authority phone]*
Close Date:	5/09/2023 *[closing date for submissions]*

My name*:Miss Isabelle Zmuda	My phone number: 0401 059 553
My postal address*: 11 Trotters Drive Globe Derby Park	My email: zmuim001@icloud.com

** 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:

Dear Assessment Manager,

I'm not supportive of the employment zone and don't see it interfacing well within the other zones, however understand that it is difficult to change the zoning in and therefore raise the following concerns/suggestions:

· My preference would be to see the zone restricted to a lighter commercial nature such as shops/takeaway, warehousing, storage, consulting, offices within the site and developed as a larger site, rather than being split into a number of densified commercial allotments which will have greater logistical impacts (additional traffic). I.e. a business like a Bunnings taking up more of the site rather than multiple commercial tenancies.

· I'm concerned with future contamination issues and future noise impacts that tenancies of an industrial nature might have within the employment zone on the semi-rural interface and Community Facilities Zone interface. I therefore suggest that more sensitive tenancies are proposed within the employment zone.

· Concerns with the zoning interface between Employment Zone (commercial nature), community facilities, Semi-rural and future residential within the salt fields (dry creek).

· Concerns with increased traffic, vehicles and trucks

· Concerns with air pollution and ground water pollution

· Concerns with noise from the Employment Zone tenancies and how this will impact harness race trials and harness race meetings during the day. Noise can easily spook a horse and this can have serious concern for those involved in a race meet and their health and safety, as well as the horse's health and safety.

· I'm concerned with the impact on the eco system and ask that a number of mature trees 9meters + be installed, watered and monitored. The developer needs to be held responsible for the maintenance of these trees long term (i.e. 5 years) and where the land is on sold, the owner would then become responsible. Any mature trees that die within 10 years need to be replenished. Where the site is on sold, the new owners will need to take over this conditional responsibility. NOTE: Developer to install all the trees prior to a land division clearance being issued.

· The green buffer should continue from Lot 22 right along the site. · The plan shows no green buffer between proposed lots 1,2,3,4,5,6,7 & Globe Derby Park Community Facilities Zone, the green buffer should continue from Lot 22 right along the site. More green space separating the zones.

· The boundary between proposed Lots 1 to 11 and Globe Derby Park Community Facilities Zone should have 9m+ mature trees the whole way along the boundary not only a portion as nominated on the plans.

· The warm up track will no longer be available once these sites are developed. Horses will most likely need to warm up closer to Trotters Drive, I'm concerned that there will be issues with dust and noise affecting the residences living adjacent the site on Globe Derby Drive. What is in place to mitigate ongoing compliance concerns?

· Long term ecosystem that will be destroyed, i.e., family of hawks that have been breeding within the warm-up track since its infancy. What about this and other ecosystems that have been there for years?

· I'm concerned that this proposal will have a negative impact on our semi-rural properties in Globe Derby Park and negatively de-value our market prices.

I don't believe the current proposal should be approved. I would like to see a proposal which is less densified (23 allotments is too many), is more sensitive to the other zones and has more green buffers and mature trees installed where others are unable to be retained and restricted to lighter commercial tenancies, better interfacing tenancies.

Thank you for taking these items into consideration and I look forward to discussing these concerns with you and those involved.

Kind Regards,

Isabelle

[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: Date: 5/09/2023

Return Address: 11 Trotters Drive Globe Derby Park SA 5110 *[relevant authority postal address]* or

Email: zmuim001@icloud.com *[relevant authority email address]* or

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

Representations

Representor 5 - Sue Chhen

Name	Sue Chhen
Address	96 Daniel avenue GLOBE DERBY PARK SA, 5110 Australia
Submission Date	16/08/2023 06:14 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 support the development
Reasons	

Attached Documents

Representations

Representor 6 - Mary Anne Harding

Name	Mary Anne Harding
Address	15 TROTTERS DRIVE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	17/08/2023 01:18 PM
Submission Source	Over Counter
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
Reasons	

Attached Documents

RepresentationDa23022307-MaryAnneHarding-16August2023-6260360.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Mary Anne Harding	My phone number: [redacted]
My postal address*: 15 Trotter Dr Globe Derby Pk	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

17 AUG 2023

Government of South Australia
Attorney-General's Department

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

Club needs this to remain viable.

What I would like is for the land on the Northern side of Trotter Drive to then be zoned residential not rural.

[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.

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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 Waterdy Date: 15.8.23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 7 - Cheryl James

Name	Cheryl James
Address	27 CAROLINE DRIVE PARALOWIE SA, 5108 Australia
Submission Date	06/09/2023 08:50 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-SherylJames-5Sept2023-6398289.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Sheryl James	My phone number: [redacted]
My postal address*: 27 Cardine Drive Paralowie	My email*: [redacted]

* Indicates mandatory information

My position is:

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

Government of South Australia
Attorney-General's Department

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

there are no grassed areas | trees on the new plans. Worried about speeding traffic down the access Road adjacent to Port Wakefield Road. Storm water where is that going? already floods through there. knocking | cutting all the pine | gum tree's where native birds to that area live and Breed.

[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.

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: DES NOLAN

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

Signature: [signature] Date: 4/9/2023.

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 8 - Sharon Newman

Name	Sharon Newman
Address	21 TROTTERS DRIVE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 08:52 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-SharonNewman-5Sept2023-6398319.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Sharon Newman	My phone number: [redacted]
My postal address*: 21 Trotters Drive Globe Derby Park 5110	My email*:

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

- Development is too close to the Globe Derby Park Race track
- We need to have more green space

[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.

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: Des Nolan

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

Signature: _____ Date: 3/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 9 - Greg Allen

Name	Greg Allen
Address	91 GLOBE DERBY DRIVE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 08:58 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-GregAllen-5Sept2023-6398416.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: GREG ALLEN	My phone number: [redacted]
My postal address*: 91 GLOBE DERBY DRIVE	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

TO CLOSE - TO MAIN - TRUT - TRACK

[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
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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: DES - NOLAN

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

Signature: [signature] Date: 3-9-2023.

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 10 - Heinz Wetkowski

Name	Heinz Wetkowski
Address	12 GRAYLING COURT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:05 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-HeinzWetkowski-5Sept2023-6398483.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: HEINZ WETKOWSKI	My phone number: [redacted]
My postal address*: 12 Grayling Cr. Globe Day Pk.	My email*:

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

To close to the Race Track.

(attach additional pages as needed)

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

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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: 2.9.23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 11 - Howard Searle

Name	Howard Searle
Address	2 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:10 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-HowardSearle-5Sept2023-6398528.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: HOWARD SEARLE	My phone number: [redacted]
My postal address*: No 2 ALAGAR CRES. GLOBE DERBY PARK	My email*: [redacted]

* *Indicates mandatory information*

My position is:
- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☑ I oppose the development

Government of South Australia
Attorney-General's Department

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

Would like the Development more Beautified with Green space and the old original large trees protected.

[attach additional pages as needed]

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

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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: Des Nolan.

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

Signature: [signature] Date: 4-9-23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

Representations

Representor 12 - Jim Smith

Name	Jim Smith
Address	89 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:13 AM
Submission Source	Over Counter
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	

Attached Documents

Representation-Da23022307-JimSmith-5Sept2023-6398580.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: JIM SMITH	My phone number: [redacted]
My postal address*: 89 DANIEL AVE GLOBE DERBY PARK 5110	My email*:

* *Indicates mandatory information*

My position is:
- ☐ I support the development
- ☒ I support the development with some concerns (detail below)
- ☐ I oppose the development

(1) NO. ACCESS/EXIT ONTO DANIEL AVE BECAUSE,
(A) ENTRANCE TO CLOSE TO PT WAKEFIELD AND ACCESS ROAD. HAS THE POTENTIAL FOR VEHICLE ACCIDENTS
(B) INCREASED TRAFFIC ALONG DANIEL AVE AND TROTTERS DR INCREASES THE CHANCES OF ACCIDENTS WITH HORSES AND DRIVERS. - MANY MOTORISTS ARE UNAWARE OF HOW UNRULY HORSES MAY BECOME ESPECIAL WITH LARGER VEHICLES
(C) THERE ARE TWO OTHER ENTRANCES PLANNED ON PT WAKEFIELD RD AND GLOBE DERBY DR WHICH ARE WELL AWAY FROM HORSE ACTIVITY.
(D) COUNCIL HAS ALREADY INSTALLED SPEED CONTROL ON DANIEL AVE AND TROTTERS DR IN AN ATTEMPT TO MAKE THESE ROADS SAFER
(E) POSSIBLE INCREASE TO TRAFFIC IN A QUIETE RESIDENTIAL STREETS.

Government of South Australia
Attorney-General's Department

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

2 AS POSSIBLE TENANTS ARE UNKOWN PROVISION SHOULD BE MADE FOR EFFECTIVE SOUND BARRIERS ALONG THE LENGHT OF THE DEVELOPMENT IN CASE OF EXCESS NOISE. EG TRUCKS AIR BRAKES, EXHAUSTS ETC

3 POSITION OF NEW TRAINING TRACK IS UNKNOWN. ITS POSITION MAY AFFECT RESIDENTS ON TROTTERS DR WITH DUST AND NOISE. CONSIDERATION NEEDS TO BE GIVEN ON HOW TO MITIGATE THIS PROBLEM IF IT ARISES

[attach additional pages as needed]

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

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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: 5.9.23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 13 - Peter Badenoch

Name	Peter Badenoch
Address	72 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:21 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-PeterBadenoch-5Sept2023-6398703.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: PETER BADENOCH	My phone number: [redacted]
My postal address*: 72 DANIELLES AVE G.D.	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

THE BLOCKS WILL BE TO CLOSE TO THE RACE TRACK.

(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.

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: DEB NOLAN.

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

Signature: Date: 2/9/2023

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 14 - Chris Laird

Name	Chris Laird
Address	6-8 MANFRED STREET PLYMPTON SA, 5038 Australia
Submission Date	06/09/2023 09:30 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-ChrisLaird-5Sept2023-6398827.pdf

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: CHEN LAIRO	My phone number: [redacted]
My postal address*: 6 Manfred St [illegible]	My email*: [redacted]

** Indicates mandatory information*

My position is:
- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☑ I oppose the development

Government of South Australia
Attorney-General's Department

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

Factory to close to track

we need 50 meters

STABLE & 72 DANIEL AVE Globe Derby

[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.

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: DR NOLAN

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

Signature: _____ Date: 8/10/2023

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

Representations

Representor 15 - Bronte Giorgio

Name	Bronte Giorgio
Address	1-5 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:33 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-BronteGiorgio-5Sept2023-6398865.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	TUESDAY 5th SEPTEMBER 2023

My name*: BRONIE GIORGIO	My phone number: [redacted]
My postal address*: 5 ALABAR CR. Globe Derby	My email*: [redacted]

* Indicates mandatory information

My position is:

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

Government of South Australia
Attorney-General's Department

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

Horse Training needs all the ground that it can keep. we need a 50m buffer Zone to the race Track.

[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.

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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: Des Nolan.

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

Signature: [signature] Date: 1-9-23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 16 - Tiffany Lee

Name	Tiffany Lee
Address	21 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:36 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-TiffanyLee-5Sept2023-6398913.pdf

RECEIVED
CITY OF SALISBURY

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: TIFFANY LEE	My phone number: [redacted]
My postal address*: 21 ALABAR CRES. GLOBE DERBY PARK. 5110	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

I WANT THE ORIGINAL PLAN VOTED ON IN 2017 AS IT IS BUFFERED FROM THE RACE TRACK. PLAN ATTACHED

[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.

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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: DES NOLAN

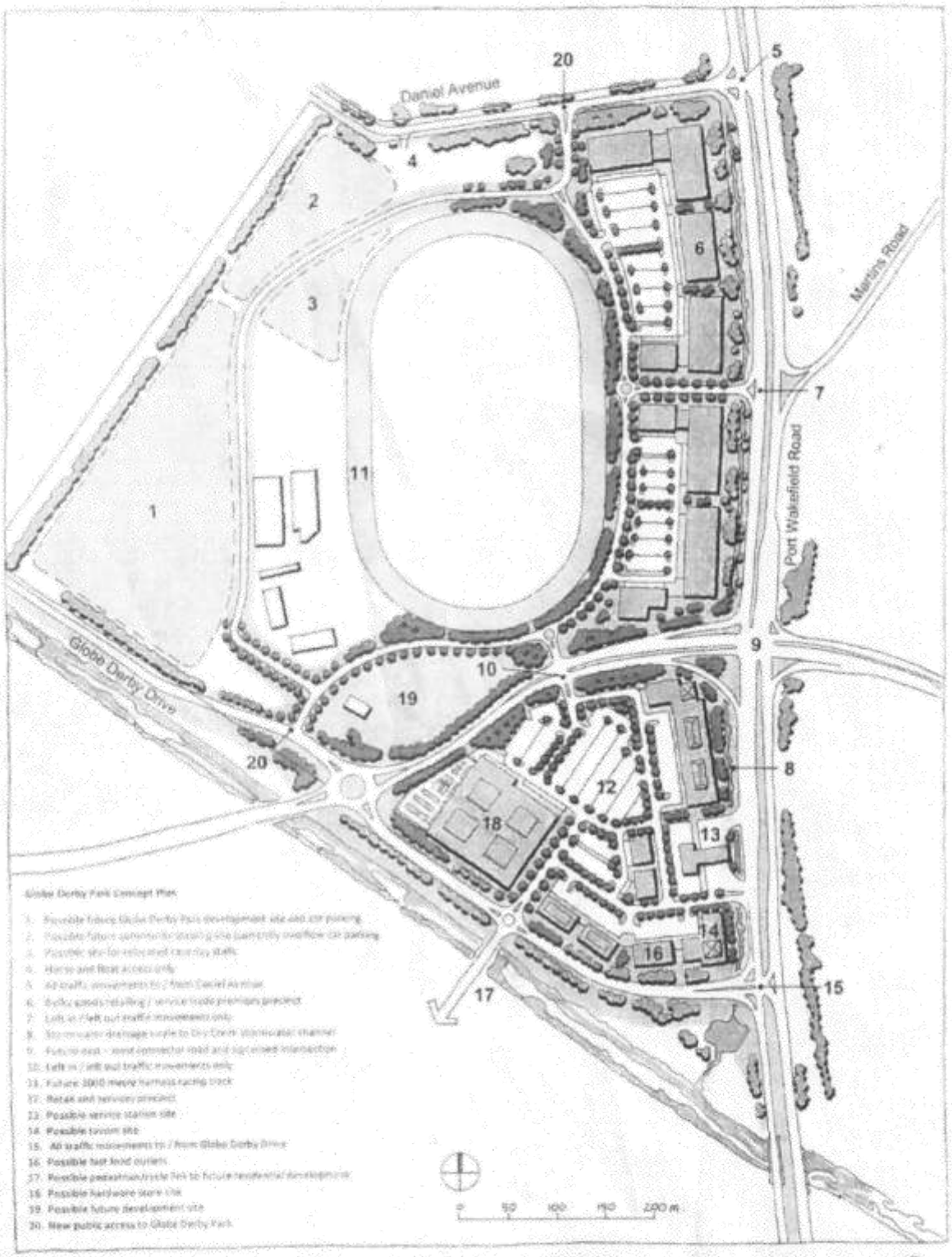
**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: _____ Date: 2-09-23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say



Globe Derby Park Concept Plan

John Tagliaferri
Urban Planning + Design

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

Representations

Representor 17 - Steve Allen

Name	Steve Allen
Address	72 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:39 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-SteveAllen-5Sept2023-6398952.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Steve Aitken	My phone number: [redacted]
My postal address*: 72 Daniel Ave Globe Derby Pk	My email*:

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

THE DEVELOPMENT IS TO CLOSE THE RACE TRACK.

[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
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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: Des Norand

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

Signature: [signature] Date: 2. 9. 23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 18 - Benjamin Adams

Name	Benjamin Adams
Address	14 GRAYLING COURT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:42 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-BenjaminAdams-5Sept2023-6399021.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Benjamin Adams	My phone number: [redacted]
My postal address*: 14 Grazing Court, Globe Derby Park	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

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

NOT ENOUGH GREEN SPACE

[attach additional pages as needed]

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

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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: DES.

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

Signature: [signature] Date: 30.8.23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 19 - Hayley Adams

Name	Hayley Adams
Address	14 GRAYLING COURT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:45 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-HayleyAdams-5Sept2023-6399095.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Hayley Adams	My phone number [redacted]
My postal address*: 14 Grayling Court Globe Derby Park	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

Not as per orginal concept plan.

[attach additional pages as needed]

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

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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: DES NOLAN.

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

Signature: Hayley Adams Date: 30/8/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 20 - Suzanne Davey

Name	Suzanne Davey
Address	14 GRAYLING COURT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:48 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-SuzanneDavey-5Sept2023-6399132.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

RECEIVED

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: SUZANNE DAVEY	My phone number: [redacted]
My postal address*: 14 GRAYLING CRT, GLOBE DERBY PK	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

- The revised plan lacks enough space between the race track and building sites.
- Removal of well established trees will be detrimental to wildlife and the trees currently provide a buffer to sight and noise pollution.
- If buildings are erected close to the track, training and racing will be greatly effected
- If the salt fields are to be developed in the coming years, removing the current 'green' space will be unsightly

[attach additional pages as needed]

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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: Des

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

Signature: _____ Date: 30/8/23.

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 21 - Shaun Adams

Name	Shaun Adams
Address	14 GRAYLING COURT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:50 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-ShaunAdams-5Sept2023-6399200.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: SHAUN ADAMS	My phone number: [redacted]
My postal address*: 14 GRANLIKE CRT GLOBE DERBY	My email*:

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

THE BLOCKS ARE TO CLOSE TO THE TRACK.

[attach additional pages as needed]

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

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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: DES

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

Signature: _____ Date: 30/8/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 22 - Janice Anne Sowden

Name	Janice Anne Sowden
Address	51 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:54 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-JaniceAnneSowden-5Sept2023-6399259.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Janice Anne Sowden	My phone number: [redacted]
My postal address*: 51 Daniel Ave Globe Derby Park 5110	My email*:

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

I Live at 57 Daniel Ave A.D.P
I strongly oppose this Development as it would
Devalue my property.
This area is a green unique oasis between bricks,
concrete & bitumen to change anything would be a
another nail in the coffin Referring to climate change
with trees being cut down.
The trees are a buffer zone from Pt Wakefield Rd
with pollution from trucks & cars.
This is a natural home for countless birds & animal.
Why destroy all this with dirty, stinking, polluting
trucks & factorys
This area is for people who train horses, pleasure
horses & greyhounds. Please consider all options very
carefully Thank you.

[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.

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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: Des Nolan

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

Signature: [signature] Date: 4-9-2023

Return Address: PO Box 8, SALISBURY SA 5108 or
Email: representations@salisbury.sa.gov.au or
Complete online submission: https://plan.sa.gov.au/have_your_say

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

Representations

Representor 23 - Luke Gaskin

Name	Luke Gaskin
Address	181-187 RYANS ROAD GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 09:57 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-LukeGaskin-5Sept2023-6399329.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: mr Luke GADKIN	My phone number:
My postal address*: 187 Ryans Rd GLOBE DERBY PARK SA 5110	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

the plan shows inadequate buffering (green + noise) caused by removal of trees of significance + regulated trees.

There's no thought showing plans for storm water management

(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
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- comment only on the performance-based elements of the proposal.

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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: Des Nolan

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

Signature: _____ Date: 2/9/2023

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 24 - Angelina Yang

Name	Angelina Yang
Address	12 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 10:06 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-AngelinaYang-5Sept2023-6399470.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Angelina Yang	My phone number: [redacted]
My postal address*: 12 Alabar Crescent, Globe Derby Pa	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

I wont be able to ride my horse! too much traffic, my horse will get spooked ~~the~~ will wreck area 200!

[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.

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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: Dia Nolan

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

Signature: Angelina Yang Date: 4/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 25 - Darren McInnes

Name	Darren McInnes
Address	32 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 10:19 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-DarrenMcinnes-5Sep2023-6399698.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: DARREN McINNES	My phone number: [redacted]
My postal address*: 32 ALABAR CRESCENT GLOBE DERBY PARK	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

WE SHOULD HAVE A BUFFER ZONE OF 50m FROM THE RACE TRACK BECAUSE OF SIGHT & NOISE. IF THIS doesn't HAPPEN WE WILL FIND IT VERY difficult TO TRAIN AND RACE HORSES HERE.

REMOVAL OF ALL TREES IS UNACCEPTABLE AS THERE IS PROTECTED SPECIES THAT WILL BE IMPACTED SUCH AS GOSS HAWKS, PEREGRINE FALCON & RED RUMP PARROTS.

THE RACE TRACK CAN'T BE EXTENDED AS IT COMES RIGHT ONTO THE FENCE WHICH WAS DOWN ON THE ORIGINAL PLANS.

[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
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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: DES ~~D~~ NOLAN

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

Signature: _____ Date: 04/09/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 26 - Kaela Hryhorec

Name	Kaela Hryhorec
Address	32 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 10:28 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-KaelaHryhorec-5Sep2023-6399861.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Kaela Hryhorec	My phone number: [redacted]
My postal address*: 32 Alabar Crescent Globe Derby Park	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

- We need a buffer zone of 50m from the race track because of sight and noise. If this doesn't happen we will find it very difficult to train and race horses here.
- Removal of all trees is unacceptable as there is protected species that will be impacted such as goss hawks, peregrine falcon, and red rump parrots.
- We cant extend the race track because it comes right on to the track fence which was down on the original plan.

[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.

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: Des Nolan

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

Signature: [illegible] Date: 04/09/2023

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 27 - Joshua Varley and Jasmine Iliadis-Joyce

Name	Joshua Varley and Jasmine Iliadis-Joyce
Address	7 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 10:32 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-JoshuaVarleyJasminelliadis-joyce-5Sep2023-6399951.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Joshua Varley Jasmine Thodis-Joyce	My phone number: [redacted]
My postal address*: 7 Alabar Crescent, Globe Derby Park SA 5110	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

- lack of community amenities in proposal
- lack of common land provisions by council
- development does not benefit community, only future commercial land holders
- lack of overall grand plan from council, in relation to parking, amenities, infrastructure, nature etc means that the development of this land will be entirely at the whims of future land owners/developers, which will likely focus on most profitable outcomes and not consider the needs, wants, and infrastructure requirements of the community.

[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
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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: Des Nolan

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

Signature: Jasmine Claudia Joyce Joshua Vurley Date: 4/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 28 - Ann-Marie Sciberras

Name	Ann-Marie Sciberras
Address	57 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 10:41 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-Ann-marieSciberras-5Sep2023-6400150.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Ann Marie Scibenras	My phone number: [redacted]
My postal address*: 57 Daniel Ave, Globe Derby Park	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

- there needs to be a buffer zone around the race track aswell as along the fence line of Daniel Avenue with fencing or trees to stop noise pollution (approx 40-50m).
- Removal of all trees is not acceptable so there should still be at least enough to keep noise pollution down aswell as keep the flora + fauna around.
- This development would devaluate our housing on Daniel Avenue

[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
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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: Des Nolan

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

Signature: [signature] Date: 2/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 29 - Stephen A'Court

Name	Stephen A'Court
Address	74 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 10:45 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-StephenACourt-5Sep2023-6400223.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Hamess Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Stephen A'COURT	My phone number: [redacted]
My postal address*: 24 Daniel Ave Globe Derby Park SA	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

Not Original Proposal Voted on by Members in 2017.

Any Variation needed Consultation with members

[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
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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: _____

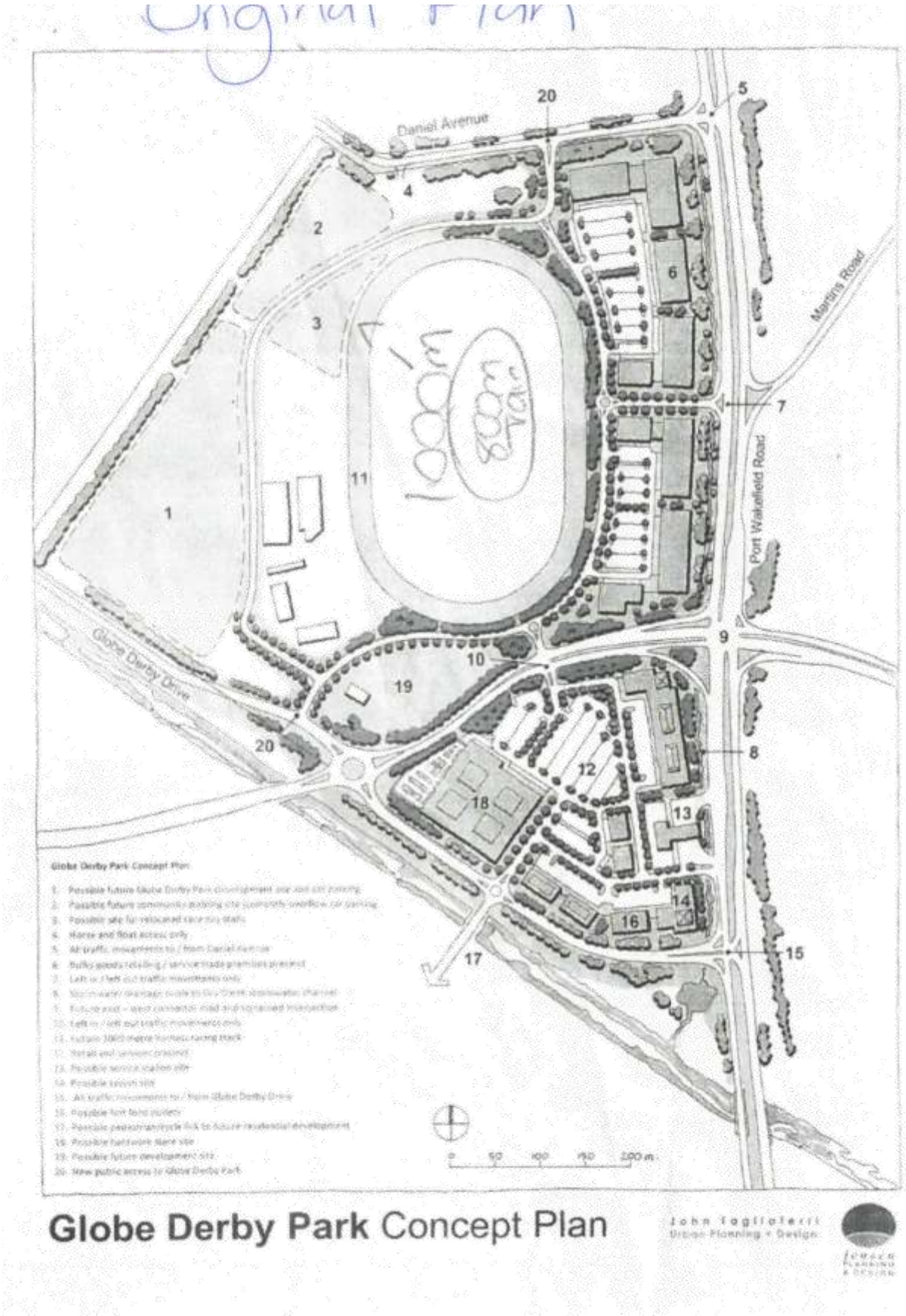
**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: _____ Date: 01/09/2023

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say



Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

Representations

Representor 30 - Angela Nolan

Name	Angela Nolan
Address	9 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 11:04 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-AngelaNolan-5Sep2023-6400597.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Angela Nolan	My phone number: [redacted]
My postal address*: 9 Alabar Crescent Globe Derby Park SA 5110	My email: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

On the 29th January 2023 members attended a Special General Meeting to vote on a new development by the SA Harness Racing Club.

After speaking to the members after the vote, there was more "no" votes than declared by the SA Harness Racing Club.

The vote had been compromised.

A formal complaint has been made with Consumer & Business Services on the 5th February 2023 and also the Attorney Generals Department on the 6th June 2023.

To date, both are assessing my complaint.

The development cannot go ahead until this matter has been finalised.

(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
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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: 4/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 31 - Luke O'Neill

Name	Luke O'Neill
Address	680 WHITES ROAD GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 11:07 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-LukeOneill-5Sep2023-6400670.pdf

RECEIVED
[illegible]

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Luke ONEILL	My phone number: [redacted]
My postal address*: 680 whites Rd Globe derby Park	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

The development is too close to the racetrack.

It should be set back 30 – 40 metres for safety reasons due to noise and sight pollution.

We have no control of industries moving in next door to the racetrack and this could adversely affect the racing and safety of horses and drivers.

(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.

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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: Des Nolan

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

Signature: _____ Date: 5/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 32 - Philip and Lynne Pavlovich

Name	Philip and Lynne Pavlovich
Address	24 GRAYLING COURT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 11:11 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-PhilipLynnePavlovich-5Sep2023-6400793.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

RECEIVED 05 SEP 2023

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: PHILIP PAVLOVICH AND LYNNE PAVLOVICH	My phone number: [redacted]
My postal address*: 24 GRAYLING COURT GLOBE DERBY PARK SA 5110	[redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

I would never have agreed to the rezoning in 2017 if I knew that I was going to lose my training facilities. The new development is nothing like what were promised, which was a 1000m racetrack with a 800m training track inside of it.

[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.

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: Mr Des Nolan

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

Signature: Date: 4th Sept 2023

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 33 - J Wallis

Name	J Wallis
Address	68 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 11:14 AM
Submission Source	Over Counter
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-Da23022307-JWallis-5Sep2023-6400877.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: J Wallis	My phone number:
My postal address*: 68 Daniel Ave, Globe Derby Park	My email*:

* Indicates mandatory information

My position is:

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

Government of South Australia
Attorney-General's Department

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

PTO

[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.

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: Wallis Family Date: 1-8-2023

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://cdap.sa.gov.au/have_your_say

The New development proposal for Globe Derby will severely impact the harness racing industry if a suitable training facility is not built. Globe Derby Park is a very unique suburb and we should be looking for ways to ensure it stays that way in the future

Wallis Family
68 Daniel Ave
Globe Derby Pk.

Representations

Representor 34 - Vaughn Newman

Name	Vaughn Newman
Address	15 GRAYLING COURT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 11:17 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-VaughnNewman-5Sep2023-6400906.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	TUESDAY 5th SEPTEMBER 2023

My name*: VAUGHN NEUMANN	My phone number: [redacted]
My postal address*: 15 GRAPLINE CT GLOBE DERBY PK	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

The development is too close to the racetrack.

It should be set back 30 – 40 metres for safety reasons due to the noise and sight pollution. The original plan did have this with also the 1000m racetrack and 800m training track.

[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.

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: 1-9-23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 35 - Louie Trotta

Name	Louie Trotta
Address	97 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	06/09/2023 11:57 AM
Submission Source	Over Counter
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-Da23022307-LTrotta-5Sep2023-6401672.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: L Trotta	My phone number: [redacted]
My postal address*: 97 DANIEL AVE GLOBE DERBY	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

The development is too close to the race track.

Loss of our training track with no replacement equal to what we are losing, is not acceptable.

[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.

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: 4-9-23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 36 - Philip Bagnato

Name	Philip Bagnato
Address	657-663 PORT WAKEFIELD ROAD GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 04:58 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-PhilipBagnato-5Sept2023-6396419.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Philip Bagnato	My phone number: [redacted]
My postal address*: 657 Port Wakefield Rd Globe Derby	My email*: [redacted]

* Indicates mandatory information

My position is:

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

Government of South Australia
Attorney-General's Department

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

- Drainage issues
- Sewage issues
- native flora & fauna Destruction
- traffic issues
- increase use of service Rd

[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
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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: 5/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

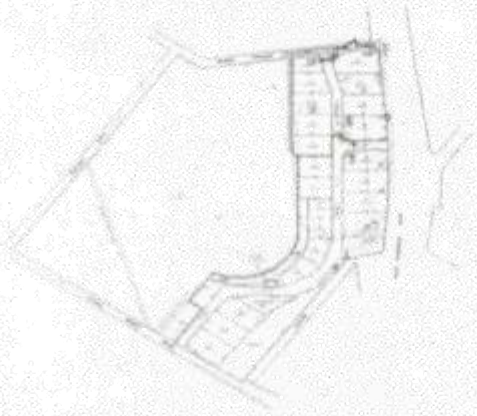
Complete online submission: https://plan.sa.gov.au/have_your_say

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

Proposed Development

21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

PlanSA



APPLICATION NUMBER

23022307

NATURE OF DEVELOPMENT

Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees)
Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive)
Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)

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 05-09-2023

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.

Representations

Representor 37 - Rosa Bagnato

Name	Rosa Bagnato
Address	657-663 PORT WAKEFIELD ROAD GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 05:00 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-RosaBagnato-5Sept2023-6396472.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: ROSA BARNATO	My phone number: [redacted]
My postal address*: 657 PORTWAKEFIELD RD GLOBE DERBY PARK	My email*:

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

- Increased Traffic
- Storm water Flooding.
- Loss of Trees including 26 protected Trees. – Noise increase Because of loss of vegetation, increase in Temperature Because of loss of vegetation, Bird Life will be Affected including loss of Kookaburras ETC.

[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.

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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: DES NOLAN

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

Signature: R. Bagnuda Date: 5.9.23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

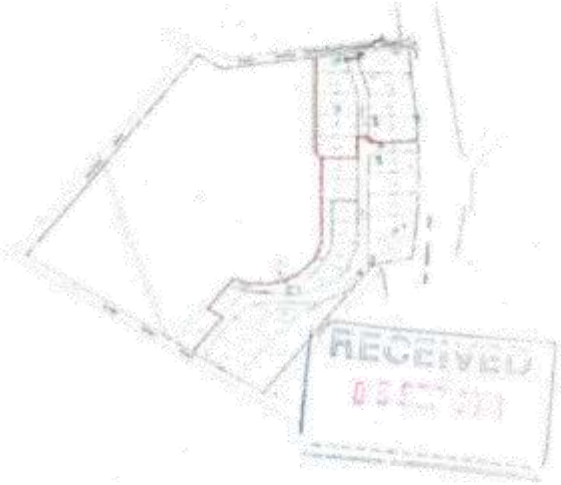
Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

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

Proposed Development

21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

PlanSA



APPLICATION NUMBER	NATURE OF DEVELOPMENT
23022307	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)

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 05-09-2023

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.

Sunday, 3rd of September 2023

Dear Globe Derby Resident,

I am writing you this letter in regards to the current Notice of Development Application **23022307.**

You might not have received any notification from Salisbury Council, I am therefore letting you know in case you would like to have your say (please find the attached Notice).

Some of my concerns with this newly proposed development are as follows:

- The creation of 22 new allotments which will be of a commercial nature within the **Employment Zone**.
- What tenancies can go into an **Employment Zone**? Industrial and commercial developments are encouraged within employment type zones. Industrial and commercial developments may take a range of forms including:
    - Industrial,
    - Warehouse;
    - Storage;
    - transport uses;
    - consulting room;
    - light industry;
    - motor vehicle related businesses;
    - offices;
    - petrol filling stations;
    - service trade premises;
    - store and warehouses.
- Removal of native vegetation, 20 regulated trees and 6 significant trees.
- Proposing densified commercial blocks next to a sensitive horsing area
- The plan shows no green buffer between proposed lots 1,2,3,4,5,6,7 & Globe Derby Park Community Facilities Zone, the green buffer should continue from Lot 22 right along the site.
- The boundary between proposed Lots 1 to 11 and Globe Derby Park Community Facilities Zone should have 9m+ mature trees the whole way along the boundary not only a portion as nominated on the plans.
- The Developers should be held accountable for any trees that die within i.e., 3 years of plantation and the replenishment of these trees would be required.
- Concerns with the zoning interface between Employment (commercial in nature) and Community Facilities Zone.

- The warm up track will no longer be available once these sites are developed. Horses will most likely need to warm up closer to Trotters Drive, I'm concerned that there will be issues with dust and noise affecting the residences living adjacent the site on Globe Derby Drive.
- Long term ecosystem that will be destroyed, i.e., family of hawks that have been breeding within the warm-up track since its infancy. What about other ecosystems?
- Concerns with the zoning interface between Employment Zone (commercial nature), community facilities, Semi-rural and future residential within the salt fields (dry creek).
- Concerns with increased traffic, vehicles and trucks
- Concerns with air pollution and ground water pollution
- Concerns with noise and how this will impact harness race trials and harness race meetings during the day. Noise can easily spook a horse and this can have serious concern for those involved in a race meet and their health and safety, as well as the horse's health and safety.
- I'm concerned that this proposal will have a negative impact on our semi-rural properties in Globe Derby Park and negatively de-value our market prices.

Somes solutions I propose:

- My preference would be to see the zone restricted to a lighter commercial nature such as warehousing, storage, consulting with the site and developed as a larger site, rather than being split into a number of densified commercial allotments which will have greater logistical impacts (additional traffic). IE a business like a Bunnings taking up more of the site rather than multiple commercial tenancies.
- I'm concerned with future contamination issues and noise impacts with tenancies of an industrial nature and the impact industrial will have on the semi-rural interface. I therefore suggest that more sensitive tenancies are proposed within the employment zone.
- I'm concerned with the impact on the eco system and ask that a number of mature trees 9meters + be installed, watered and monitored. The developer needs to be responsible for the maintenance of these trees long term (i.e., 3 years) any that die need to be replenished. Where the site is on sold, the new owners will need to take over this conditional responsibility. **NOTE: Developer to install all the trees prior to a land division clearance being issued.**
- The green buffer should continue from Lot 22 right along the site.
- The boundary between proposed Lots 1 to 11 and Globe Derby Park Community Facilities Zone should have 9m+ mature trees the whole way along the boundary not only a portion as nominated on the plans.
- New warm up track location needs further discussion and how this will reduce the impact on neighbouring properties from dust and noise perspective.

If you want your views to be taken seriously by Salisbury Council, I suggest that you tick **"wish to be heard in support of my submission"** so that this matter can be referred to Councils independent Panel. Where comments are only made, the Council can still choose to take these comments on board however make their own determination. (Please refer form as per below)

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

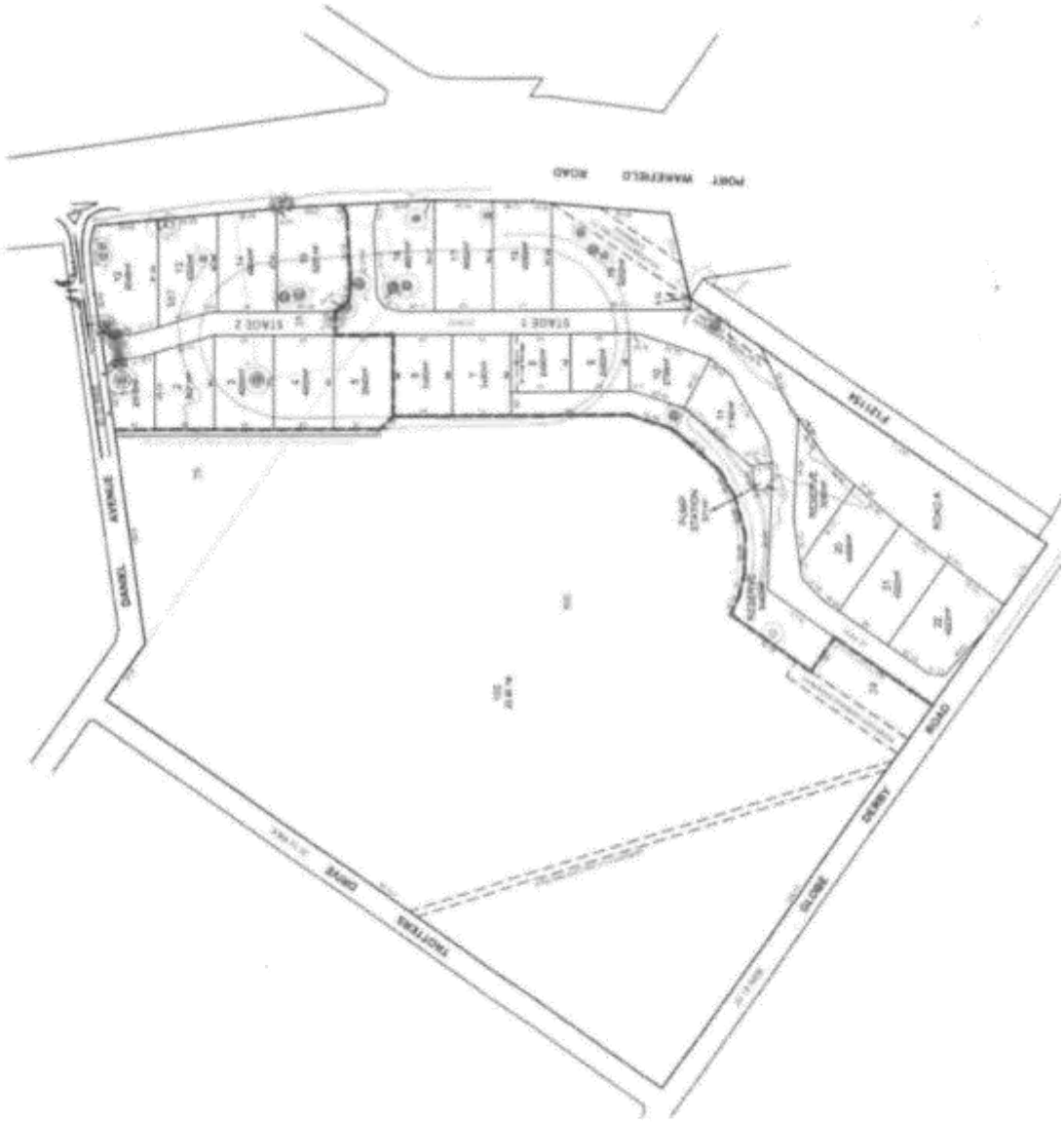
- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
  - 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

NOTE: Consultation closes Tuesday, 5 September 2023 at 11:59 pm Australia/Adelaide

ENUE
20.12 WIDE
1
2332m²
2
3631m²
3
4000m²
4
4000m²
5
3940m²
6
3450m²
7
3450m²
8
2450m²
STAGE 2
STAGE 1
20 WIDE



Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

OFFICIAL

PlanSA

Proposed Development

Under the Planning, Development and Infrastructure Act 2016

Public notification commencement on 16/08/2023

Trotters Dr
GLOBE DERBY PARK SA 5110

Dear ,

Notice of Development Application

Application ID: 23022307
Proposed Development: Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees)
Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive)
Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Notified Elements: Other - Commercial/Industrial, Land division, Tree-damaging activity
Subject Land: 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110; 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110; 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110; 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110; 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

As an adjoining owner/occupier or person potentially affected by the above development application, you are invited to view details of the application and make a representation.

The application documentation may be examined:

- online on the PlanSA Portal: https://plan.sa.gov.au/en/pn?aid=6943

Use your smart phone to scan this code

- in person at the principal office of the City of Salisbury at 34 Church Street, Salisbury, SA, 5108

If you wish to comment on the application, please complete an:

- online representation form at https://plan.sa.gov.au/en/pn?aid=6943, or

Page 1

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

- hard copy form at https://plan.sa.gov.au/en/pn-form and submit to Assessment Panel at City of Salisbury at PO Box 8, Salisbury, SA, 5108 or representations@salisbury.sa.gov.au.

All representations must be received by no later **than 11:59pm on 05/09/2023**.

Please note that, in order for representations to be valid, they 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 accepted or deemed-to-satisfy elements: None

You may be given an opportunity to appear before the relevant authority to further explain your views. You will be contacted should a hearing be arranged.

If you have any questions relating to this matter, please contact the City of Salisbury by telephone on 08 8406 8222 or email representations@salisbury.sa.gov.au.

FUTURE URBAN

1. OVERVIEW

Subject Land and Location	21-77 Globe Derby Drive, Globe Derby Park
Existing Use	Harness Racing Club
Title Reference	CT Volume 6160 Folio 750
Zone	Employment Zone Community Facilities Zone
Relevant Overlays	Gas and Liquid Petroleum Pipelines Overlay Hazards (Flooding) Overlay Major Urban Transport Routes Traffic Generating Development Native Vegetation Regulated and Significant Tree Overlay
Technical and Numeric Variations (TNVs)	Nil
Proposal	Land division (4 into 23), including the creation of public roads and reserves, associated earthworks and removal of 20 regulated trees and 6 significant trees
Activities	Land division Excavation and filling Tree damaging activity
Assessment Pathway	Code Assessed - Performance assessed
Public Notification	Public notification required
Referrals	Commissioner of Highways Native Vegetation Council
Planning and Design Code Version and Date	V2023.10 – 20 July 2023
Relevant Authority	City of Salisbury Council Assessment Panel

1

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

FUTURE URBAN

2. INTRODUCTION

This report relates to a land division application prepared by The South Australian Harness Racing Club Incorporated ('the Proponent'). The land division seeks to establish 23 allotments on land currently identified as 21-77 Globe Derby Drive, Globe Derby Park ('the site'), which comprises four existing allotments.

The proposed land division will create 22 new allotments to be used for commercial purposes, separated into two distinct stages, comprising the following key features:

- Stage 1 – creation of 13 allotments and two public reserves of 9,450m² and 3,090m² respectively that will be ultimately vested to Council together with associated public roads and stormwater infrastructure.
- Stage 2 – creation of 9 allotments together with associated public roads and stormwater infrastructure.

The balance of the land to the west will contain the existing South Australian Harness Racing Club facilities in one larger allotment.

The proposed layout will require the removal of 20 regulated trees and 6 significant trees to help facilitate the reasonable development of the site. Tree removal will be offset by a high-quality landscaping approach containing approximately 600 new tree plantings.

In preparing this report, we have:

- inspected the subject site and its immediate surroundings;
- identified and subsequently reviewed what we consider to be the most pertinent provisions of the Planning and Design Code ('the Code');
- had regard to the *Planning, Development and Infrastructure Act 2016* ('the Act') and to the *Planning, Development and Infrastructure (General) Regulations 2017* ('the Regulations');
- had regard to the Certificates of Title and Proposed Deposited Plan in **Appendix 1**;
- had regard to the Plan of Division in **Appendix 2**;
- reviewed the supporting documents, including:
  - Traffic and Parking Report prepared by MFY in **Appendix 3**;
  - Preliminary Infrastructure Services and Stormwater Management Report prepared by Greenhill in **Appendix 4**;
  - Landscape Concept Plan prepared by GD Studia in **Appendix 5**;
  - Preliminary Arboricultural Assessment prepared by TreeVision in **Appendix 6**; and
  - Native Vegetation Report prepared by EBS Ecology in **Appendix 7**.

This report contains our description of the site, its surroundings and the proposal, and our assessment of the proposal against what we consider to be the most relevant provisions of the Code.

Representations

Representor 38 - Sarah McKiernan

Name	Sarah McKiernan
Address	12 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 05:03 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-SarahMckiernan-5Sept2023-6396502.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Sarah McKiernan	My phone number: [redacted]
My postal address*: 12 ALABAR CRS, GLOBE DERBY PK	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

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

Should be refused because the loss off vegetation, the training track will be lost. The devaluation of properties will destroy the entire area. Increased traffic into the area would make it impossible for my daughter to ride down the street on her horse.

[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.

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: Des Nolan

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

Signature: _____ Date: 4/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 39 - Nathan Horne

Name	Nathan Horne
Address	11 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 05:06 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development
Reasons	

Attached Documents

Representation-Da23022307-NathanHorne-5Sept2023-6396549.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

RECEIVED

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Nathan Horne.	My phone number: [redacted]
My postal address*: 11 Alabar cresent Globe Derby Pk.	My email: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

- more green space.
- putting employment comerical businesses there is going to create abt more traffic, noise and air pollutions to the area which we do not want.
- by having more roads through there is just going to cause more problems to an area which w[illegible]
- the pumping stations here cant even handle [illegible] whats there without a disgusting smell as it is never mind with a development.
- Also do not want town houses amognst rural living either its going to ruin the area.

[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.

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: Des Nolan

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

Signature: [signature] Date: 2/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

Representations

Representor 40 - Jason Dolan

Name	Jason Dolan
Address	11 TROTTERS DRIVE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 04:31 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-JasonDolan5Sep2023-6395983.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

RECEIVED

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Jason Dolan	My phone number: [redacted]
My postal address*: 11 Trotters Drive Globe Derby Park SA 5110	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

As per attachments

[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.

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: 4/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

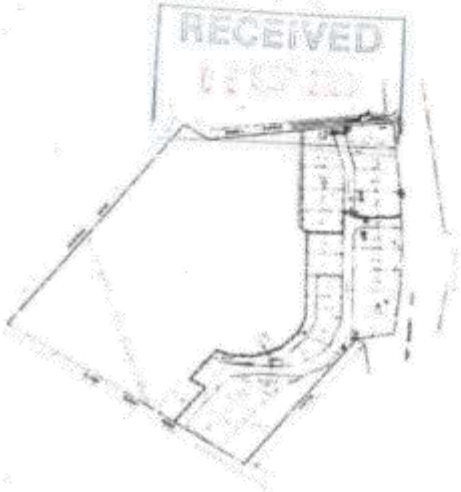
JASON DOLAN

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

Proposed Development

21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

PlanSA



APPLICATION NUMBER

23022307

NATURE OF DEVELOPMENT

Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees)
Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive)
Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)

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 05-09-2023

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.

Sunday, 3rd of September 2023

Dear Globe Derby Resident,

I am writing you this letter in regards to the current Notice of Development Application **23022307.**

You might not have received any notification from Salisbury Council, I am therefore letting you know in case you would like to have your say (please find the attached Notice).

Some of my concerns with this newly proposed development are as follows:

- The creation of 22 new allotments which will be of a commercial nature within the **Employment Zone**.
- What tenancies can go into an **Employment Zone**? Industrial and commercial developments are encouraged within employment type zones. Industrial and commercial developments may take a range of forms including:
    - Industrial,
    - Warehouse;
    - Storage;
    - transport uses;
    - consulting room;
    - light industry;
    - motor vehicle related businesses;
    - offices;
    - petrol filling stations;
    - service trade premises;
    - store and warehouses.
- Removal of native vegetation, 20 regulated trees and 6 significant trees.
- Proposing densified commercial blocks next to a sensitive horsing area
- The plan shows no green buffer between proposed lots 1,2,3,4,5,6,7 & Globe Derby Park Community Facilities Zone, the green buffer should continue from Lot 22 right along the site.
- The boundary between proposed Lots 1 to 11 and Globe Derby Park Community Facilities Zone should have 9m+ mature trees the whole way along the boundary not only a portion as nominated on the plans.
- The Developers should be held accountable for any trees that die within i.e., 3 years of plantation and the replenishment of these trees would be required.
- Concerns with the zoning interface between Employment (commercial in nature) and Community Facilities Zone.

- The warm up track will no longer be available once these sites are developed. Horses will most likely need to warm up closer to Trotters Drive, I'm concerned that there will be issues with dust and noise affecting the residences living adjacent the site on Globe Derby Drive.
- Long term ecosystem that will be destroyed, i.e., family of hawks that have been breeding within the warm-up track since its infancy. What about other ecosystems?
- Concerns with the zoning interface between Employment Zone (commercial nature), community facilities, Semi-rural and future residential within the salt fields (dry creek).
- Concerns with increased traffic, vehicles and trucks
- Concerns with air pollution and ground water pollution
- Concerns with noise and how this will impact harness race trials and harness race meetings during the day. Noise can easily spook a horse and this can have serious concern for those involved in a race meet and their health and safety, as well as the horse's health and safety.
- I'm concerned that this proposal will have a negative impact on our semi-rural properties in Globe Derby Park and negatively de-value our market prices.

Somes solutions I propose:

- My preference would be to see the zone restricted to a lighter commercial nature such as warehousing, storage, consulting with the site and developed as a larger site, rather than being split into a number of densified commercial allotments which will have greater logistical impacts (additional traffic). IE a business like a Bunnings taking up more of the site rather than multiple commercial tenancies.
- I'm concerned with future contamination issues and noise impacts with tenancies of an industrial nature and the impact industrial will have on the semi-rural interface. I therefore suggest that more sensitive tenancies are proposed within the employment zone.
- I'm concerned with the impact on the eco system and ask that a number of mature trees 9meters + be installed, watered and monitored. The developer needs to be responsible for the maintenance of these trees long term (i.e., 3 years) any that die need to be replenished. Where the site is on sold, the new owners will need to take over this conditional responsibility. **NOTE: Developer to install all the trees prior to a land division clearance being issued.**
- The green buffer should continue from Lot 22 right along the site.
- The boundary between proposed Lots 1 to 11 and Globe Derby Park Community Facilities Zone should have 9m+ mature trees the whole way along the boundary not only a portion as nominated on the plans.
- New warm up track location needs further discussion and how this will reduce the impact on neighbouring properties from dust and noise perspective.

If you want your views to be taken seriously by Salisbury Council, I suggest that you tick **"wish to be heard in support of my submission"** so that this matter can be referred to Councils independent Panel. Where comments are only made, the Council can still choose to take these comments on board however make their own determination. (Please refer form as per below)

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

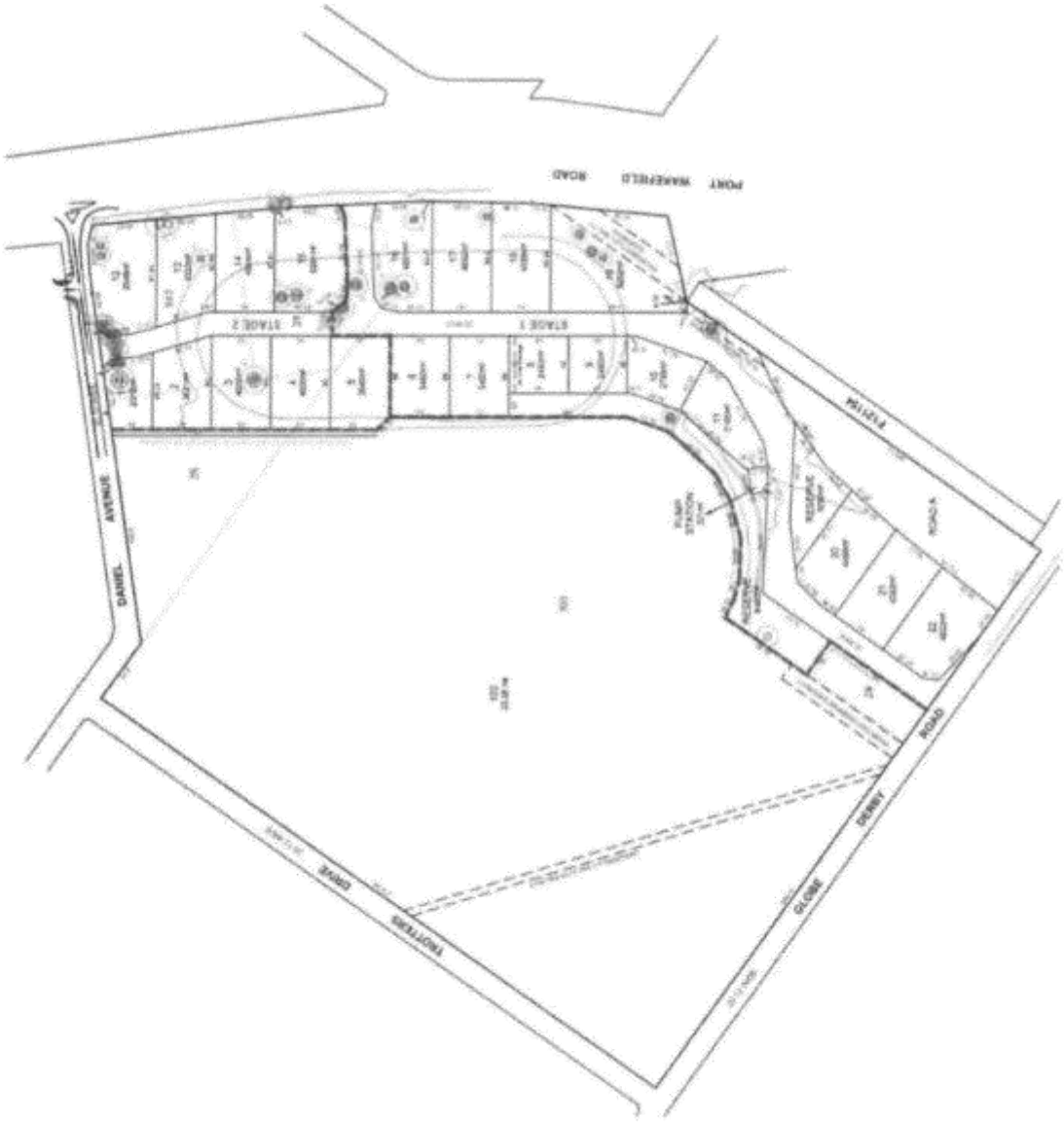
- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
  - 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

NOTE: Consultation closes Tuesday, 5 September 2023 at 11:59 pm Australia/Adelaide

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations



Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

OFFICIAL

PlanSA

Proposed Development

Under the Planning, Development and Infrastructure Act 2016

Public notification commencement on 16/08/2023

Trotters Dr
GLOBE DERBY PARK SA 5110

Dear .

Notice of Development Application

Application ID: 23022307
Proposed Development: Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees)
Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive)
Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Notified Elements: Other - Commercial/Industrial, Land division, Tree-damaging activity
Subject Land: 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110; 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110; 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110; 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110; 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

As an adjoining owner/occupier or person potentially affected by the above development application, you are invited to view details of the application and make a representation.

The application documentation may be examined:

- online on the PlanSA Portal: https://plan.sa.gov.au/en/pn?aid=6943

Use your smart phone to scan this code

- in person at the principal office of the City of Salisbury at 34 Church Street, Salisbury, SA, 5108

If you wish to comment on the application, please complete an:

- online representation form at https://plan.sa.gov.au/en/pn?aid=6943, or

Page 1

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

OFFICIAL

- hard copy form at https://plan.sa.gov.au/en/pn-form and submit to Assessment Panel at City of Salisbury at PO Box 8, Salisbury, SA, 5108 or representations@salisbury.sa.gov.au.

All representations must be received by no later **than 11:59pm on 05/09/2023**.

Please note that, in order for representations to be valid, they 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 accepted or deemed-to-satisfy elements: None

You may be given an opportunity to appear before the relevant authority to further explain your views. You will be contacted should a hearing be arranged.

If you have any questions relating to this matter, please contact the City of Salisbury by telephone on 08 8406 8222 or email representations@salisbury.sa.gov.au.

Page 2

FUTURE URBAN

1. OVERVIEW

[illegible] and Location	21-77 Globe Derby Drive, Globe Derby Park
[illegible] Use	Harness Racing Club
[illegible] Title Reference	CT Volume 6160 Folio 750
Zone	Employment Zone Community Facilities Zone
Relevant Overlays	Gas and Liquid Petroleum Pipelines Overlay Hazards (Flooding) Overlay Major Urban Transport Routes Traffic Generating Development Native Vegetation Regulated and Significant Tree Overlay
Technical and Numeric Variations (TNVs)	Nil
[illegible]	Land division (4 into 23), including the creation of public roads and reserves, associated earthworks and removal of 20 regulated trees and 6 significant trees
[illegible]	Land division Excavation and filling Tree damaging activity
Assessment Pathway	Code Assessed - Performance assessed
Public Notification	Public notification required
Referrals	Commissioner of Highways Native Vegetation Council
Planning and Design Code Version and Date	V2023.10 – 20 July 2023
Relevant Authority	City of Salisbury Council Assessment Panel

FUTURE URBAN

2. INTRODUCTION

This report relates to a land division application prepared by The South Australian Harness Racing Club Incorporated ('the Proponent'). The land division seeks to establish 23 allotments on land currently identified as 21-77 Globe Derby Drive, Globe Derby Park ('the site'), which comprises four existing allotments.

The proposed land division will create 22 new allotments to be used for commercial purposes, separated into two distinct stages, comprising the following key features:

- Stage 1 – creation of 13 allotments and two public reserves of 9,450m² and 3,090m² respectively that will be ultimately vested to Council together with associated public roads and stormwater infrastructure.
- Stage 2 – creation of 9 allotments together with associated public roads and stormwater infrastructure.

The balance of the land to the west will contain the existing South Australian Harness Racing Club facilities in one larger allotment.

The proposed layout will require the removal of 20 regulated trees and 6 significant trees to help facilitate the reasonable development of the site. Tree removal will be offset by a high-quality landscaping approach containing approximately 600 new tree plantings.

In preparing this report, we have:

- inspected the subject site and its immediate surroundings;
- identified and subsequently reviewed what we consider to be the most pertinent provisions of the Planning and Design Code ('the Code');
- had regard to the *Planning, Development and Infrastructure Act 2016* ('the Act') and to the *Planning, Development and Infrastructure (General) Regulations 2017* ('the Regulations');
- had regard to the Certificates of Title and Proposed Deposited Plan in **Appendix 1**;
- had regard to the Plan of Division in **Appendix 2**;
- reviewed the supporting documents, including:
  - Traffic and Parking Report prepared by MFY in **Appendix 3**;
  - Preliminary Infrastructure Services and Stormwater Management Report prepared by Greenhill in **Appendix 4**;
  - Landscape Concept Plan prepared by GD Studia in **Appendix 5**;
  - Preliminary Arboricultural Assessment prepared by TreeVision in **Appendix 6**; and
  - Native Vegetation Report prepared by EBS Ecology in **Appendix 7**.

This report contains our description of the site, its surroundings and the proposal, and our assessment of the proposal against what we consider to be the most relevant provisions of the Code.

Representations

Representor 41 - Dave Moore

Name	Dave Moore
Address	105 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 04:37 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-DaveMoore5Sept2023-6396099.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: DAVE MOORE	My phone number: [redacted]
My postal address*: 105 DANIEL AV GLOBE DERBY PKSA 5110	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

Protect the 50 year old trees + the protected wildlife.

[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.

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: 4/9/2023

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 42 - Marian Wytkin

Name	Marian Wytkin
Address	105 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 04:41 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-MarianWytkin-5Sept2023-6396170.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Marian Wytkin	My phone number: [redacted]
My postal address*: 105 Daniel Ave Globe Derby Park 5110	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

Save the trees for the protected Red Rump Parrots.

More park land green space needed also.

M. Wytkin

[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.

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. Wytkin Date: 4.9.2023

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 43 - Thomas Pye

Name	Thomas Pye
Address	683 WHITES ROAD GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 04:44 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-ThomasPye-5Sept2023-6396221.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: THOMAS PYE	My phone number: [redacted]
My postal address*: 683 WHITES RD GLOBE DERBY	My email*:

* *Indicates mandatory information*

My position is:
- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☑ I oppose the development

Government of South Australia
Attorney-General's Department

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

WE NEED MORE GREEN SPACE + SIGNIFICANT TREES PROTECTED.

[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.

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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: Des Nolan

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

Signature: [signature] Date: 1-9-2023

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 44 - Des Nolan

Name	Des Nolan
Address	9 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 04:47 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-DesNolan-5Sept2023-6396243.pdf

RECEIVED
05 SEP 23

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Des Nolan	My phone number: [redacted]
My postal address*: 9 Alabar CRS Globe Derby Park SA 5110	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

I reject the proposed development because of the following reasons –

1. It is too close to our racetrack and poses major safety and logistic problems for training and racing horses.
2. Loss of vegetation including protected trees and native birds, Goss Hawks, Peregrine Falcons and Red Rump Parrots.
3. Loss of our training facilities
4. Eventually there will be a push to move out of the suburbs because the development stops any future increase to the racetrack to meet national and international standards.

In 2017 we were asked to vote to rezone the land from Recreation to Industrial/Employment (Attachment A). I supported this motion with only one reservation being the loss of foliage, trees, native vegetation. We were offered by the SA Harness Racing Club for our support a modern 1000 metre racetrack and a replacement 800 metre training track inside the racetrack (Attachment B & C).

A tastefully prepared concept plan (Attachment D) was offered with a buffer zone of vegetation, shrubs and trees. A roadway and carparks would be constructed between the outside of the racetrack and the commercial/industrial buildings. The new plans put for our consideration do not meet the needs to offer a safe and functional environment.

The loss by removal of mature & protected trees will have a devastating effect as these beautiful trees are pleasing to the eye. They cut down on wind and noise coming off Pt. Wakefield Road and help to cool the environment and clear the air. In this current era of global warming, as many of these trees that can be saved is an absolute must, replacement should not be considered.

This development is financially risky and the replacement of our training facilities have not been factored in to this development. With 30,000 residents in the saltfield development, planned for future years, it is a must to protect as much green space as possible in close proximity.

The trainers of the SA Harness Racing Club were offered in 2017 an updated racetrack and training facility in exchange for our support to rezone this area and now this is not going to happen. The Club did not have budgeted in this development for an updated racetrack and training facilities. They have made mention that neither they or the controlling body, Harness Racing SA have the funds to make this happen.

In 2017 a plan was submitted for our approval (copy attached) which all but 2 respondants agreed to rezone the area based on the trainers and residents getting what was offered in the plan.

The Club is going to expose itself for potential financial ruin as the financier of the development has a mortgage over the whole complex including racing and training facilities.

Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

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

1/. ATTACHMENT A/. Site Map Showing the Current Racetrack Shaded

2/. ATTACHMENT B/. Plan for a 1000metre Track

3/. ATTACHMENT C/. Plan for 1000metre Racetrack with a 800m Replacement Training T

4/. ATTACHMENT D/. Concept plan 2017 Showing a Buffer Zone of Vegetation, Roads Carparks Between the Racet & the industrial/commercial pre

5/. Written Submission E/. Written Submission Stating Why I Refuse This Development But Support the 2017 Concept plan.

[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.

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: [signature] Date: 4/9/23

Return Address: PO Box 8, SALISBURY SA 5108 or

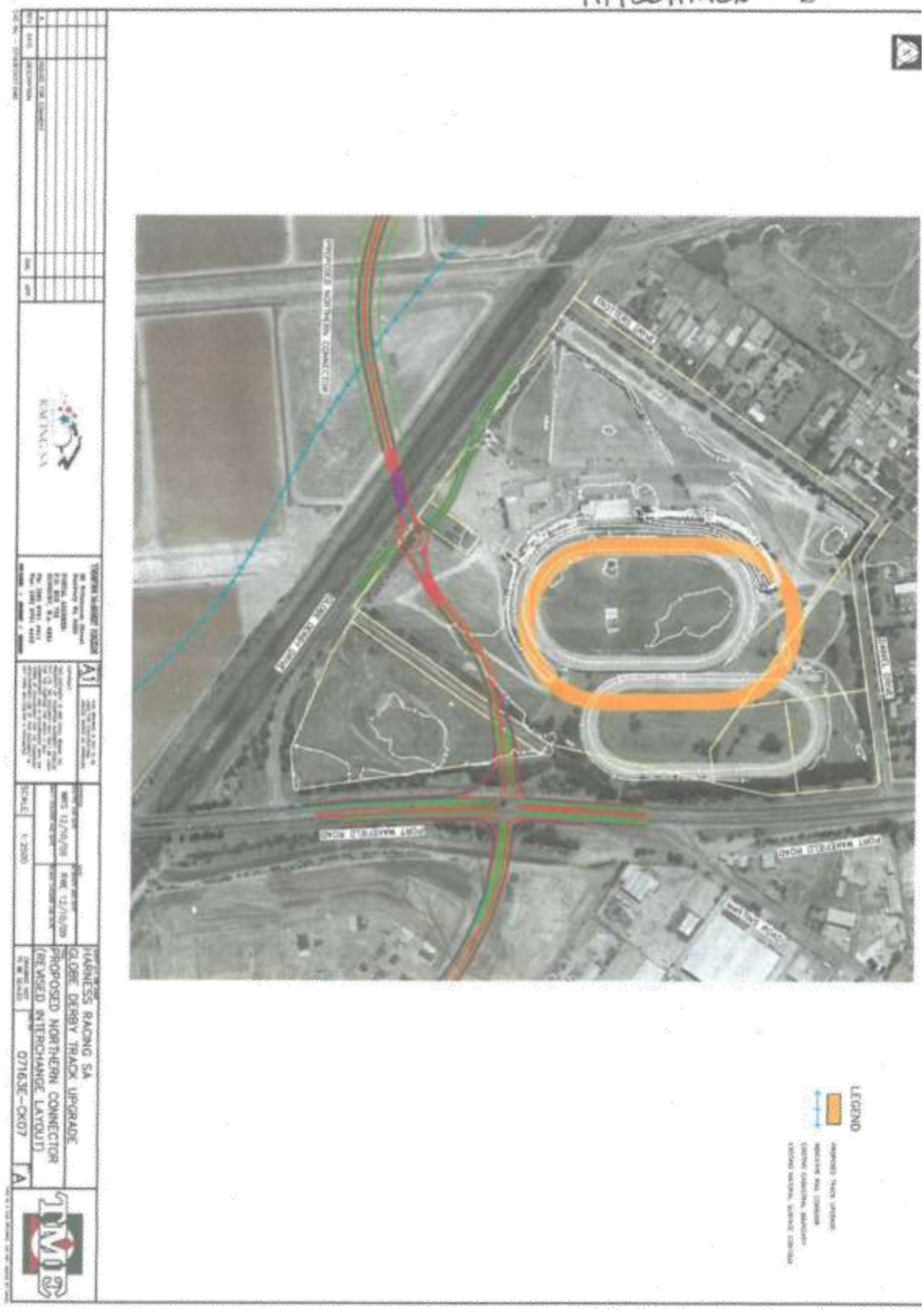
Email: representations@salisbury.sa.gov.au or

Complete online submission: https://plan.sa.gov.au/have_your_say

2/8/23, 8:40 AM image001.jpg

Attachment A

ATTACHMENT B



Item 8.1.2 - Attachment 2 - Copy of Sign on the Land and Representations

ATTACHMENT C

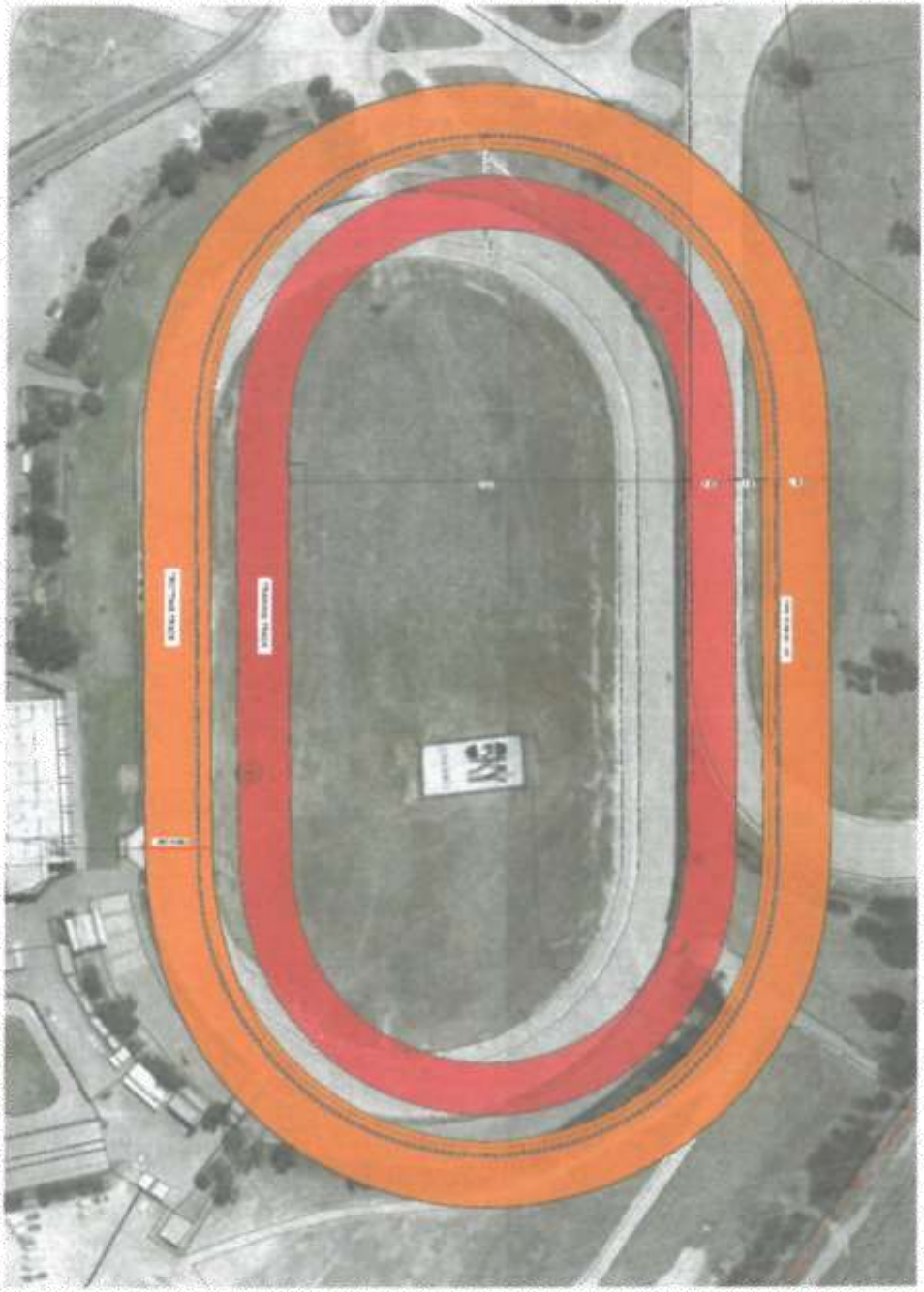


Figure 6 1040m option and central training track

EDGELOE Engineering

ATTACHMENT D.

Globe Derby Park Concept Plan

John Tagliaferri Urban Planning • Design

Jensen Planning + Design

Representations

Representor 45 - Ivan Limmer

Name	Ivan Limmer
Address	193 RYANS ROAD GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 04:50 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation-Da23022307-IvanLimmer-5Sept2023-6396299.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

RECEIVED

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: I. LIMMER	My phone number: [redacted]
My postal address*: 193 Ryans Rd	My email*:

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

Not enough Green Space

[attach additional pages as needed]

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

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- include the name and address of the person (or persons) who are making the representation; and
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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: D Nolan

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

Signature: _____ Date: 5-9-23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 46 - Ryan Norman

Name	Ryan Norman
Address	63 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	05/09/2023 04:52 PM
Submission Source	Over Counter
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-Da23022307-RyanNorman-5Sept2023-6396338.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: RYAN NORMAN	My phone number: [redacted]
My postal address*: 63 DANIEL AVENUE GLOBE DERBY PIL	My email*: [redacted]

* *Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

We own a adjoining property and are concerned with noise coming from the industrial sites if the development proceeds a large buffer should be considered.

[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
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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: 4-9-23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 47 - Anthony and Lynette Copeland

Name	Anthony and Lynette Copeland
Address	95 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	29/08/2023 02:11 PM
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

Representation-Da23022307-ALCopeland-6342119.pdf

RECEIVED

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Anthony Copeland Lynette Copeland	My phone number: [redacted]
My postal address*: 95 Daniel Avenue Globe Derby Park SA 5110	My email*: [redacted]

** Indicates mandatory information*

My position is:

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

Government of South Australia
Attorney-General's Department

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

Please refer attachment

[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
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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: 23/8/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Globe Derby Park is a unique suburb developed as the metropolitan home of harness racing in South Australia. People involved in harness racing are committed and passionate 24/7 in training and racing their horses. Many trainers relocated to Globe Derby Park because of the facilities available to train their horses at Globe Derby Park. Due to the closure of other tracks around metropolitan Adelaide, trainers have sought agistment at Globe Derby Park to enable them to follow their passion for the industry.

The proposed development takes away their current training track with no definite plans in place by the SAHRC to counteract the loss. Members have been given various scenarios about facilities without any real detail or costings which would require an enormous amount of finance of which would still have to be secured by the SAHRC.

Of real significance is the increase in traffic which will be created and the impact that will have on horse movement and more importantly safety within the area. Existing roadways struggle currently to cope and the new works will exacerbate the situation.

Another major concern is the proximity of the proposed allotments to the rear fence of the racetrack. The positioning as suggested will impact upon any future track alterations and once again, more importantly the occupation of the allotments and the works carried out within them have the potential to pose a threat to safety on the racetrack during race meetings and when horses are being worked.

Lynette Copeland L Copeland

23/8/23

Representations

Representor 48 - Desmond and Lyn Farrow

Name	Desmond and Lyn Farrow
Address	9 GRAYLING COURT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	29/08/2023 02:17 PM
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

Representations

Representor 49 - John Lee

Name	John Lee
Address	21 ALABAR CRESCENT GLOBE DERBY PARK SA, 5110 Australia
Submission Date	01/09/2023 10:47 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

Representation-Da23022307-JohnLee-6369475.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	23022307
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*:	My phone number: [redacted]
My postal address*:	My email*:

** Indicates mandatory information*

My position is:

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

RECEIVED
01 SEP 2023

Government of South Australia
Attorney-General's Department

Globe Derby was created for training and racing of harness horses by the SAHRC.

This was to be the "Mega" of South Australian Harness Racing as most of the city training tracks were being closed by the respective Councils.

I was one of the many trainers who relocated to this area because it was all set up for racing and training and less motor vehicle interference (and thereby increased safety) moving our horses from stables to training track.

With this development and the loss of the training track we will go back to dodging traffic which could cause accidents etc. Industrial development around the track will become congested and rubbish dumped around track fence will create more havoc, congestion and probably conflict between the people.

This whole idea is going to cost millions and the SAHRC have not anywhere near the amount required and to borrow the required money would have to borrow and repay which would be near impossible as you would know.

There is plenty of other land for lease/sale in the Council area and people do not attend trotting like the old days.

John Lee

21 ALABAR CRES.
Globe Derby PARK
SA. 5110

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

[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.

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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: 29/8/23.

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Representations

Representor 50 - Joe Scaffidi

Name	Joe Scaffidi
Address	107 DANIEL AVENUE GLOBE DERBY PARK SA, 5110 Australia
Submission Date	23/08/2023 10:48 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 support the development with some concerns
Reasons	

Attached Documents

RepresentationDa23022307-JoeScaffidi-23August2023-6299227.pdf

RECEIVED
23 AUG 2023

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	The South Australian Harness Racing Club Inc.
Development Number:	**23022307**
Nature of Development:	Staged Land Division comprising creation of Twenty-Three (23) Allotments from Five (5) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees) Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) Stage 2 – Allotments 1-5 and 12-15 and Road (completing the internal connection and connection to Daniel Avenue)
Zone:	Employment Zone & Community Facilities Zone
Subject Land:	21-77 Globe Derby Drive, Globe Derby Park SA 5110
Contact Officer:	Chris Carrey
Phone Number:	8406 8222
Close Date:	**TUESDAY 5th SEPTEMBER 2023**

My name*: Joe Scaffidi	My phone number: [redacted]
My postal address*: 107 Daniel Ave Globe Derby Park SA	My email*:

* *Indicates mandatory information*

My position is:
- ☐ I support the development
- ☑ I support the development with some concerns (detail below)
- ☐ I oppose the development

Where the new Road comes out on Daniel Ave – make this a right Turn only lane so to keep traffic away from the horse population (stables, horses accessing the track ect.

Government of South Australia
Attorney-General's Department

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

Hopefully this development will be a much needed lifeline for the S.A. Harness Racing Club.

[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
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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: 20/5/23

Return Address: PO Box 8, SALISBURY SA 5108 or

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

Complete online submission: https://plan.sa.gov.au/have_your_say

Appendix 3

Applicant's Response to Representations

FUTURE URBAN
Level 1, 74 Pirie Street
Adelaide SA 5000
PH: 08 8221 5511
W: www.futureurban.com.au
E: info@futureurban.com.au
ABN: 76 651 171 630

November 16, 2023

Chris Carrey
Team Leader Planning
City of Salisbury
Via: PlanSA Portal

Dear Chris,

RE: RESPONSE TO REPRESENTATIONS – DA 23022307

We write on behalf of the Applicant, The South Australian Harness Racing Club Incorporated ('SAHRC'), in response to the representations received during the public consultation period for Application ID 23022307.

A total of 52 representations were received, including:

- 46 in opposition to the development;
- 4 in support of the development with some concerns; and
- 2 in support.

In response, the Applicant has made a number of positive improvements to the land division application in an effort to resolve the concerns raised by the representors by:

- removing the access point to Daniel Avenue in replace of a cul-de-sac arrangement at the northern end so that all traffic is directed to Port Wakefield Road and Globe Derby Drive only;
- implementing a 2.7-metre-high acoustic fence along the Daniel Avenue interface to sufficiently mitigate noise impacts from future commercial development;
- setting back the acoustic fence to enable provision of a 2-metre-wide landscape buffer reserve along Daniel Avenue that will be vested to Council and consist of dense plantings capable of visually screening the acoustic fence and future built form to ensure a pleasant streetscape appearance; and
- extending the landscape buffer along the entire length of the adjoining race track and Zone boundary, comprising trees capable of reaching a mature height of 9 metres.

In support of the above changes, please find a copy of the amended plan of division, landscape master plan and an environmental noise assessment enclosed.

Our response to the representors' concerns is set out in further detail below.

FUTURE URBAN

Zoning and Future Land Uses

Concerns have been raised with the Employment Zone ('Zone') itself and assumptions that the proposal seeks to establish "factories", heavy industry or similar higher impacting land uses that would lead to significant interface impacts.

In particular, a number of representors expressed that:

> *"My preference would be to see the zone restricted to a lighter commercial nature such as shops/takeaway, warehousing, storage, consulting, offices within the site"*

In response, we wish to make clear that:

- this application is for land division only, and does not propose any land uses;
- the proposed allotments are intended to accommodate future land uses consistent with land use expectations of the Zone in PO 1.1, which envisages:

  "a range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity".
- the corresponding DPF 1.1 of the Zone identifies uses of land such as consulting rooms, offices, shops, stores and warehouses, all of which are consistent with the "lighter commercial nature" preference that was put forward by the objecting representors;
- heavier forms of industry, such as 'General Industry' and 'Special Industry' are generally not envisaged within the Zone. In particular, 'Special Industry' is listed as a restricted class of development in the Zone;
  - all future development applications proposing a land use/built form will require a separate application being submitted to the relevant planning authority, and thereafter will be assessed on their individual merits;
- 'light industrial' uses are expressly envisaged in Zone PO 1.1, and by definition, a light industry is:

  "an industry where the process carried on, the materials and machinery used, the transport of materials, goods or commodities to and from the land on or in which (wholly or in part) the industry is conducted and the scale of the industry does not:

  (a) detrimentally affect the amenity of the locality or the amenity within the vicinity of the locality by reason of the establishment or the bulk of any building or structure, the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, spilled light, or otherwise howsoever; or

  (b) directly or indirectly cause dangerous or congested traffic conditions in any nearby road.

- based on our reading of the relevant Zone policies, coupled with those contained within the Planning and Design Code ('Code') more broadly, we suggest that the relevant authority will be buoyed with clear policy guidance to assess and determined future development applications concerning each of the proposed allotments. And we further note that:
  - the Interface between Land Uses ('IBLU') module in Part 4 of the Code contains a full suite of policies designed to assist in the assessment of whether a proposed development would detrimentally affect the amenity of proximate land uses; particularly '*sensitive receivers*' which is a term that is defined in Part 8 – Administrative Terms and Definitions ('Part 8') of the Code), or would cause dangerous or congested traffic conditions.

For the above reasons, the proposed allotments are of a size, width, depth and configuration that can support the uses of land that are envisaged by the Zone. We therefore see no valid basis or reason to impose restrictions on future land uses through the assessment of this proposal.

Interface Impacts

Further to the above, interface concerns were commonly expressed by representors in relation to noise, traffic, visual impact, dust impacts and proximity to the Globe Derby race track.

In regard to the relevant policies of the Code, PO 2.2 of the Land Division module in Part 4 of the Code provides particular planning guidance with respect to assessing interface impacts, which states:

> ***PO 2.2*** *Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.*

Further guidance is provided in POs 1.1 and 1.2 of the IBLU module in relation to general land use compatibility, which states:

> ***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.*
>
> ***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.*

In applying the above policies, regard must be given to the site's contextual surroundings, which we note:

- the site is adjoined by the Community Facilities Zone ('CFZ') to the immediate west and the Rural Living Zone to the North;
- the CFZ currently contains the existing harness racing facilities including the race track, equestrian facilities such as stables, and veterinarian facilities, horse float and car parking, the grandstand, public amenities and other associated facilities; and
- the Rural Living Zone ('RLZ') contains existing sensitive receivers in the form of dwellings and is a zone primarily intended for sensitive receivers.

The existing harness racing facilities do not constitute a *'sensitive receiver'* as defined in Part 8 of the Code, nor is the CFZ primarily intended for sensitive receivers noting that land uses such as cemeteries, consulting rooms, offices, place of worship, recreation areas and shops are all listed as *standard outcomes* in DPF 1.1 of this Zone.

Given the above, it is clear the Code does not identify the adjoining harness racing club facilities or the CFZ more generally as a potentially conflicting land use/zone.

The RLZ however, should be considered in respect to ensuring no adverse interface impacts occur.

When considering the reasonableness of impacts where there are conflicting uses of land, such as at the interface between the Zone and the RLZ, it is important to consider the judicial authority in *Bond v City of Norwood, Payneham & St Peters [2007] SAERDC 56*, in which, Commissioner Hodgson of the Environment, Resources and Development Court remarked:

FUTURE URBAN

"Lanzilli Holdings and Papadopoulos are, in my view, authorities for the proposition that the amenity expectations of those who reside in zones within which commercial or residential activities are envisaged, or even on the periphery of a residential zone in close proximity to a commercial or industrial zone, cannot equate with those of residents in the heart of residential zones. Were that not to be the case, commercial and residential activities located in zones within which such uses were sanctioned could potentially be seriously restricted by the application of residential amenity standards having their origin in zones devoted solely to residential uses."

It is also instructive to highlight that whilst IBLU PO 1.2 places a degree of responsibility on non-residential development to mitigate adverse impacts, one must recognise that IBLU PO 1.1 instils an equal degree of responsibility upon sensitive receivers, particularly at zone interfaces where non-residential and residential land uses converge, to be designed and sited to 'self-manage' and mitigate the impacts of adjoining and nearby non-residential uses of land.

Therefore, it is our assessment that the proposal provides a suitable design response to the site's contextual surroundings to minimise interface impacts from the anticipated land uses in terms of noise, traffic, visual or dust impacts in accordance with the above policies. We discuss this further below.

Noise

In response to the representors perceived concerns in relation to noise impacts, an Environmental Noise Impact Assessment ('ENIA') report has been commission by Echo Consulting.

The ENIA has considered the proposed land division configuration and assessed the predicted noise levels of anticipated future land uses envisaged within Zone PO 1.1 and DPF 1.1 against the standards in *Environment Protection (Noise) Policy 2007* to determine the potential for unreasonable noise impacts to nearby *sensitive receivers* in accordance with the relevant Code policies.

Whilst the noise generated by future commercial land uses will be subject to their own separate development applications and assessment against the Code, the findings from Echo Consulting's assessment confirms that:

- the Code provisions can be reasonably and practicably achieved with a continuous 2.7-metre-high acoustic fence along Daniel Avenue as a pro-active measure to ensure no adverse noise impacts to sensitive receivers will occur from the mix of land uses envisaged in the Zone; and
- other noise reduction measures could also be required, that will be subject to future development applications containing the specific nature of operations proposed, to achieve appropriate noise levels, including:
  - restricting operation on the northern allotments to the daytime period of the Policy (7:00am to 10:00pm);
  - screening of roof top mounted mechanical plant using solid airtight materials;
  - locating car parking and/or loading areas on the opposite side of a building or barrier to the closest receivers;
  - restricting the activities which might occur outside of buildings;
  - applying attenuators to commercial ventilation equipment such as dust extraction units;
  - locating openings in buildings to face away from the closest receivers;
  - using broadband reversing devices in lieu of tonal devices on site vehicles;
  - designing the site to incorporate forward in and forward out truck movements; and
  - restricting the hours of rubbish collection.

FUTURE URBAN

Accordingly, the Applicant intends to deliver the recommended 2.7-metre-high acoustic fence as part of this land division application to future proof the nearby sensitive receivers from potential adverse noise impacts.

Moreover, it is our experience that the other noise reduction measures mentioned above are considered 'standard practice' for commercial and light industrial land uses and would be ordinarily expected to be assessed in greater detail as part of any future land use application where they are tailored to the specific nature of operations proposed.

It should be noted the ENIA does not include consideration of noise impacts on the harness racing club activities on the basis that this is not a 'sensitive receiver'. Further, the representors who raised concerns regarding noise impacts to harness racing activities and horses have not furnished any expert advice or empirical evidence to support these claims.

Therefore, based on Echo Consulting's assessment, the proposed land division proposes a suitable interface outcome with nearby sensitive receivers from a noise perspective satisfying PO 2.2 of the Land Division module.

Interface with Race Track (Visual Impact)

The requests from representors for a "50 metre buffer zone" and landscaping between the proposed development and race track is not rooted in, or substantiated by, any policies in the Code.

Further, the Zone does not demonstrate any specific preferences for landscape buffers along the Zone perimeter or indeed the race track interface. By way of comparison, this is different to other zones in the Code, such as the Strategic Employment Zone ('SEZ') which envisages higher impacting forms of development. The SEZ includes specific policy to encourage 5-metre-wide landscape buffers at the zone interface to provide visual relief from large buildings. As such, we suggest without hesitation that the representors preference for a 50-metre landscape buffer is entirely unreasonable.

Notwithstanding the above, the Applicant has sought to improve the interface with the Globe Derby race track to appease the representors concerns by extending the landscape buffer along the entire length of the track where it adjoins the Zone. Such will consist of tree plantings capable of reaching a minimum mature height of 9 metres to assist in minimising the visibility of future built form and meeting the following request made by representors:

> *"The boundary between proposed Lots 1 to 11 and Globe Derby Park Community Facilities Zone should have 9m+ mature trees the whole way along the boundary not only a portion as nominated on the plans."*

A copy of the amended landscape master plan reflecting the increase in landscaping is enclosed.

Lastly, the boundary perimeter of the race track currently contains existing, tall fencing and signage along the majority of its eastern and southern sides where it interfaces with the Zone as shown in **Figure 1** below. The southern end also consists of raised mounding and vegetation, all of which is intended to be maintained as part of the proposed development and will further add to providing visual relief of future built form.

FUTURE URBAN

Figure 1 *Existing fencing / signage along the east and southern perimeter of the race track*

Removal of Existing Training Track (Dust and Noise)

Representors have raised concern that removal of the existing training track will result in horses needing to 'warm up' closer to Trotters Drive thereby resulting in potential impacts to adjoining residents by way of noise or dust.

It is important to highlight that the 'warm up' activities associated with the SAHRC are not the subject of this application and therefore, these particular concerns of representors go beyond the scope of the relevant authority's assessment of this application. Notwithstanding, we confirm the SAHRC is actively investigating future opportunities for training and warm up facilities for horses which will include consideration of a suitable location(s) that can minimise potential impacts to neighbouring properties.

Traffic

A number of representors raised concerns about traffic impacts from the proposed development, including:

- increased traffic flows through residential streets;
- access/egress to Daniel Avenue;
- increased risk to road users including, horses and riders; and
- Globe Derby Drive's capability to accommodate commercial vehicles.

It is noted that no representors have provided any expert traffic engineering advice to support these assertions.

It must be firstly noted that the overall design, function and layout of the proposed land division application has been carefully informed by expert advice received from MFY traffic and parking consultants, who are experienced and qualified traffic engineers.

In response to concerns regarding increased traffic flows through the surrounding residential road network, the land division layout has been amended to remove the access point to Daniel Avenue altogether.

Such will mean all access will be via Port Wakefield Drive and Globe Derby Drive only, thereby ensuring no increased traffic flows through the surrounding residential streets. The removal of this access point combined with the proposed landscape buffer to Daniel Avenue will sufficiently minimise potential interface impacts to the adjoining properties to the north.

FUTURE URBAN

In response to the concerns that the proposed development will create an increased traffic risk to road users, including horses, and Globe Derby Drive's capacity for commercial vehicles, it should also be noted from MFY's assessment that:

- the forecast traffic volumes from the proposed development will have minimal impact and can be readily accommodated by the surrounding road network;
- the proposed traffic junctions have all been designed to accommodate the safe and convenient turning movements of commercial vehicles as evidenced by the supporting turn path diagrams;
- the Safe Intersection Sight Distance requirements can be satisfied for all proposed allotments and intersections of the development; and
- a channelised right-turn lane is proposed on Globe Derby Drive to facilitate the required turning movements and forecast traffic volumes which will result in an improved safety outcome on this road.

Overall, based on expert traffic engineering advice and analysis, it is confirmed that the proposed development will facilitate the safe and efficient movement of road users in accordance with the relevant traffic, access and parking policies of the Code.

Density

Representors have raised concerns with the density of the proposed development. In particular, one representor stated:

> *"I would like to see a proposal which is less densified (23 allotments is too many)"*

The relevant policies of the Code do not specify a maximum density for the Zone. Rather, density is guided by minimum allotment *standard outcomes* as provided in Zone DPF 4.1 which states:

> ***DPF 4.1*** *Allotments:*
>
> *(a) connected to an approved common wastewater disposal service have an area of 1250m² or more and a frontage width of 20m or more*
>
> *(b) that will require the disposal of wastewater on-site have an area of 2000m² or more and a frontage width of 20m or more.*

The proposed allotments range in size from 2,312m² to 9,252m², which substantially exceed the *standard outcome* of 1,250m² in DPF 4.1 (a) above for allotments connected to a wastewater disposal service (i.e. sewer). Arguably, a higher density allotment configuration may be suitable and appropriate for this site in accordance with the above.

Therefore, the total number and size of the proposed allotments do not conflict with the envisaged outcomes sought by the Zone.

FUTURE URBAN

Vegetation Removal

Representors have raised concerns in respect to the loss of vegetation.

The following planning policy in the Land Division module of the Code provides general guidance for the retention of vegetation as it relates to land division:

> ***PO 2.8*** *Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.*

Further planning policies are provided in the Regulated and Significant Tree Overlay ('RSTO') and the Native Vegetation Overlay ('NVO'). Please refer to our initial Planning Report which includes a detailed assessment of this proposal against the relevant policies within these overlays.

In summary, a key focus of the land division and landscape masterplan was to optimise the retention and long-term health of controlled trees (i.e. regulated or significant) under the *Planning, Development and Infrastructure Act 2016* ('PDI Act') as well as controlled trees under the *Native Vegetation Act 1991* ('NV Act') that were identified to provide a high aesthetic value as underlined in PO 2.8 above.

To achieve the above, two expert reports were prepared and submitted with the development application, including:

- a Preliminary Arboricultural Assessment (Arborist Report) prepared by TreeVision; and
- a Native Vegetation Report prepared by EBS Ecology.

PDI Act Controlled Trees

The Arborist report submitted with the land division application identified a total of 30 PDI Act controlled trees, all of which were not recognised as locally indigenous species.

Of the 30 three trees, only three were identified to have a high landscape significance value (Trees 10, 11 and 12) based on the Institute of Australian Consulting Arboriculturists Significance of a Tree Assessment Rating System ('STARS').

The three trees of value are located adjacent to the Port Wakefield frontage and are all to be retained, including one additional tree.

The remainder of the 26 PDI Act controlled trees are proposed for removal in order to facilitate the reasonable development of the land in accordance with PO 1.4 of the RSTO. The trees intended to be removed were identified to generally range from low to medium landscape significance.

The removal to the 26 PDI Act controlled trees is also considered to be sufficiently offset by virtue of approximately 600 trees which are intended to be planted across the site including Council reserves, the new internal road network, Daniel Avenue and the vegetation buffer along the western side as shown in the amended Landscape Master Plan by GD Studia enclosed.

The proposed tree plantings will therefore contribute to reducing urban heat island impacts raised by representors whilst also achieving (and significantly exceeding) the tree replacement planting rate prescribed in Part 2 of *Practice Direction 12 – Conditions 2020* for removal of the 26 PDI Act controlled trees.

FUTURE URBAN

NV Act Controlled Trees

The Native Vegetation Report identified the site contains the presence of small, fragmented patches of native vegetation across the site in generally poor condition consisting of shrubs and scattered trees.

The Application required a statutory referral to the Native Vegetation Council (NVC) due to the removal of native vegetation comprising a Level 4 clearance level in accordance with the procedural matters of the NVO.

The NVC raised no objection to the proposed development as part of their referral response, subject to three conditions. The NVC has since issued its approval for the clearance of the native vegetation under the NV Act. A copy of the decision notification form and decision plan is enclosed.

It was also asserted by representors that the existing trees along Port Wakefield Road provide a visual buffer and reduce noise pollution to the area.

It should be noted that whilst there is a dense screen of vegetation along the Port Wakefield Road frontage, these trees were identified by both the Arborist and native vegetation consultant as comprising non-native, *Casuarina glauca* (Swamp She-Oak) which were not of a size or species to be protected by either the PDI Act or the NV Act. Subsequently, there are no legislative mechanisms that prevent their removal.

In response to the concerns regarding the long-term maintenance of the proposed trees and timing of delivery, the Applicant is amenable to the imposition of a condition that requires the replacement tree plantings to be carried out as a land division clearance requirement, and the long-term maintenance of the trees within the SAHRC land as a condition of planning consent. The trees within the public roads and reserves will ultimately be vested to and maintained in future by Council (following typical maintenance/handover periods for land division applications).

To this end, we are of the view that the proposed land division has been designed to preserve existing vegetation of value as sought in PO 2.8 of the Land Division module above.

Ecology (Fauna)

Concerns were raised that the removal of vegetation will destroy long term eco-systems and impact protected species such as "Goss Hawks", "Peregrine Falcon" and "red rump parrots".

No empirical evidence or expert advice was submitted by the representors to support these assertions.

EBS Ecology, who are experienced and qualified ecologists, undertook an extensive fauna assessment as part of their Native Vegetation Report. This included a survey of all native and exotic fauna species encountered by direct observation (including presence of tracks, scats, burrows, nests and other signs) and were recorded as part of the native vegetation assessment. Particular attention was paid to identifying habitat for threatened species.

The presence of "Goss Hawks" and "red rump parrots" were not directly observed in the Native Vegetation Report. Similarly, no direct observation of falcons was noted, however it was acknowledged that it may be possible for falcons to use planted trees within the project area for perching.

Overall, EBS Ecology's assessment confirmed that the existing habitat within the site was not considered as essential to any threatened species and therefore its clearance would have a negligible impact on local populations of threatened species over the long term. In any event, the NVC, the relevant authority in relation to the removal of native vegetation, has since issued consent to the proposed clearance.

FUTURE URBAN

Importantly, it should be noted that over one hectare of 'reserve' area is proposed as part of the land division. This reserve will be landscaped with a number of locally native species with a particular focus on maintaining and improving urban biodiversity corridor opportunities together with the establishment of a substantial canopy cover to appropriately offset the clearance of vegetation as shown in the Landscape Concept Plan by GD Studia and acknowledged in the mitigation hierarchy of EBS Ecology's report.

Landscaping / Open Space

Representors have asserted that there is not enough "green space", "common land / facilities" or trees on the plans.

In response, we point out that:

- Section 198 of the PDI Act does not require the vesting of public open space for land division applications that are not creating more than 20 additional allotments. Only 18 additional allotments are proposed (5 into 23), therefore this application is not required to vest any public open space to Council;
- notwithstanding the above, approximately 1.29ha of reserve is intended to be vested with Council;
- whilst the public reserve areas primarily serve as a stormwater management function, they have also been designed to contain areas of open lawn and batters that will be suitable for future workers within the new estate to enjoy;
- the proposed Landscaped Master Plan (enclosed) proposes an integrated landscape approach to ensure a high amenity outcome consisting of densely planted trees and endemic low understorey shrub plantings to create substantial canopy cover and biodiversity opportunities, together with large native street trees along the internal road network; and
- approximately 600 tree plantings of various sizes and species are to be provided throughout the development.

Therefore, we are of the view that the proposed open space and landscaping delivery is entirely appropriate and accords with the relevant expectations of the PDI Act and the Code.

Stormwater & Infrastructure

It has been asserted by representors that the proposal needs to address flooding, stormwater management and sewer infrastructure.

A *Preliminary Infrastructure Services and Stormwater Management Report* was prepared by Greenhill with the Application that:

- details how stormwater will be managed across the entire development site;
- considers the flooding and infrastructure challenges of the site;
- details the extent of earthworks required to facilitate appropriate levels to ensure no risk of flooding within the site (or to downstream properties); and
- details how each allotment will be sufficiently serviced by means of stormwater, sewer, electricity and potable water.

Given the representors have not provided any expert opinions or evidence to bring credibility to their assertions we have no reason to bring into question the advice of Greenhill given their technical expertise and experience with complex engineering projects.

FUTURE URBAN

Contamination

Representors have raised concerns with potential ground water pollution and site contamination.

As stated earlier, the concerns raised primarily relate to future land uses, which do not form part of this land division application and are not yet known.

Notwithstanding, site contamination is regulated by the Environment Protection Authority ('EPA'), under the *Environment Protection Act 1993*. Additionally, should any future land use application fall under a listed activity under Part 9 of the Planning and Design Code, a referral to the EPA is required to ensure no adverse pollutants or emissions occur.

In respect to water quality, the proposal includes appropriate measures to mitigate adverse pollutants entering Council's stormwater system. The Preliminary Infrastructure Services and Stormwater Management Report by Greenhill details the proposed stormwater detention basins and open channel system have been designed to improve stormwater quality through removal of nutrients and sediments from urban stormwater runoff via bio filtration basins and vegetated swales to achieve the relevant Water Sensitive Urban Design Policy pollution reduction targets (meeting Land Division PO 10.2).

Other

A number of representors have asserted that the proposal does not align with an earlier concept plan prepared for the land and the associated voting with the SAHRC.

The concept plan does not form part of the Code and must not be considered in the assessment of the development application. Similarly, the concerns with respect to voting are a SAHRC matter to deal with, separately.

Illegal behaviour, such as speeding motorists, are not a relevant planning consideration. In *Reichelt v City of Charles Sturt* [2016] SAERDC 38, a case involving an application for approval for a McDonalds restaurant, the Court made the following comments in regard to the relevance of anti-social and criminal behaviour that might occur at a development, at paragraph 58:

> *"The occurrence of anti-social, even criminal, behaviour is an unfortunate fact of life to be encountered at a broad range of shopping, commercial and entertainment facilities. If development approvals for such facilities were refused in order to ensure that detrimental impacts on the amenity of nearby residents were avoided altogether and in every case, there would be very few such facilities ever approved."*

Ultimately, speeding and/or other illegal or nuisance behaviours are matters that are appropriately dealt with by SAPOL or, when relevant, the Council under the *Local Nuisance Litter Control Act 2016*.

While the concerns of representors in relation to property values are acknowledged, perceived diminution in property values are not relevant to the assessment of the development application.

FUTURE URBAN

In summary, despite the concerns raised by representors, we remain firmly of the view that the proposed land division is deserving of consent.

Yours sincerely,

Christopher Webber
Senior Consultant

Enc: Amended Plan of Division
Amended Landscape Master Plan
Environmental Noise Assessment
Native Vegetation Clearance Approval

Appendix 4

Agency Referral Response

Referral Snapshot

Development Application number:
23022307

Consent:
Planning and Land Division Consent

Relevant authority:
City of Salisbury

Consent type for distribution:
Planning

Referral body:
Commissioner of Highways

Response type:
Schedule 9 (3)(7) Development Affecting Transport Routes and Corridors

Referral type:
Direction

Response date:
6 Feb 2024

Advice:
With comments, conditions and/or notes

Condition 1
Access to allotments 1 to 22 shall be gained via the internal road network as shown on Alexander Symonds, Plan of Division, Drawing No. 21A1526PROP1(H), Revision G, (RHF/BAT/DEL 24.1.2024. Access to Lots 15 and 16 shall be located along the western boundaries of each allotment as far as practicable from the internal T-junction.

Condition 2
The Port Wakefield Road/New Road junction and modifications to Port Wakefield Road shall be in accordance with MFY Drawing No. MFY_210012_06_SK02, Revision B, dated 9 August 2023.

The road upgrades shall ensure that the existing Wire Rope Safety Barrier, existing sealed shoulder and bicycle facility are maintained and that the separation between the new diverge (into the AUL) and the existing merge from 3 lanes into 2 (north Globe Derby Drive) is appropriately designed. The new road junction shall be designed to accommodate PBS Level 2A vehicles and any modifications to Port Wakefield Road shall accommodate PBS Level 3A vehicles.

All required road works shall be designed and constructed in accordance with Austroads Guides, Australian Standards and the Department for Infrastructure and Transport (DIT) Master Specifications. All associated costs (including but not limited to project management and any necessary road lighting, modifications to the Wire Rope Safety Barrier, signage and drainage upgrades) shall be borne by the applicant. All works shall be completed to the satisfaction of DIT prior to Section 138 land division certificates being issued.

Note: Prior to undertaking detailed design, the applicant shall contact Mr Narendra Patel, Senior Network Integrity Engineer, Network Management Services on telephone (08) 8226 8244, mobile 0400 436 745 or via email: narendra.patel@sa.gov.au to progress this. The applicant shall enter into a Developer Agreement with DIT to undertake and complete this work.

Condition 3
Any infrastructure within the road reserve (including road signs, street lights, stormwater infrastructure, etc) that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.

Condition 4
The internal roads shall be suitably designed to cater for the largest vehicle expected to access the development and the cul-de-sac shall ensure that a commercial vehicle (up to a PBS Level 2A vehicle) can undertake a full U-turn manoeuvre should site access not be possible (as shown on MFY Figure 1 in correspondence dated 17 November 2023).

Condition 5
Any noise attenuation installed at the Port Wakefield Road/Daniel Avenue junction shall be fully contained within the site of the development (or a dedicated reserve strip) and not installed on road reserve under the care, control and management of the Commissioner of Highways.

Condition 6

A final stormwater management plan shall be developed in conjunction with DIT and be in accordance with DIT Master Specification RD-DK-D1 Road Drainage Design and other relevant guidelines. The point/s of discharge shall be confirmed and the pre and post development peak discharge to any DIT infrastructure is to be confirmed during detailed design. All drainage infrastructure is to be to the satisfaction of Council and DIT.

Condition 7
Stormwater run-off shall be collected on-site and discharged without impacting the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Advisory Note 1
The subject land abuts Port Wakefield Road that was proclaimed as a controlled access road on 13 July 1968. Subject to development approval, the department will amend its records to formalise the new road connection to Port Wakefield Road.

Advisory Note 2
The Department is currently undertaking a planning study for Elder Smith Road that includes consideration of the extension of Elder Smith Road to Port Wakefield Road. It is recommended that the applicant liaise with the Department prior to lodging for Section 138 certificates for Allotments 19-22 to determine whether any modifications to these allotments will be required as a result of the planning study.

Advisory Note 3
Approval will need to be sought from the National Heavy Vehicle Regulator prior to PBS Level 2A vehicles utilising the new roads in this land division.

OFFICIAL

In reply please quote 2023/00460, Process ID: 1524
Enquiries to Mr Reece Loughron
Telephone (08) 7133 1665
E-mail dit.landusecoordination@sa.gov.au

Government of South Australia
Department for Infrastructure and Transport

TRANSPORT PLANNING AND PROGRAM DEVELOPMENT

Transport Assessment

GPO Box 1533
ADELAIDE SA 5001

ABN 92 366 288 135

5 February 2024

Mr Chris Carey
City of Salisbury
PO Box 8
SALISBURY SA 5108
CCarrey@salisbury.sa.gov.au

Dear Mr Carey

SCHEDULE 9 - REFERRAL RESPONSE

Development No.	23022307
Applicant	The South Australian Harness Racing Club Inc. C/- Mr Jason Arnold, Alexander Symonds
Location	21-77 Globe Derby Drive, Port Wakefiled Road and Daniel Avenue, Globe Derby Park
Proposal	Staged Land Division comprising creation of Twenty-Two (22) Allotments from Four (4)) Allotments, Public Roads, Reserves and associated excavation, filling and tree damaging activity (removal of 6 Significant and 20 Regulated Trees). Stage 1 – Allotments 6-11 and 16-22, Reserves and Roads (providing connection to Port Wakefield Road and Globe Derby Drive) and Stage 2 – Allotments 1-5 and 12-15 and completion of Road including cul-de-sac head.

The above application has been referred to the Commissioner of Highways (CoH) in accordance with Section 122 of the *Planning, Development and Infrastructure Act 2016*, as the prescribed body listed in Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017*.

CONSIDERATION

The subject development abuts Globe Derby Drive, Daniel Avenue and Port Wakefield Road. Port Wakefield Road is an arterial road, under the care, control and management of the CoH and is identified as a Major Traffic Route, A Primary Feight Route and a Major Cycling Route under DIT's *'A Functional Hierarchy for South Australia's Land Transport Network'*. At this location, Port Wakefield Road carries approximately 30,200 vehicles per day (12% commercial vehicles) and has a posted speed limit of 90km/h. Globe Derby Drive and Daniel Avenue are local roads under the control of City of Salisbury.

Access

The subject land abuts Port Wakefield Road that was proclaimed as a controlled access road on 13 July 1968. There is no permitted means of access to/from Port Wakefield Road to the subject site. The site currently comprises a large land holding that is associated with the adjacent South Australian Harness Racing Club. The subject development seeks to divide this land into 22 allotments (over two stages) with an internal road network connecting to Port Wakefield Road and Globe Derby Drive.

#21154670

The referral documentation uploaded on 31 July 2023 included a Traffic Impact Assessment undertaken by MFY (refer File 21-0012 dated 14 July 2023 and associated Plan of Division (refer Alexander Symonds, Ref 21A1526.LDDIV, Drawing No. 21A1526PROP1(E), dated 24 July 2023. This plan identified that the internal link road would connect to Globe Derby Drive and Daniel Avenue as well as to Port Wakefield Road via a new junction.

DIT reviewed this traffic report and lodged an RFI (on 31 August 2023) seeking confirmation of likely land use and traffic generation, more detailed access concept for the new road to Port Wakefield Road, additional SIDRA modelling and to confirm the staging of the development given the potential future extension of Elder Smith Road to Port Wakefield Road and the adjacent Saltfields development area.

Further traffic information was uploaded 15 September 2023. This updated information satisfactorily addressed the issues raised in the RFI. However, additional information was uploaded by the applicant on 31 January 2024 in response to Council's RFI and public representations which included an amended plan (refer Drawing No. 21A1526PROP1(H), Revision G, (RHF/BAT/DEL 24.1.2024) that removed the proposed connection to Daniel Avenue and MFY correspondence (dated 17 November 2023) that reviewed the impact of the proposed changes.

DIT has reviewed the amended plan and traffic information and in terms of broader network connectivity, would prefer retention of a connection to Daniel Avenue to enhance heavy vehicle circulation through the site and potentially decrease delays for traffic exiting the site. However, DIT acknowledges that the proposal was amended in order to address issues raised in the public representations. Whilst DIT acknowledges that the removal of the link to Daniel Avenue is unlikely to have significant impacts on the operation of Port Wakefield Road, there may be an increase in delay for vehicles undertaking the left turn out onto Port Wakefield Road from the development. Council should be fully aware of this and accept any likely increases in delay.

With respect to the Port Wakefield Road/New Road junction it is understood that this will cater for left turn in and left turn out movements only and will be provided with a suitably designed left turn lane and raised separator. Modification of the existing channelised left turn lane on Port Wakefield Road into Daniel Avenue is also required to accommodate the new junction. The above works are conceptually shown on MFY correspondence (dated 15 September 2023), Appendix A, Drawing No. MFY_210012_06_SK02, Revision B, dated 9 August 2023. The road upgrades will need to ensure that the existing Wire Rope Safety Barrier and existing sealed shoulder and bicycle facility are maintained.

In terms of the proposed new internal road, the applicant has confirmed that there is no intention to provide any future connection to any road link that may be constructed adjacent to the subject land. Further, Drawing No. 21A1526PROP1(H), Revision G, (RHF/BAT/DEL 24.1.2024 identifies an area of land as Road A and includes a buffer extending north from the proposed reserve (north of Lot 20) that will prohibit vehicular access.

DIT supports the proposed access locations identified on MFY Figure 15 (in correspondence dated 15 Sept. 2023) for allotments 15 and 16 as this will maximise separation from Port Wakefield Road. In terms of commercial vehicle access, the proposed cul-de-sac must be designed to ensure the largest vehicle expected on site (up to a PBS Level 2A vehicle) can undertake a U-turn manoeuvre without the need to reverse should an allotment not be accessible.

Regarding the new southern link road connection to Globe Derby Drive, the final design should ensure that there are no operational impacts to the existing Globe Derby Drive/ Port Wakefield Road intersection. It must also be noted that access to/from Globe Derby Drive may be altered in the longer term subject to DIT planning for the future link road.

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It is noted that the final plan includes a 2m wide reserve strip across the northern boundary of Lot 1 and 12 and this will likely contain noise attenuation, including a 2.4m Colorbond fence (or combination of future built form). It will be necessary to ensure that any fencing does not impact on the safety of the adjacent junction.

In terms of stormwater, DIT requires that any discharge to Port Wakefield Road and/or adjacent DIT infrastructure is suitably managed. As such, a final stormwater plan will need to be provided to DIT for acceptance.

ADVICE

The Department for Infrastructure and Transport supports the development and directs the following conditions to be attached to any approval:

1. Access to allotments 1 to 22 shall be gained via the internal road network as shown on Alexander Symonds, Plan of Division, Drawing No. 21A1526PROP1(H), Revision G, (RHF/BAT/DEL 24.1.2024. Access to Lots 15 and 16 shall be located along the western boundaries of each allotment as far as practicable from the internal T-junction.

2. The Port Wakefield Road/New Road junction and modifications to Port Wakefield Road shall be in accordance with MFY Drawing No. MFY_210012_06_SK02, Revision B, dated 9 August 2023.

   The road upgrades shall ensure that the existing Wire Rope Safety Barrier, existing sealed shoulder and bicycle facility are maintained and that the separation between the new diverge (into the AUL) and the existing merge from 3 lanes into 2 (north Globe Derby Drive) is appropriately designed. The new road junction shall be designed to accommodate PBS Level 2A vehicles and any modifications to Port Wakefield Road shall accommodate PBS Level 3A vehicles.

   All required road works shall be designed and constructed in accordance with Austroads Guides, Australian Standards and the Department for Infrastructure and Transport (DIT) Master Specifications. All associated costs (including but not limited to project management and any necessary road lighting, modifications to the Wire Rope Safety Barrier, signage and drainage upgrades) shall be borne by the applicant. All works shall be completed to the satisfaction of DIT prior to Section 138 land division certificates being issued.

   Note: Prior to undertaking detailed design, the applicant shall contact Mr Narendra Patel, Senior Network Integrity Engineer, Network Management Services on telephone (08) 8226 8244, mobile 0400 436 745 or via email: narendra.patel@sa.gov.au to progress this. The applicant shall enter into a Developer Agreement with DIT to undertake and complete this work.

3. Any infrastructure within the road reserve (including road signs, street lights, stormwater infrastructure, etc) that is demolished, altered, removed or damaged during the construction of the project shall be reinstated to the satisfaction of the relevant asset owner, with all costs being borne by the applicant.

4. The internal roads shall be suitably designed to cater for the largest vehicle expected to access the development and the cul-de-sac shall ensure that a commercial vehicle (up to a PBS Level 2A vehicle) can undertake a full U-turn manoeuvre should site access not be possible (as shown on MFY Figure 1 in correspondence dated 17 November 2023).

5. Any noise attenuation installed at the Port Wakefield Road/Daniel Avenue junction shall be fully contained within the site of the development (or a dedicated reserve strip) and not

installed on road reserve under the care, control and management of the Commissioner of Highways.

6. A final stormwater management plan shall be developed in conjunction with DIT and be in accordance with DIT Master Specification RD-DK-D1 Road Drainage Design and other relevant guidelines. The point/s of discharge shall be confirmed and the pre and post development peak discharge to any DIT infrastructure is to be confirmed during detailed design. All drainage infrastructure is to be to the satisfaction of Council and DIT.

7. Stormwater run-off shall be collected on-site and discharged without impacting the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

The following notes provide important information for the benefit of the applicant and are required to be included in any approval:

- The subject land abuts Port Wakefield Road that was proclaimed as a controlled access road on 13 July 1968. Subject to development approval, the department will amend its records to formalise the new road connection to Port Wakefield Road.

- The Department is currently undertaking a planning study for Elder Smith Road that includes consideration of the extension of Elder Smith Road to Port Wakefield Road. It is recommended that the applicant liaise with the Department prior to lodging for Section 138 certificates for Allotments 19-22 to determine whether any modifications to these allotments will be required as a result of the planning study.

- Approval will need to be sought from the National Heavy Vehicle Regulator prior to PBS Level 2A vehicles utilising the new roads in this land division.

Yours sincerely

MANAGER, TRANSPORT ASSESSMENT
for **COMMISSIONER OF HIGHWAYS**

#21154670

Referral Snapshot

Development Application number:
23022307

Consent:
Planning and Land Division Consent

Relevant authority:
City of Salisbury

Consent type for distribution:
Planning

Referral body:
Native Vegetation Council

Response type:
Schedule 9 (3)(11) Native Vegetation Overlay

Referral type:
Direction

Response date:
30 Aug 2023

Advice:
With comments, conditions and/or notes

Condition 1
Prior to any clearance of native vegetation, the Native Vegetation Council must provide written confirmation that the Significant Environmental Benefit requirements under the *Native Vegetation Act 1991* have been satisfied.

Condition 2
Stockpiled materials, including cleared vegetation and excavated soil is not to be placed on top of native understorey outside the approved area.

Condition 3
Construction vehicles, equipment or materials are not to be stored or placed on top of native vegetation outside the approved clearance area.

Advisory Note 1
The clearance of native vegetation must be undertaken in accordance with the approval of the Native Vegetation Council under the *Native Vegetation Act 1991* as set out in Decision Notification 2023/3169/361.

Referral Snapshot

Development Application number:
23022307

Consent:
Planning and Land Division Consent

Relevant authority:
City of Salisbury

Consent type for distribution:
Land Division

Referral body:
SPC Planning Services

Response type:
Regulation 76

Referral type:
Advice

Response date:
23 Aug 2023

Advice:
With comments, conditions and/or notes

Condition 1
A final plan complying with the requirements for plans set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Planning Commission for Land Division Certificate purposes.

Advisory Note 1
Under Part 20A of the *Telecommunications Act 1997* (Cth), developers are required to install fibre-ready facilities (e.g. pit and pipe) in their developments, unless the development qualifies for an exemption. Developers can face penalties if they sell or lease building lots or units in new developments without fibre-ready facilities installed.

Under the Commonwealth's Telecommunications in New Developments Policy, developers are also expected to contract a telecommunications carrier (being any statutory infrastructure provider (SIP) or NBN Co as the default SIP) to provide services in their development. Carriers should install fixed-line network infrastructure in new developments, unless that is not commercially feasible, in which case they should use fixed-wireless or satellite technologies.

Further details of these requirements can be found at:
www.infrastructure.gov.au/department/media/publications/telecommunications-new-developments

Referral Snapshot

Development Application number:
23022307

Consent:
Planning and Land Division Consent

Relevant authority:
City of Salisbury

Consent type for distribution:
Land Division

Referral body:
South Australian Water Corporation

Response type:
Regulation 76 (4)

Referral type:
Advice

Response date:
18 Sep 2023

Advice:
With comments, conditions and/or notes

Condition 1
The necessary infrastructure for this development is likely to be constructed by the developer under a Land Development Agreement.

In order to facilitate clearance, SA Water's easement, financial and Augmentation requirements shall be met by the developer.

Awaiting further information to be provided to SA Water. Once received, an investigation can take place to advise the appropriate servicing strategy.

Appendix 5

Extract of Planning and Design Code

Address: 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

Click to view a detailed interactive SAPPA in SAILIS

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

Property Zoning Details

Zone

Community Facilities
Employment

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*
Advertising Near Signalised Intersections
Building Near Airfields
Defence Aviation Area *(All structures over 90 metres)*
Gas and Liquid Petroleum Pipelines
Hazards (Flooding)
Hazards (Flooding - General)
Major Urban Transport Routes
Native Vegetation
Prescribed Wells Area
Regulated and Significant Tree
Traffic Generating Development

Selected Development(s)

Land division

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

Land division - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Employment Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.
DO 2	Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.

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 A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Advertisement (b) Consulting room (c) Indoor recreation facility (d) Light industry (e) Motor repair station (f) Office (g) Place of worship (h) Research facility (i) Retail fuel outlet (j) Service trade premises (k) Shop (l) Store (m) Telecommunications facility (n) Training facility (o) Warehouse.
Site Dimensions and Land Division	
PO 4.1 Land division creates allotments that vary in size and are suitable for a variety of commercial and business activities.	DTS/DPF 4.1 Allotments: (a) connected to an approved common wastewater disposal service have an area of 1250m^2 or more and a frontage width of 20m or more

	(b) that will require the disposal of wastewater on-site have an area of 2000m^2 or more and a frontage width of 20m or more.
Concept Plans	
PO 7.1 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 7.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 7.1, 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 7.1 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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does 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) temporary public service depot.	Except development that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following: 1. Employment Zone DTS/DPF 3.6 2. Employment Zone DTS/DPF 3.7.

3. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) light industry (c) office (d) motor repair station (e) retail fuel outlet (f) store (g) 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) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	None specified.
5. Building for the purposes of railway activities.	None specified.
6. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
8. Shop within any of the following: (a) Retail Activity Centre Subzone (b) Roadside Service Centre Subzone.	Except shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following: 1. Employment Zone DTS/DPF 3.6 2. Employment Zone DTS/DPF 3.7.

9. 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 exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or 3. shop that does not satisfy Employment Zone DTS/DPF 1.2.
10. Telecommunications facility.	Except telecommunications facility that does not satisfy Employment Zone DTS/DPF 1.3.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Gas and Liquid Petroleum Pipelines Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Management of risk to public safety, the environment and security of energy supply from the encroachment of development on strategic gas and liquid petroleum pipelines.

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 Community exposure to a potential hazard from the failure of a gas or liquid petroleum pipeline is mitigated by locating	DTS/DPF 1.1 Development satisfies one of the following:

development that may accommodate or result in large congregations of people, buildings for housing and / or caring for vulnerable people and community facilities outside areas that pose an unacceptable risk to protect life.	(a) it does not comprise: (i) child care facility (ii) caravan and tourist park (iii) educational facility (iv) buildings comprising 3 or more building levels (v) land division creating allotments under 1ha for residential purposes (except where the existing allotment is less than 1ha) (vi) prison (vii) residential park (viii) retirement facility (ix) student accommodation (x) supported accommodation (xi) shop or shops with a gross leasable floor area of 1000m^2 or greater (xii) tourist accommodation (xiii) stadium (b) a class of development referred to in part (a), or any combination thereof, which will occur in accordance with an agreement under section 123 of the *Planning, Development and Infrastructure Act, 2016*

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
Except where the development is, in the opinion of the relevant authority, minor in nature and would not warrant a referral when considering the purpose of the referral, a class of development that does not satisfy Gas and Liquid Petroleum Pipelines Overlay DTS/DPF 1.1, 1.2 and 1.3.	The Chief Executive of the Department of the Minister responsible for administering the *Petroleum and Geothermal Energy Act 2000*.	To provide expert assessment and direction to the relevant authority in relation to: (a) potential safety issues relating to development or (b) the potential for development to adversely impact upon the lawful continued operation of strategic infrastructure (gas and liquid petroleum pipelines).	Development of a class to which Schedule 9 clause 3 item 9B of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Hazards (Flooding) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Land division is limited to areas where the consequences to buildings and safety are low and can be readily managed or overcome.	DTS/DPF 1.1 None are applicable.
Site Earthworks	
PO 5.1 The depth and extent of filling required to raise the finished floor level of a building does not cause unacceptable impact on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or an unacceptable loss of flood storage.	DTS/DPF 5.1 None are applicable.
PO 5.2 Driveways, access tracks and parking areas are designed and constructed to minimise excavation and filling.	DTS/DPF 5.2 Filling for ancillary purposes: (a) does not exceed 300mm above existing ground level (b) is no more than 5m wide.
Access	
PO 6.1 Development does not occur on land: (a) from which evacuation to areas not vulnerable to flood risk is not possible during a 1% AEP flood event (b) which cannot be accessed by emergency services vehicles or essential utility service vehicles during a 1% AEP flood event.	DTS/DPF 6.1 None are applicable.
PO 6.2 Access driveways and tracks to significant development (i.e. dwellings, places of work, etc.) consist of a safe, all-weather trafficable surface that is accessible during a 1% AEP flood event.	DTS/DPF 6.2 None are applicable.

Procedural Matters (PM) - Referrals

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

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

Major Urban Transport Routes Overlay

Assessment Provisions (AP)

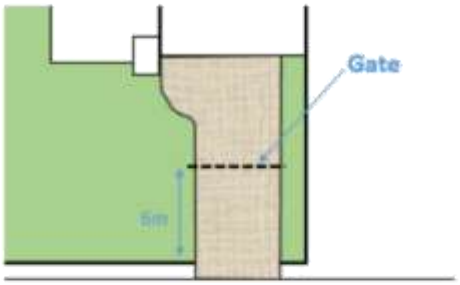
Desired Outcome (DO)

Desired Outcome	
DO 1	Safe and efficient operation of Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Major Urban Transport Routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Access - Safe Entry and Exit (Traffic Flow)	
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.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) residential dwelling / residential allotment: (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) have a width of between 3m and 4m (measured at the site boundary). (b) where the development will result in 2 and up to 6 dwellings: (i) it will not result in more than one access point servicing the development site

	(ii) entry and exit movements are left turn only (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees; (v) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (vi) have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site). (c) where the development will result in over 7 dwellings, or is a non-residential land use: (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less (vi) have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m (vii) have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m (viii) provides for simultaneous two-way vehicle movements at the access; A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road and B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.
Access - On-Site Queuing	
PO 2.1 Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption of the functional performance of the road and maintain safe vehicle movements.	DTS/DPF 2.1 An access point in accordance with one of the following: (a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:



(b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day and:

(i) is expected to be serviced by vehicles with a length no greater than 6.4m

(ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site).

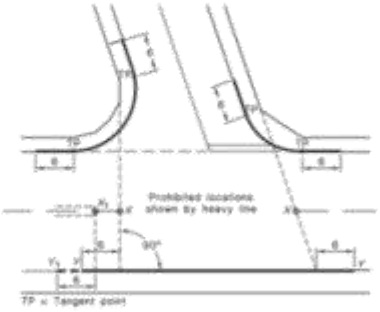
(c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day and:

(i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle

(ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site)

(iii) any termination of, or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop

(iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the largest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:

Access – Location (Spacing) - Existing Access Points	
PO 3.1 Existing access points designed to accommodate the type and volume of traffic likely to be generated by the development.	DTS/DPF 3.1 An existing access point satisfies (a), (b) or (c): (a) it will not service, or is not intended to service, more than 6 dwellings (b) it is not located on a Controlled Access Road and will not service development that will result in a larger class of vehicle expected to access the site using the existing access (c) it is not located on a Controlled Access Road and development constitutes: (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area (v) an office or consulting room with a gross leasable floor area <500m² (vi) a change of use from residential dwelling to a shop, office, consulting room or personal or domestic services establishment with <250m² gross leasable floor area.
Access – Location (Spacing) – New Access Points	
PO 4.1 New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.	DTS/DPF 4.1 A new access point satisfies (a), (b) or (c): (a) where a development site is intended to serve between 1 and 6 dwellings, access to the site is from the local road network (not being a Controlled Access Road) and is located outside of the bold lines shown in the following diagram:  (b) where the development site is intended to serve between 1 and 6 dwellings, the new access:

(i) is not located on a Controlled Access Road

(ii) is not located on a section of road affected by double barrier lines

(iii) will be on a road with a speed environment of 70km/h or less

(iv) is located outside of the bold lines on the diagram shown in the diagram following part (a)

(v) located minimum of 6m from a median opening or pedestrian crossing.

(c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	5m (for development intended to serve between 1 and 6 dwellings) and 20m for all other cases	123m
70 km/h	55m	151m
80 km/h	70m	181m
90 km/h	90m	214m
100 km/h	110m	248m
110 km/h	135m	285m

Access - Location (Sight Lines)

PO 5.1

Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

DTS/DPF 5.1

An access point satisfies (a) and (c) or (b) and (c):

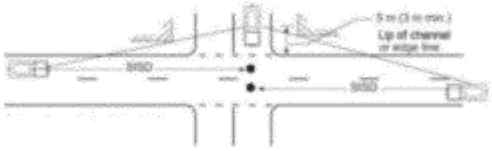
(a) the development site does or is intended to serve between 1 and 6 dwellings and utilises an existing access point

or

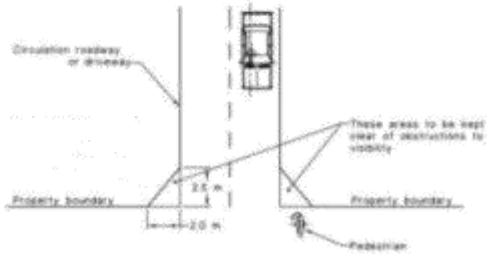
(b) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access Point serving 1-6 dwellings	Access point serving all other development
40 km/h	47m	73m

or less		
50 km/h	63m	97m
60 km/h	81m	123m
70 km/h	100m	151m
80 km/h	121m	181m
90 km/h	144m	226m
100 km/h	169m	262m
110km/h	195m	300m



(c) pedestrian sightlines in accordance with the following diagram:

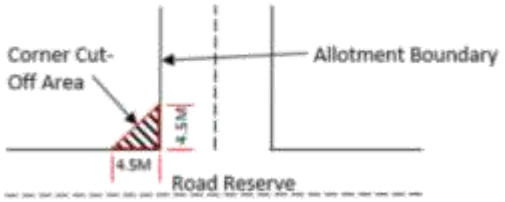


Access - Mud and Debris	
PO 6.1 Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.	DTS/DPF 6.1 Where the road has an unsealed shoulder and the road is not kerbed the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer)

Access - Stormwater	
PO 7.1 Access points designed to minimise negative impact on roadside drainage of water.	DTS/DPF 7.1 Development does not: (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater to an existing drainage point and system (c) results in access points becoming stormwater flow paths directly onto the road.

Building on Road Reserve	
PO 8.1 Buildings or structures that encroach onto, above or below road reserves designed and sited to minimise impact on safe movements by all road users.	DTS/DPF 8.1 No encroachment of buildings or structures onto, above or below the road reserve.

Public Road Junctions

PO 9.1 New junctions with public roads (including the opening of unmade public road junctions) or modifications to existing road junctions located and designed to ensure safe and efficient road operating conditions are maintained on the State Maintained Road.	DTS/DPF 9.1 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.	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: 

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
Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: (a) creation of a new access or junction (b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority).	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Native Vegetation Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.

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 2.1 Land division does not result in the fragmentation of land containing native vegetation, or necessitate the clearance of native vegetation, unless such clearance is considered minor, taking into account the location of allotment boundaries, access ways, fire breaks, boundary fencing and potential building siting or the like.	DTS/DPF 2.1 Land division where: (a) an application is accompanied by one of the following: (i) a declaration stating that none of the allotments in the proposed plan of division contain native vegetation under the *Native Vegetation Act 1991* (ii) a declaration stating that no native vegetation clearance under the *Native Vegetation Act 1991* will be required as a result of the division of land (iii) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the vegetation to be cleared is categorised as 'Level 1 clearance' or (b) an application for land division which is being considered concurrently with a proposal to develop each allotment which will satisfy, or would satisfy, the requirements of DTS/DPF 1.1, including any clearance that may occur or (c) the division is to support a Heritage Agreement under the Native Vegetation Act 1991 or the *Heritage Places Act 1993*.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference

Development that is the subject of a report prepared in accordance with Regulation 18(2)(a) of the *Native Vegetation Regulations 2017* that categorises the clearance, or potential clearance, as 'Level 3 clearance' or 'Level 4 clearance'.	Native Vegetation Council	To provide expert assessment and direction to the relevant authority on the potential impacts of development on native vegetation.	Development of a class to which Schedule 9 clause 3 item 11 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.

PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: (a) except where a proposed development has	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	Development of a class to which Schedule 9 clause 3 item 7 of the

previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings (b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m^2 or more (d) retail development with a gross floor area of 2,000m^2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m^2 or more (f) industry with a gross floor area of 20,000m^2 or more (g) educational facilities with a capacity of 250 students or more.		Commissioner of Highways as described in the Planning and Design Code.	Planning, Development and Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

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	DTS/DPF 1.1

Land division creates allotments suitable for their intended use.	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, 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 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.8 None are applicable.
PO 3.9 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.9 None are applicable.
PO 3.10 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.10 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	DTS/DPF 7.2 None are applicable.

rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	
Battle-Axe Development	
PO 8.1 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 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 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 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 10.2 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.

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 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).

Address: 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

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

Community Facilities
Employment

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*
Advertising Near Signalised Intersections
Building Near Airfields
Defence Aviation Area *(All structures over 90 metres)*
Gas and Liquid Petroleum Pipelines
Hazards (Flooding)
Hazards (Flooding - General)
Major Urban Transport Routes
Native Vegetation
Prescribed Wells Area
Regulated and Significant Tree
Traffic Generating Development

Selected Development(s)

Tree-damaging activity

This development may be subject to multiple assessment pathways. Please review the document below to determine which pathway may be applicable based on the proposed development compliances to standards.
If no assessment pathway is shown this mean the proposed development will default to performance assessed. Please contact your local council in this instance. Refer to Part 1 - Rules of Interpretation - Determination of Classes of Development

Property Policy Information for above selection

Tree-damaging activity - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Community Facilities Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Provision of a range of community, educational, recreational and health care facilities.

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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does 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) child care facility (c) community facility (d) educational facility (e) protective tree netting structure (f) recreation area.	Except development that exceeds the maximum building height specified in Community Facilities Zone DTS/DPF 2.1 or does not satisfy any of the following: 1. Community Facilities Zone DTS/DPF 2.2 2. Community Facilities Zone DTS/DPF 2.3.
3. Any development involving any of the following (or of any combination of any of the following):	None specified.

(a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	
4. Consulting room.	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
5. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
6. Office.	Except office that exceeds the maximum building height specified in Community Facilities Zone DTS/DPF 2.1, or is on a Catalyst Site in the St Andrews Hospital Precinct Subzone and exceeds the maximum building height in Community Facilities Zone DTS/DPF 2.1 that applies to development not on a Catalyst Site, or does not satisfy any of the following: 1. Community Facilities Zone DTS/DPF 1.3 2. Community Facilities Zone DTS/DPF 2.2 3. Community Facilities Zone DTS/DPF 2.3.
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
8. Shop.	Except shop that exceeds the maximum building height specified in Community Facilities Zone DTS/DPF 2.1, or is on a Catalyst Site in the St Andrews Hospital Precinct Subzone and exceeds the maximum building height in Community Facilities Zone DTS/DPF 2.1 that applies to development not on a Catalyst Site, or does not satisfy any of the following:

	1. Community Facilities Zone DTS/DPF 1.2 2. Community Facilities Zone DTS/DPF 2.2 3. Community Facilities Zone DTS/DPF 2.3.
9. Telecommunications facility.	Except telecommunications facility that: 1. is within 50m of a neighbourhood-type zone or 2. exceeds 30m in height or 3. is on a site that is adjacent land to a site (or land) used for residential purposes.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
PO 1.1 Regulated trees are retained where they: (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the	DTS/DPF 1.1 None are applicable.

National Parks and Wildlife Act 1972 as a rare or endangered native species and / or (c) provide an important habitat for native fauna.	
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:	DTS/DPF 1.4 None are applicable.

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

Procedural Matters (PM) - Referrals

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

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

Address: 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

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Property Zoning Details

Zone

Community Facilities
Employment

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*
Advertising Near Signalised Intersections
Building Near Airfields
Defence Aviation Area *(All structures over 90 metres)*
Gas and Liquid Petroleum Pipelines
Hazards (Flooding)
Hazards (Flooding - General)
Major Urban Transport Routes
Native Vegetation
Prescribed Wells Area
Regulated and Significant Tree
Traffic Generating Development

Development Pathways

- Community Facilities

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.

   - Building alterations
   - Building work on railway land
   - Partial demolition of a building or structure
   - Shade sail
   - Solar photovoltaic panels (roof mounted)
   - Water tank (above ground)
   - Water tank (underground)

2. Code Assessed - Deemed to Satisfy
   Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

   - Advertisement
   - 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
   - Office
   - Retaining wall
   - Tree-damaging activity

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

- 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.

   - Building alterations
   - Building work on railway land
   - Partial demolition of a building or structure
   - Shade sail
   - Solar photovoltaic panels (roof mounted)
   - Water tank (above ground)
   - Water tank (underground)

2. Code Assessed - Deemed to Satisfy
   Means that the development type requires consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

   - Advertisement
   - 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
   - Land division
   - Light industry
   - Office
   - Retaining wall
   - Service trade premises
   - Shop
   - Store
   - Telecommunications facility
   - 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

Community Facilities Zone

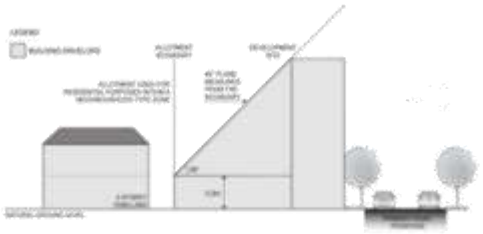
Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Provision of a range of community, educational, recreational and health care facilities.

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 is associated with or ancillary to the provision of community, educational, recreational and / or health care services.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Cemetery (b) Child care facility (c) Community facility (d) Consulting room (e) Educational facility (f) Emergency services facility (g) Health care facility (h) Hospital (i) Indoor recreation facility (j) Library (k) Office associated with community service (l) Place of worship (m) Recreation area (n) Shop
PO 1.2 Shops including restaurants are of a scale that is subordinate to the principal community use of land.	DTS/DPF 1.2 Shop gross leasable floor area does not exceed 250m^2.
PO 1.3 Offices are of a scale that is subordinate to the principal community use of land.	DTS/DPF 1.3 Office gross leasable floor area does not exceed 250m^2.
PO 1.4 Integration and coordination of land uses to enhance the accessibility and efficiency of service delivery.	DTS/DPF 1.4 None are applicable.
PO 1.5 Development avoids inhibiting or prejudicing future delivery of community, educational, recreational or health care services.	DTS/DPF 1.5 None are applicable.
PO 1.6 Community facilities are designed to encourage flexible and adaptable use of open space and facilities for a range of uses over time.	DTS/DPF 1.6 None are applicable.
PO 1.7 Expansion of existing community services such as educational facilities, community facilities and child care facilities in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.	DTS/DPF 1.7 Alteration of or addition to existing educational facilities, community facilities or child care facilities 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) development satisfies 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.
Building Height and Setbacks	
PO 2.1 Building height is consistent with the maximum height expressed in any relevant *Maximum Building Height (Levels) Technical and Numeric Variation layer and the Maximum Building Height (Metres) Technical and Numeric Variation layer* or is generally consistent with the prevailing character of the locality and height of nearby buildings.	DTS/DPF 2.1 Other than on a Catalyst site in the St Andrews Hospital Precinct Subzone, development does not exceed the following building height(s): In relation to DTS/DPF 2.1, in instances where: (a) 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 (Metres) Technical and Numeric Variation* layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (b) only one value is returned (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other (c) no value is returned (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.
PO 2.2 Buildings mitigate the visual impacts of massing on residential development within a neighbourhood-type zone.	DTS/DPF 2.2 Except in the St Andrews Hospital Precinct Subzone and the part of the WHC and Memorial Hospital Precinct Subzone north of Kermode Street, buildings 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 street boundary): 
PO 2.3 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 2.3 Buildings on sites with a southern boundary adjoining the an allotment boundary 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 (except where this boundary is a street boundary):

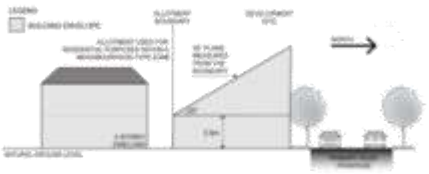
	
PO 2.4 Buildings are set back from all boundaries (other than street boundaries) to minimise impacts on neighbouring residential properties, including access to natural light and ventilation	DTS/DPF 2.4 Buildings are set back a minimum 3m from all boundaries where the subject land abuts an allotment used for residential purposes, except where the development abuts the wall of an existing or simultaneously constructed building on the adjoining land.
PO 2.5 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 2.5 None are applicable.
Advertisements	
PO 3.1 Freestanding advertisements that identify the associated business without creating a visually dominant element within the locality.	DTS/DPF 3.1 Freestanding advertisements: (a) do not exceed 2m in height (b) do not have a sign face that exceeds $2m^2$ per side.
Concept Plans	
PO 4.1 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 4.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 4.1, 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 4.1 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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does 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) child care facility (c) community facility (d) educational facility (e) protective tree netting structure (f) recreation area.	Except development that exceeds the maximum building height specified in Community Facilities Zone DTS/DPF 2.1 or does not satisfy any of the following: 1. Community Facilities Zone DTS/DPF 2.2 2. Community Facilities Zone DTS/DPF 2.3.
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) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	None specified.
4. Consulting room.	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
5. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
6. Office.	Except office that exceeds the maximum building height specified in Community Facilities Zone DTS/DPF 2.1, or is on a Catalyst Site in the St Andrews Hospital Precinct Subzone and exceeds the maximum building height in Community Facilities Zone DTS/DPF 2.1 that applies to development not on a Catalyst Site, or does not satisfy any of the following: 1. Community Facilities Zone DTS/DPF 1.3 2. Community Facilities Zone DTS/DPF 2.2 3. Community Facilities Zone DTS/DPF 2.3.
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
8. Shop.	Except shop that exceeds the maximum building height specified in Community Facilities Zone DTS/DPF 2.1, or is on a Catalyst Site in the St Andrews Hospital Precinct Subzone and exceeds the maximum building height

	in Community Facilities Zone DTS/DPF 2.1 that applies to development not on a Catalyst Site, or does not satisfy any of the following: 1. Community Facilities Zone DTS/DPF 1.2 2. Community Facilities Zone DTS/DPF 2.2 3. Community Facilities Zone DTS/DPF 2.3.
9. Telecommunications facility.	Except telecommunications facility that: 1. is within 50m of a neighbourhood-type zone or 2. exceeds 30m in height or 3. is on a site that is adjacent land to a site (or land) used for residential purposes.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Employment Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.
DO 2	Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.

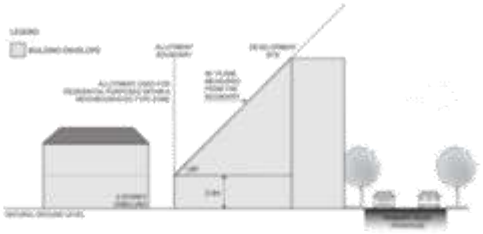
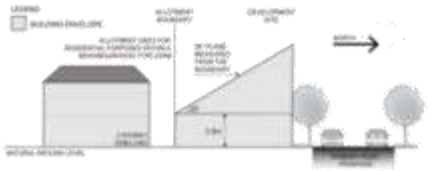
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 A range of employment-generating light industrial, service trade, motor repair and other compatible businesses servicing the local community that do not produce emissions that would detrimentally affect local amenity.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Advertisement (b) Consulting room (c) Indoor recreation facility (d) Light industry (e) Motor repair station (f) Office (g) Place of worship (h) Research facility (i) Retail fuel outlet

	(j) Service trade premises (k) Shop (l) Store (m) Telecommunications facility (n) Training facility (o) Warehouse.
PO 1.2 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 1.2 Shop where one of the following applies: (a) with a gross leasable floor area up to 100m^2 (b) is a bulky goods outlet (c) is a restaurant (d) is ancillary to and located on the same allotment as an industry and primarily involves the sale by retail of goods manufactured by the industry.
PO 1.3 Telecommunication facilities located to mitigate impacts on visual amenity in residential areas.	DTS/DPF 1.3 Telecommunications facility in the form of a monopole: (a) up to a height of 30m (b) no closer than 50m to a neighbourhood-type zone.
PO 1.4 Bulky good outlets and standalone shops are located to provide convenient access.	DTS/DPF 1.4 Bulky goods outlets and standalone shops are located on sites with a frontage to a State Maintained Road.
Built Form and Character	
PO 2.1 Development achieves 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 2.1 None are applicable.
PO 2.2 Building facades facing a boundary of a zone primarily intended to accommodate residential development, public roads, 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 2.2 None are applicable.
Building height and setbacks	
PO 3.1 Buildings are set back from the primary street boundary to contribute to the existing/emerging pattern of street setbacks in the streetscape.	DTS/DPF 3.1 Buildings setback from the primary street boundary in accordance with the following table:

Development Context	Minimum setback
There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.	The average setback of the existing buildings.
There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.	The setback of the existing building.
There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.	(a) Where the existing building shares the same primary street frontage – the setback of the existing building

	(b) Where the existing building has a different primary street frontage - 5m
	There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building. — 5m
	For the purposes of **DTS/DPF 3.2:** (a) the setback of an existing building on an abutting site to the street boundary that it shares with the site of the proposed building is to be measured from the closest building wall to that street boundary at its closest point to the building wall and any existing projection from the building such as a verandah, porch, balcony, awning or bay window is not taken to form part of the building for the purposes of determining its setback (b) any proposed projections such as a verandah, porch, balcony, awning or bay window may encroach not more than 1.5 metres into the minimum setback prescribed in the table
PO 3.2 Buildings are set back from a secondary street boundary to accommodate the provision of landscaping between buildings and the street to enhance the appearance of land and buildings when viewed from the street.	DTS/DPF 3.2 Building walls are no closer than 2m to the secondary street boundary.
PO 3.3 Buildings are set back from rear access ways to provide adequate manoeuvrability for vehicles to enter and exit the site.	DTS/DPF 3.3 Building walls are set back from the rear access way: (a) where the access way is 6.5m wide or more, no requirement (b) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide.
PO 3.4 Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.	DTS/DPF 3.4 Building walls are set back at least 3m from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.
PO 3.5 Building height is consistent with the form expressed in any relevant *Maximum Building Height (Levels) Technical and Numeric Variation layer* and *Maximum Building Height (Metres) Technical and Numeric Variation layer* or is generally low-rise to complement the established streetscape and local character.	DTS/DPF 3.5 Building height is not greater than: (a) the following: (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 3.5, in instances where: (c) more than one value is returned in the same field for DTS/DPF 3.5(a) refer to the *Maximum Building Height (Levels) Technical and Numeric Variation layer* or *Maximum Building Height (Metres) 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 3.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.
PO 3.6 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 3.6 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 in a neighbourhood-type zone as shown in the following diagram, except where the relevant boundary is a southern boundary or where this boundary is the street boundary.

	
PO 3.7 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 3.7 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 (except where this boundary is a street boundary): 
PO 3.8 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 3.8 None are applicable.
Site Dimensions and Land Division	
PO 4.1 Land division creates allotments that vary in size and are suitable for a variety of commercial and business activities.	DTS/DPF 4.1 Allotments: (a) connected to an approved common wastewater disposal service have an area of 1250m^2 or more and a frontage width of 20m or more (b) that will require the disposal of wastewater on-site have an area of 2000m^2 or more and a frontage width of 20m or more.
Landscaping	
PO 5.1 Landscaping is provided to enhance the visual appearance of development when viewed from public roads and thoroughfares.	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: (a) where a building is set back less than 3m from the street boundary - 1m wide or the area remaining between the relevant building and the street boundary where the building is less than 1m from the street boundary or (b) in any other case - at least 1.5m wide.

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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.
Advertisements	
PO 6.1 Freestanding advertisements are not visually dominant within the locality.	DTS/DPF 6.1 Freestanding advertisements: (a) do not exceed 6m in height above natural ground level (b) do not have a face that exceeds $8m^2$.
Concept Plans	
PO 7.1 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 7.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 7.1, 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 7.1 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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does 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) temporary public service depot.	Except development that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following: 1. Employment Zone DTS/DPF 3.6 2. Employment Zone DTS/DPF 3.7.
3. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) light industry (c) office	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.

(d) motor repair station (e) retail fuel outlet (f) store (g) warehouse.	
4. 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) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	None specified.
5. Building for the purposes of railway activities.	None specified.
6. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
8. Shop within any of the following: (a) Retail Activity Centre Subzone (b) Roadside Service Centre Subzone.	Except shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following: 1. Employment Zone DTS/DPF 3.6 2. Employment Zone DTS/DPF 3.7.
9. 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 exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or 3. shop that does not satisfy Employment Zone DTS/DPF 1.2.
10. Telecommunications facility.	Except telecommunications facility that does not satisfy Employment Zone DTS/DPF 1.3.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Advertising Near Signalised Intersections Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Provision of a safe road environment by reducing driver distraction at key points of conflict on the road.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Advertisements Near Signalised Intersections	
PO 1.1 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 1.1 Advertising: (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

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
Advertisement or advertising hoarding that: (a) is within 100m of a: (i) signalised intersection or (ii) signalised pedestrian crossing and (b) will: (i) be internally illuminated or (ii) incorporate a moving or changing display or message or (iii) incorporate a flashing light.	Commissioner of Highways.	To provide expert technical assessment on potential risks relating to pedestrian and road safety which may arise from advertisements near intersections.	Development of a class to which Schedule 9 clause 3 item 21 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.

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.

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

Gas and Liquid Petroleum Pipelines Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Management of risk to public safety, the environment and security of energy supply from the encroachment of development on strategic gas and liquid petroleum pipelines.

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 Community exposure to a potential hazard from the failure of a gas or liquid petroleum pipeline is mitigated by locating development that may accommodate or result in large congregations of people, buildings for housing and / or caring for vulnerable people and community facilities outside areas that pose an unacceptable risk to protect life.	DTS/DPF 1.1 Development satisfies one of the following: (a) it does not comprise: (i) child care facility (ii) caravan and tourist park (iii) educational facility (iv) buildings comprising 3 or more building levels (v) land division creating allotments under 1ha for residential purposes (except where the existing allotment is less than 1ha)

	(vi) prison (vii) residential park (viii) retirement facility (ix) student accommodation (x) supported accommodation (xi) shop or shops with a gross leasable floor area of 1000m^2 or greater (xii) tourist accommodation (xiii) stadium (b) a class of development referred to in part (a), or any combination thereof, which will occur in accordance with an agreement under section 123 of the *Planning, Development and Infrastructure Act, 2016*
PO 1.2 Emergency service and major community health related facilities are located outside areas where a gas or liquid petroleum pipeline failure may disrupt ongoing operations to maintain the response capacity in the event of an emergency.	DTS/DPF 1.2 Development does not comprise any of the following: (a) emergency services facility (b) hospital.
PO 1.3 Development involving the manufacture, collection, handling or bulk storage of flammable, explosive, or otherwise hazardous materials is located and designed to avoid escalating the potential for and effects of a gas or liquid petroleum pipeline failure.	DTS/DPF 1.3 Development satisfies one of the following: (a) it does not comprise: (i) general industry (ii) special industry (iii) landfill (iv) renewable energy facility (v) electricity substation (vi) fuel depot (vii) retail fuel outlet (viii) store (ix) warehouse (x) waste treatment facility (b) a class of development referred to in part (a), or any combination thereof, which will occur in accordance with an agreement under section 123 of the *Planning, Development and Infrastructure Act, 2016*

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
Except where the development is, in the opinion of the relevant authority, minor in nature and would not warrant a referral when considering the purpose of the referral, a class of development that does not satisfy Gas and Liquid Petroleum Pipelines Overlay DTS/DPF 1.1, 1.2 and 1.3.	The Chief Executive of the Department of the Minister responsible for administering the *Petroleum and Geothermal Energy Act 2000*.	To provide expert assessment and direction to the relevant authority in relation to: (a) potential safety issues relating to development or (b) the potential for development to adversely impact upon the lawful continued operation of strategic infrastructure (gas and liquid petroleum pipelines).	Development of a class to which Schedule 9 clause 3 item 9B of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Hazards (Flooding) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 1.1 Land division is limited to areas where the consequences to buildings and safety are low and can be readily managed or overcome.	DTS/DPF 1.1 None are applicable.
Land Use	
PO 2.1 Development sited and designed to minimise exposure of people and property to unacceptable flood risk.	DTS/DPF 2.1 None are applicable.
PO 2.2 Buildings housing vulnerable people, community services facilities, key infrastructure and emergency services are sited away from flood prone areas to enable uninterrupted operation of services and reduce likelihood of entrapment.	DTS/DPF 2.2 Child care facilities, educational facilities, retirement and supported accommodation, emergency services facilities, hospitals and prisons are not located within the Overlay area.
Flood Resilience	
PO 3.1 Development avoids the need for flood protection works.	DTS/DPF 3.1 None are applicable.
PO 3.2 Development does not cause unacceptable impacts on any adjoining property by the diversion of flood waters or an increase in flood velocity or flood level.	DTS/DPF 3.2 None are applicable.
PO 3.3 Development does not impede the flow of floodwaters through the allotment or the surrounding land, or cause an unacceptable loss of flood storage.	DTS/DPF 3.3 None are applicable.
PO 3.4 Development avoids frequently flooded or high velocity areas, other than where it is part of a flood mitigation scheme to reduce flood impact.	DTS/DPF 3.4 Other than a recreation area, development is located outside of the 5% AEP principal flow path.
PO 3.5 Buildings are sited, designed and constructed to prevent the entry of floodwaters in a 1% AEP flood event where the entry of floodwaters is likely to result in undue damage to, or compromise ongoing activities within, buildings.	DTS/DPF 3.5 Buildings comprise one of the following: (a) a porch or portico with at least 2 open sides (b) a verandah with at least 3 open sides (c) a carport or outbuilding with at least 2 open sides (whichever elevations face the direction of the flow)

	(d) any post construction with open sides (e) a building with a finished floor level that is at least 300mm above the height of a 1% AEP flood event.
PO 3.6 Fences do not unreasonably impede floodwaters.	DTS/DPF 3.6 A post and wire fence (other than a chain mesh fence).
Environmental Protection	
PO 4.1 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 4.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.
PO 4.2 Development does not create or aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood.	DTS/DPF 4.2 None are applicable.
Site Earthworks	
PO 5.1 The depth and extent of filling required to raise the finished floor level of a building does not cause unacceptable impact on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or an unacceptable loss of flood storage.	DTS/DPF 5.1 None are applicable.
PO 5.2 Driveways, access tracks and parking areas are designed and constructed to minimise excavation and filling.	DTS/DPF 5.2 Filling for ancillary purposes: (a) does not exceed 300mm above existing ground level (b) is no more than 5m wide.
Access	
PO 6.1 Development does not occur on land: (a) from which evacuation to areas not vulnerable to flood risk is not possible during a 1% AEP flood event (b) which cannot be accessed by emergency services vehicles or essential utility service vehicles during a 1% AEP flood event.	DTS/DPF 6.1 None are applicable.
PO 6.2 Access driveways and tracks to significant development (i.e. dwellings, places of work, etc.) consist of a safe, all-weather trafficable surface that is accessible during a 1% AEP flood event.	DTS/DPF 6.2 None are applicable.

Procedural Matters (PM) - Referrals

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

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

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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 Child care facilities, educational facilities, 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

Major Urban Transport Routes Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

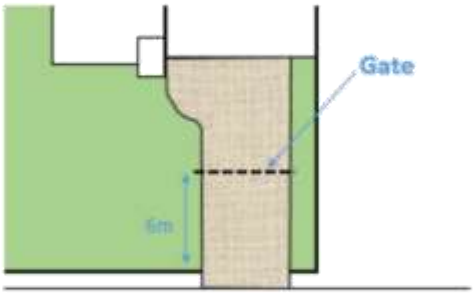
Desired Outcome	
DO 1	Safe and efficient operation of Major Urban Transport Routes for all road users.

DO 2	Provision of safe and efficient access to and from Major Urban Transport Routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Access - Safe Entry and Exit (Traffic Flow)	
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.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) residential dwelling / residential allotment: (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) have a width of between 3m and 4m (measured at the site boundary). (b) where the development will result in 2 and up to 6 dwellings: (i) it will not result in more than one access point servicing the development site (ii) entry and exit movements are left turn only (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees; (v) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (vi) have a width of between 5.8m to 6m (measured at the site boundary) and an access depth of 6m (measured from the site boundary into the site). (c) where the development will result in over 7 dwellings, or is a non-residential land use: (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements (iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) have a width of between 6m and 7m (measured at the site boundary), where the development is expected to accommodate vehicles with a length of 6.4m or less (vi) have a width of between 6m and 9m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 6.4m to 8.8m (vii) have a width of between 9m and 12m (measured at the site boundary), where the development is expected to accommodate vehicles with a length from 8.8m to 12.5m (viii) provides for simultaneous two-way vehicle movements at the access; A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road and B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.

Access - On-Site Queuing

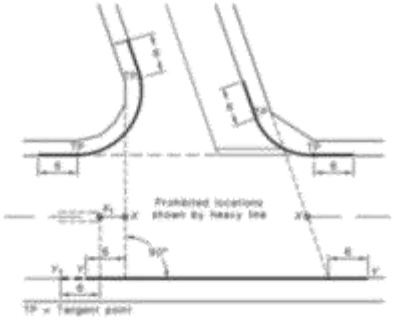
PO 2.1	DTS/DPF 2.1
Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption of the functional performance of the road and maintain safe vehicle movements.	An access point in accordance with one of the following: (a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:  (b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day and: (i) is expected to be serviced by vehicles with a length no greater than 6.4m (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site). (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day and: (i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (iii) any termination of, or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop (iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the largest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:

Access – Location (Spacing) - Existing Access Points

PO 3.1	DTS/DPF 3.1

Existing access points designed to accommodate the type and volume of traffic likely to be generated by the development.	An existing access point satisfies (a), (b) or (c): (a) it will not service, or is not intended to service, more than 6 dwellings (b) it is not located on a Controlled Access Road and will not service development that will result in a larger class of vehicle expected to access the site using the existing access (c) it is not located on a Controlled Access Road and development constitutes: (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area (v) an office or consulting room with a gross leasable floor area <500m² (vi) a change of use from residential dwelling to a shop, office, consulting room or personal or domestic services establishment with <250m² gross leasable floor area.

Access – Location (Spacing) – New Access Points

PO 4.1 New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.	DTS/DPF 4.1 A new access point satisfies (a), (b) or (c): (a) where a development site is intended to serve between 1 and 6 dwellings, access to the site is from the local road network (not being a Controlled Access Road) and is located outside of the bold lines shown in the following diagram:  NOTE: The points marked X, and X' are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y' extends to Point X'. (b) where the development site is intended to serve between 1 and 6 dwellings, the new access: (i) is not located on a Controlled Access Road (ii) is not located on a section of road affected by double barrier lines (iii) will be on a road with a speed environment of 70km/h or less (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a) (v) located minimum of 6m from a median opening or pedestrian crossing. (c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following: **Speed Limit** / **Separation between access points** / **Separation from public road junctions and merging/terminating lanes**

50 km/h or less	No spacing requirement	20m
60 km/h	5m (for development intended to serve between 1 and 6 dwellings) and 20m for all other cases	123m
70 km/h	55m	151m
80 km/h	70m	181m
90 km/h	90m	214m
100 km/h	110m	248m
110 km/h	135m	285m

Access - Location (Sight Lines)

PO 5.1

Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

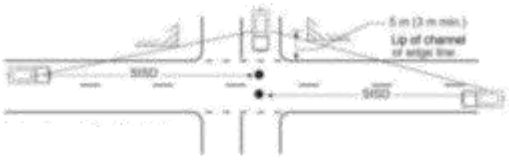
DTS/DPF 5.1

An access point satisfies (a) and (c) or (b) and (c):

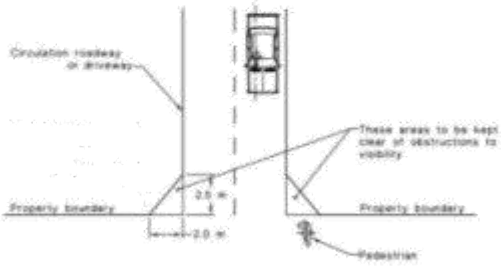
(a) the development site does or is intended to serve between 1 and 6 dwellings and utilises an existing access point
or

(b) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access Point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	47m	73m
50 km/h	63m	97m
60 km/h	81m	123m
70 km/h	100m	151m
80 km/h	121m	181m
90 km/h	144m	226m
100 km/h	169m	262m
110km/h	195m	300m



(c) pedestrian sightlines in accordance with the following diagram:



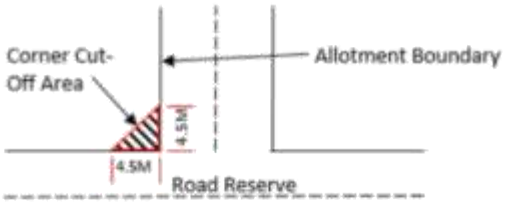
Access - Mud and Debris

PO 6.1

Access points constructed to minimise mud or other debris being carried or

DTS/DPF 6.1

Where the road has an unsealed shoulder and the road is not kerbed the

transferred onto the road to ensure safe road operating conditions.	access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer)
Access - Stormwater	
PO 7.1 Access points designed to minimise negative impact on roadside drainage of water.	DTS/DPF 7.1 Development does not: (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater to an existing drainage point and system (c) results in access points becoming stormwater flow paths directly onto the road.
Building on Road Reserve	
PO 8.1 Buildings or structures that encroach onto, above or below road reserves designed and sited to minimise impact on safe movements by all road users.	DTS/DPF 8.1 No encroachment of buildings or structures onto, above or below the road reserve.
Public Road Junctions	
PO 9.1 New junctions with public roads (including the opening of unmade public road junctions) or modifications to existing road junctions located and designed to ensure safe and efficient road operating conditions are maintained on the State Maintained Road.	DTS/DPF 9.1 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.	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: 

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
Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: (a) creation of a new access or junction	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	Development of a class to which Schedule 9 clause 3 item 7 of the

(b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority).		Code.	Planning, Development and Infrastructure (General) Regulations 2017 applies.

Native Vegetation Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Environmental Protection	
PO 1.1 Development avoids, or where it cannot be practically avoided, minimises the clearance of native vegetation taking into account the siting of buildings, access points, bushfire protection measures and building maintenance.	DTS/DPF 1.1 An application is accompanied by: (a) a declaration stating that the proposal will not, or would not, involve clearance of native vegetation under the Native Vegetation Act 1991, including any clearance that may occur: (i) in connection with a relevant access point and / or driveway (ii) within 10m of a building (other than a residential building or tourist accommodation) (iii) within 20m of a dwelling or addition to an existing dwelling for fire prevention and control (iv) within 50m of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area or (b) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the clearance is categorised as 'Level 1 clearance'.
PO 1.2 Native vegetation clearance in association with development avoids the following: (a) significant wildlife habitat and movement corridors (b) rare, vulnerable or endangered plants species (c) native vegetation that is significant because it is located in an area which has been extensively cleared (d) native vegetation that is growing in, or in association with, a wetland environment.	DTS/DPF 1.2 None are applicable.
PO 1.3	DTS/DPF 1.3

Intensive animal husbandry, commercial forestry and agricultural activities are sited, set back and designed to minimise impacts on native vegetation, including impacts on native vegetation in an adjacent State Significant Native Vegetation Area, from: (a) in the case of commercial forestry, the spread of fires from a plantation (b) the spread of pest plants and phytophthora (c) the spread of non-indigenous plants species (d) excessive nutrient loading of the soil or loading arising from surface water runoff (e) soil compaction (f) chemical spray drift.	Development within 500 metres of a boundary of a State Significant Native Vegetation Area does not involve any of the following: (a) horticulture (b) intensive animal husbandry (c) dairy (d) commercial forestry (e) aquaculture.
PO 1.4 Development restores and enhances biodiversity and habitat values through revegetation using locally indigenous plant species.	DTS/DPF 1.4 None are applicable.
Land division	
PO 2.1 Land division does not result in the fragmentation of land containing native vegetation, or necessitate the clearance of native vegetation, unless such clearance is considered minor, taking into account the location of allotment boundaries, access ways, fire breaks, boundary fencing and potential building siting or the like.	DTS/DPF 2.1 Land division where: (a) an application is accompanied by one of the following: (i) a declaration stating that none of the allotments in the proposed plan of division contain native vegetation under the *Native Vegetation Act 1991* (ii) a declaration stating that no native vegetation clearance under the *Native Vegetation Act 1991* will be required as a result of the division of land (iii) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the vegetation to be cleared is categorised as 'Level 1 clearance' or (b) an application for land division which is being considered concurrently with a proposal to develop each allotment which will satisfy, or would satisfy, the requirements of DTS/DPF 1.1, including any clearance that may occur or (c) the division is to support a Heritage Agreement under the Native Vegetation Act 1991 or the *Heritage Places Act 1993*.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that is the subject of a report prepared in accordance with Regulation 18(2)(a) of the *Native Vegetation Regulations 2017* that categorises the clearance, or potential clearance, as 'Level 3 clearance' or 'Level 4 clearance'.	Native Vegetation Council	To provide expert assessment and direction to the relevant authority on the potential impacts of development on native vegetation.	Development of a class to which Schedule 9 clause 3 item 11 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

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

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 (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

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) building, or buildings, containing in excess of 50 dwellings (b) land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m2 or more (d) retail development with a gross floor area of 2,000m2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (f) industry with a gross floor area of 20,000m2 or more (g) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road:	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and	Development of a class to which

(a) except where a proposed development has previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings (b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments (c) commercial development with a gross floor area of 10,000m^2 or more (d) retail development with a gross floor area of 2,000m^2 or more (e) a warehouse or transport depot with a gross leasable floor area of 8,000m^2 or more (f) industry with a gross floor area of 20,000m^2 or more (g) educational facilities with a capacity of 250 students or more.		efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

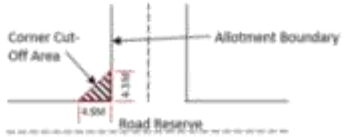
Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following: (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: A. do not have any part rising above parapet height B. are not attached to the roof of the building (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	
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	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.

activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	
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)

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.
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 or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 1.2 Land-based aquaculture and associated components are sited and designed	DTS/DPF 1.2 None are applicable.

to prevent surface flows from entering ponds in a 1% AEP sea flood level event.	
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 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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 The development does not include toilet facilities located over water.
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 or The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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 The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
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 The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.
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 The development does not include any onshore facilities in conjunction with a proposal for marine aquaculture.
Navigation and Safety	
PO 3.1 Marine aquaculture sites are suitably marked to maintain navigational safety.	DTS/DPF 3.1 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
PO 3.2 Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	DTS/DPF 3.2 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.
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 The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the *Aquaculture Act 2001*.

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.

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	DTS/DPF 1.1

Policy24	P&D Code (in effect) Version 2023.11 - 03/08/2023
Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.	Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers: (a) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals), where the handling of these materials into or from vessels does not exceed 100 tonnes per day: 300m or more from residential premises not associated with the facility (b) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300m or more from residential premises not associated with the facility (c) bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500m or more (d) coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more b. capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes: 1000m or more.
Buffers and Landscaping	
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site.	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface.
Slipways, Wharves and Pontoons	
PO 4.1 Slipways, wharves and pontoons used for the handling of bulk materials (such as fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters.	DTS/DPF 4.1 None are applicable.

Clearance from Overhead Powerlines

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

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	DTS/DPF 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.	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	DTS/DPF 4.2 None are applicable.

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.	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.
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	DTS/DPF 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.	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: (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 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.

PO 13.4

Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.

DTS/DPF 13.4

Non-residential ancillary buildings and structures:

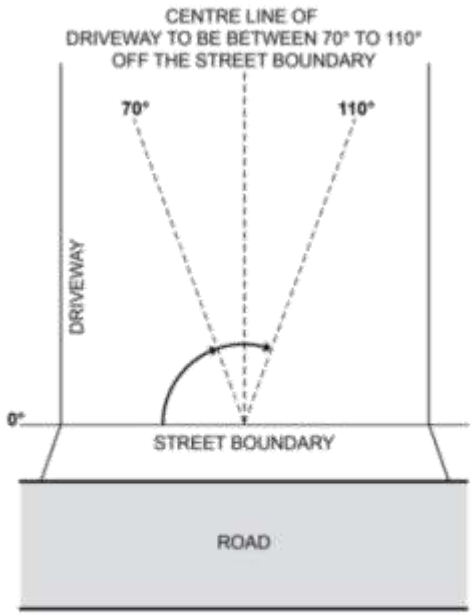
(a) are ancillary and subordinate to an existing non-residential use on the same site
(b) have a floor area not exceeding the following:

Allotment size	Floor area
≤500m^2	60m^2
>500m^2	80m^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 main building 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 (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 (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 (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.
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 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 and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, pedestrian movement, domestic waste collection, landscaped street frontages 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 of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (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.
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 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 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	DTS/DPF 29.1

Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 29.6 None are applicable.
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.
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.
Decks	
Design and Siting	
PO 33.1 Decks are designed and sited to: (a) complement the associated building form (b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space) (c) minimise cut and fill and overall massing when viewed from adjacent land.	DTS/DPF 33.1 Decks: (a) where ancillary to a dwelling: (i) are not constructed, added to or altered so that any part is situated: A. in front of any part of the building line of the dwelling to which it is ancillary or B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (ii) are set back at least 900mm from side or rear allotment boundaries (iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling (iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less: A. a total area is determined by the following table:

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. the amount of existing soft landscaping prior to the

	development occurring. (b) where in association with a non-residential use: (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes. (ii) are set back at least 2 metres from a public road. (iii) have a floor area not exceeding 25m^2 (c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.
PO 33.2 Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	DTS/DPF 33.2 Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 33.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	DTS/DPF 33.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land 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.

Table 1 - Private Open Space

Dwelling Type	Minimum Rate
Dwelling (at ground level)	Total private open space area: (a) Site area <301m^2: 24m^2 located behind the building line. (b) Site area ≥ 301m^2: 60m^2 located behind the building line. Minimum directly accessible from a living room: 16m^2 / 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 (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 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	DTS/DPF 7.1 None are applicable.

(b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.

PO 8.5 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 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.
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.

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.
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 for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (i) or (ii), whichever is less:
- (i) a total area as determined by the following table:

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%

- (ii) the amount of existing soft landscaping prior to the development occurring.

PO 19.2	DTS/DPF 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.	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	DTS/DPF 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	The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:

noise nuisance to adjacent sensitive receivers.	(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.
PO 19.4 Buildings and structures that are ancillary to an existing non-residential use do not detract from the streetscape character, appearance of buildings on the site of the development, or the amenity of neighbouring properties.	DTS/DPF 19.4 Non-residential ancillary buildings and structures: (a) are ancillary and subordinate to an existing non-residential use on the same site (b) have a floor area not exceeding the following: Allotment size: ≤500m² — Floor area: 60m² Allotment size: >500m² — Floor area: 80m² (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 main building 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 (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 (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 (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.
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 for the entire development site, including any common property, as determined by the following table: (b) at least 30% of any land between the primary street boundary and the primary building line.

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

Car parking, access and manoeuvrability	
PO 23.1 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m

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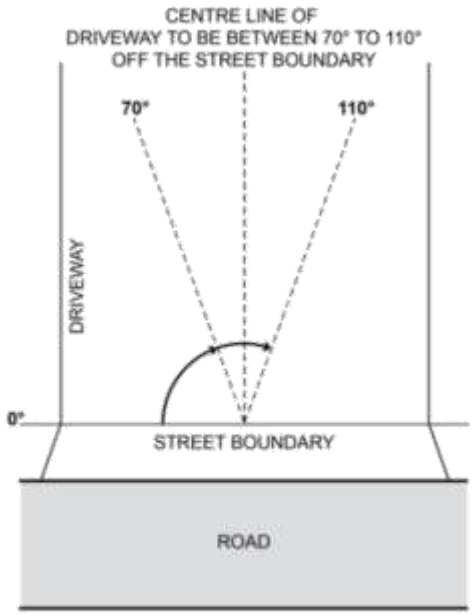
	(b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 23.2 Uncovered car parking space are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.2 Uncovered car parking spaces 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, pedestrian movement, 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 of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:



(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 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,	DTS/DPF 26.1 Buildings:

communal or private open space.	(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 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:

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.

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PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 32.3 None are applicable.
PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 32.4 None are applicable.
PO 32.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 32.5 None are applicable.
Car parking, access and manoeuvrability	
PO 33.1 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 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	DTS/DPF 37.2

Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 39.4 None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise 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	DTS/DPF 40.4 None are applicable.

storage facilities conveniently located away, or screened, from view.	
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 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 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:	DTS/DPF 43.1 None are applicable.

(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.

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.

Decks

Design and Siting

PO 45.1

Decks are designed and sited to:

(a) complement the associated building form

(b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space)

(c) minimise cut and fill and overall massing when viewed from adjacent land.

DTS/DPF 45.1

Decks:

(a) where ancillary to a dwelling:

(i) are not constructed, added to or altered so that any part is situated:

A. in front of any part of the building line of the dwelling to which it is ancillary

or

B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)

(ii) are set back at least 900mm from side or rear allotment boundaries

(iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling

(iv) where associated with a residential use, retains a total area of soft landscaping for the entire development site, including any common property, with a minimum dimension of 700mm in accordance with (A) or (B), whichever is less:

A. a total area is determined by the following table:

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. the amount of existing soft landscaping prior to the development occurring. (b) where in association with a non-residential use: (i) are set back at least 2 metres from the boundary of an allotment used for residential purposes. (ii) are set back at least 2 metres from a public road. (iii) have a floor area not exceeding 25m^2 (c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.
PO 45.2 Decks are designed and sited to minimise direct overlooking of habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones through suitable floor levels, screening and siting taking into account the slope of the subject land, existing vegetation on the subject land, and fencing.	DTS/DPF 45.2 Decks with a finished floor level/s 500mm or more above natural ground level facing side or rear boundaries shared with a residential use in a neighbourhood-type zone incorporate screening with a maximum of 25% transparency/openings, permanently fixed to the outer edge of the deck not less than 1.5 m above the finished floor level/s.
PO 45.3 Decks used for outdoor dining, entertainment or other commercial uses provide carparking in accordance with the primary use of the deck.	DTS/DPF 45.3 Decks used for commercial purposes do not result in less on-site car parking for the primary use of the subject land 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.

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 <301m^2: 24m^2 located behind the building line. (b) Site area ≥ 301m^2: 60m^2 located behind the building line. Minimum directly accessible from a living room: 16m^2 / 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

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.
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.

	Note: Firebreaks prescribed above (as well as access tracks) may be included within the setback buffer distances prescribed by other policies of the Code.
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	
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)

The Housing Renewal General Development Policies are only applicable to dwellings or residential flat building 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.

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 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 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 in accordance with the following: (a) where the wall height does not exceed 3m - at least 900mm (b) for a wall that is not south facing and the wall height exceeds 3m - at least 900mm from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings (c) for a wall that is south facing and the wall height exceeds 3m - at least 1.9m from the boundary of the site plus a distance of 1/3 of the extent to which the height of the wall exceeds 3m from the top of the footings.
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	DTS/DPF 8.5 None are applicable.

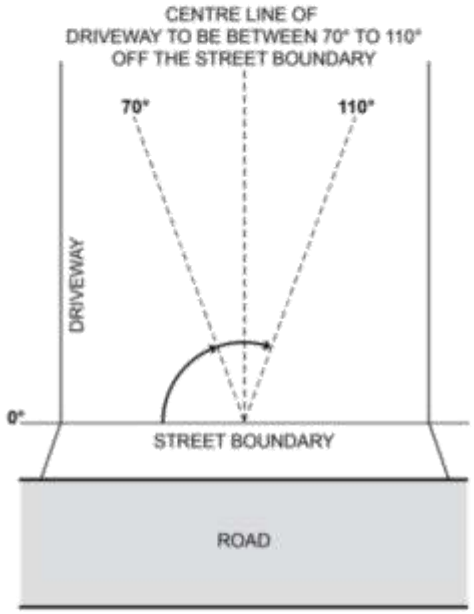
(b) visible and easily identifiable from the street (c) designed to include a common mail box structure.	
Outlook and amenity	
PO 9.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 9.1 A living room of a dwelling incorporates a window with an external 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	
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.
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 of the driveway does not exceed a grade of 1 in 4 and includes transitions to ensure a maximum grade change of 12.5% (1 in 8) for summit changes, and 15% (1 in 6.7) for sag changes, in accordance with AS 2890.1:2004 to prevent vehicles bottoming or scraping (b) the centreline of the driveway has an angle of no less than 70 degrees and no more than 110 degrees from the street boundary to which it takes its access as shown in the following diagram:  (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 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: (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 17.5 Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	DTS/DPF 17.5 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 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 *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	DTS/DPF 2.1 None are applicable.

(f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.	
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	DTS/DPF 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.	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 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
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	DTS/DPF 10.2 None are applicable.

operated to minimise water loss through increased evaporation or system leakage, with the incorporation of appropriate liners, dam covers, operational measures or detection systems.	
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.

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,	DTS/DPF 3.1 Intensive animal husbandry operations are set back:

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.	(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)

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: 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 3.2 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 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	DTS/DPF 4.2 None are applicable.

(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	
PO 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**: Externally at the nearest existing or envisaged noise sensitive location **Music noise level**: Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)
Air Quality	
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, 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

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 Roads, open space and thoroughfares provide safe and convenient linkages to	DTS/DPF 3.8 None are applicable.

the surrounding open space and transport network.	
PO 3.9 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.9 None are applicable.
PO 3.10 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.10 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 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 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 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 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 10.2 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.
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	DTS/DPF 5.2

Play equipment is located to maximise opportunities for passive surveillance.	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 (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.

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 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	DTS/DPF 2.3

Communal open space and centrally located recreation facilities are provided for guests and visitors.	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 (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.
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	DTS/DPF 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.	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 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 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (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.
PO 9.3 Non-residential development incorporates end-of-journey facilities for	DTS/DPF 9.3 None are applicable.

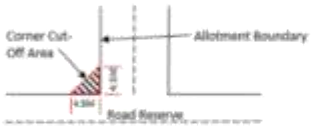
employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public 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: 
Heavy Vehicle Parking	
PO 11.1 Heavy vehicle parking and access is designed and sited so that the activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.	DTS/DPF 11.1 Heavy vehicle parking occurs in accordance with the following: (a) the site is not located within a Neighbourhood-type zone (except a Rural Living Zone) (b) the site is a minimum of 0.4 ha (c) where the site is 2 ha or more, no more than 2 vehicles exceeding 3,000 kilograms each (and trailers) are to be parked on the allotment at any time (d) where the site is between 0.4 ha and 2 ha, only one vehicle exceeding 3,000 kilograms (and one trailer) are to be parking on the allotment at any time (e) the vehicle parking area achieves the following setbacks: (i) behind the building line or 30m, whichever is greater (ii) 20m from the secondary street if it is a State Maintained Road (iii) 10m from the secondary street if it is a local road (iv) 10m from side and rear boundaries (f) parking and access areas (including internal driveways) should be sealed or have a surface that can be treated and maintained to minimise dust and mud nuisance (g) does not include refrigerated trailers or vehicles (h) vehicles only enter and exit the property in accordance with the following hours: (i) Monday to Saturday 6:00am and 9:30pm (ii) Sunday and public holidays between 9:30 am and 7:00 pm (i) the handling or trans-shipment of freight is not carried out on the property.
PO 11.2 Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 11.2 Heavy vehicles: (a) can enter and exit the site in a forward direction; and (b) operate within the statutory mass and dimension limited for General Access Vehicles (as prescribed by the National Heavy Vehicle Regulator).
PO 11.3 Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.	DTS/DPF 11.3 None are applicable.

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 facility	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.

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Tourist	
Caravan and 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 other than a caravan and tourist park	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.
Motor repair station	3 spaces per service bay.
Office	For a call centre, 8 spaces per 100m2 of gross leasable floor area In all other cases, 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	
Community facility	For a library, 4 spaces per 100m2 of total floor area. For a hall/meeting hall, 0.2 spaces per seat. In all other cases, 10 spaces per 100m2 of total floor area.
Educational facility	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.
Place of worship	1 space for every 3 visitor seats.
Child care facility	For a child care centre, 0.25 spaces per child In all other cases, 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	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m2 of total floor area in a public bar plus 1 space for every 6m2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m2 of total floor area for a Fitness Centre 4.5 spaces per 100m2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m2 total floor area 1 spaces per 100m2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m2 of total floor area.
Store	0.5 spaces per 100m2 of total floor area.
Timber yard	1.5 spaces per 100m2 of total floor area 1 space per 100m2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m2 of total building floor area.

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

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

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 (except for Bowden)
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 in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Suburban Activity Centre Zone when the site is also in a high frequency public transit area Suburban Business Zone when the site is also in a high frequency public transit area Business Neighbourhood Zone in the City of Adelaide Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area Suburban Main Street Zone when the site is also in a high frequency public transit area Urban Activity Centre Zone
Non-residential development excluding tourist accommodation	3 spaces per 100 square metres of gross leasable floor area 1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop	3 spaces per 100 square metres of gross leasable floor area	Urban Neighbourhood Zone in Bowden
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 when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden)
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling	None specified.	City Living Zone

	1 bedroom dwelling - 0.75 spaces per dwelling 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 in the City of Burnside, City of Marion or City of Mitcham Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden)
Residential component of a multi-storey building	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
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 when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden)
Residential flat building	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Row dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Semi-detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden

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 facility	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.
Child care facility	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)

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.

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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 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.
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.

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

Address: 21-77 GLOBE DERBY DR GLOBE DERBY PARK SA 5110

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Property Zoning Details

Zone

Community Facilities
Employment

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*
Advertising Near Signalised Intersections
Building Near Airfields
Defence Aviation Area *(All structures over 90 metres)*
Gas and Liquid Petroleum Pipelines
Hazards (Flooding)
Hazards (Flooding - General)
Major Urban Transport Routes
Native Vegetation
Prescribed Wells Area
Regulated and Significant Tree
Traffic Generating Development

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

Community Facilities Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Provision of a range of community, educational, recreational and health care facilities.

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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does 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) child care facility (c) community facility (d) educational facility (e) protective tree netting structure (f) recreation area.	Except development that exceeds the maximum building height specified in Community Facilities Zone DTS/DPF 2.1 or does not satisfy any of the following: 1. Community Facilities Zone DTS/DPF 2.2 2. Community Facilities Zone DTS/DPF 2.3.
3. Any development involving any of the following (or of any combination of any of the following):	None specified.

(a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	
4. Consulting room.	Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
5. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
6. Office.	Except office that exceeds the maximum building height specified in Community Facilities Zone DTS/DPF 2.1, or is on a Catalyst Site in the St Andrews Hospital Precinct Subzone and exceeds the maximum building height in Community Facilities Zone DTS/DPF 2.1 that applies to development not on a Catalyst Site, or does not satisfy any of the following: 1. Community Facilities Zone DTS/DPF 1.3 2. Community Facilities Zone DTS/DPF 2.2 3. Community Facilities Zone DTS/DPF 2.3.
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
8. Shop.	Except shop that exceeds the maximum building height specified in Community Facilities Zone DTS/DPF 2.1, or is on a Catalyst Site in the St Andrews Hospital Precinct Subzone and exceeds the maximum building height in Community Facilities Zone DTS/DPF 2.1 that applies to development not on a Catalyst Site, or does not satisfy any of the following:

	1. Community Facilities Zone DTS/DPF 1.2 2. Community Facilities Zone DTS/DPF 2.2 3. Community Facilities Zone DTS/DPF 2.3.
9. Telecommunications facility.	Except telecommunications facility that: 1. is within 50m of a neighbourhood-type zone or 2. exceeds 30m in height or 3. is on a site that is adjacent land to a site (or land) used for residential purposes.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Employment Zone

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	A diverse range of low-impact light industrial, commercial and business activities that complement the role of other zones accommodating significant industrial, shopping and business activities.
DO 2	Distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.

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.

A relevant authority may determine that a variation to 1 or more corresponding exclusions prescribed in Column B is minor in nature and does 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) temporary public service depot.	Except development that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following: 1. Employment Zone DTS/DPF 3.6 2. Employment Zone DTS/DPF 3.7.
3. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) light industry (c) office (d) motor repair station (e) retail fuel outlet (f) store (g) 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) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.	None specified.

5. Building for the purposes of railway activities.	None specified.
6. Demolition.	Except any of the following: 1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).
7. Railway line.	Except where located outside of a rail corridor or rail reserve.
8. Shop within any of the following: (a) Retail Activity Centre Subzone (b) Roadside Service Centre Subzone.	Except shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following: 1. Employment Zone DTS/DPF 3.6 2. Employment Zone DTS/DPF 3.7.
9. 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 exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or 3. shop that does not satisfy Employment Zone DTS/DPF 1.2.
10. Telecommunications facility.	Except telecommunications facility that does not satisfy Employment Zone DTS/DPF 1.3.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Hazards (Flooding) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Site Earthworks	
PO 5.1 The depth and extent of filling required to raise the finished floor level of a building does not cause unacceptable impact on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or an unacceptable loss of flood storage.	DTS/DPF 5.1 None are applicable.
PO 5.2 Driveways, access tracks and parking areas are designed and constructed to minimise excavation and filling.	DTS/DPF 5.2 Filling for ancillary purposes: (a) does not exceed 300mm above existing ground level (b) is no more than 5m wide.

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

Native Vegetation Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and

	vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Environmental Protection	
PO 1.1 Development avoids, or where it cannot be practically avoided, minimises the clearance of native vegetation taking into account the siting of buildings, access points, bushfire protection measures and building maintenance.	DTS/DPF 1.1 An application is accompanied by: (a) a declaration stating that the proposal will not, or would not, involve clearance of native vegetation under the Native Vegetation Act 1991, including any clearance that may occur: (i) in connection with a relevant access point and / or driveway (ii) within 10m of a building (other than a residential building or tourist accommodation) (iii) within 20m of a dwelling or addition to an existing dwelling for fire prevention and control (iv) within 50m of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area or (b) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the clearance is categorised as 'Level 1 clearance'.
PO 1.2 Native vegetation clearance in association with development avoids the following: (a) significant wildlife habitat and movement corridors (b) rare, vulnerable or endangered plants species (c) native vegetation that is significant because it is located in an area which has been extensively cleared (d) native vegetation that is growing in, or in association with, a wetland environment.	DTS/DPF 1.2 None are applicable.
PO 1.4 Development restores and enhances biodiversity and habitat values through revegetation using locally indigenous plant species.	DTS/DPF 1.4 None are applicable.

Procedural Matters (PM) - Referrals

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

Infrastructure (General) Regulations 2017.

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Development that is the subject of a report prepared in accordance with Regulation 18(2)(a) of the *Native Vegetation Regulations 2017* that categorises the clearance, or potential clearance, as 'Level 3 clearance' or 'Level 4 clearance'.	Native Vegetation Council	To provide expert assessment and direction to the relevant authority on the potential impacts of development on native vegetation.	Development of a class to which Schedule 9 clause 3 item 11 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Division	
PO 3.1 Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.	DTS/DPF 3.1 Land division where: (a) there are no regulated or significant trees located within or adjacent to the plan of division or (b) the application demonstrates that an area exists to accommodate subsequent development of proposed allotments after an allowance has been made for a tree protection zone around any regulated tree within and adjacent to the plan of division.

Procedural Matters (PM) - Referrals

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

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

Part 4 - General Development Policies

Design

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 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	
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	DTS/DPF 9.2

Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.	A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.

Appendix 6

DRAFT Land Division Consent Requirements

DRAFT Land Division Consent Requirements

1. Detailed designs and specifications for all civil engineering works, including roads, intersections, alterations to existing roads, culverts, footpaths, stormwater drainage, lighting, signage, line marking, retaining walls, bench levels (as applicable), pram ramps and relocation of infrastructure (where necessary) shall be submitted to Council for Approval by Council. No works shall commence at the site until written approval has been issued by Council.

2. All civil and construction works shall be carried out in accordance with the detailed designs and specifications approved by Council under Council Requirement 1.

3. The Defects Liability Period for the civil works will be 12 months from the date of issue of the Acceptance of Practical Completion and Asset Transfer.

4. No conversions or modifications of infrastructure from what is approved in these plans are to be undertaken without written approval from Council.

5. An 'as-constructed' survey, of all infrastructure including but not limited to stormwater pipes, kerbing, road pavement, line-marking, footpaths, signage and street tree plantings, shall be provided to Council in PDF and DWG format, prior to Practical Completion. As constructed information shall be provided on amended design drawings, clearly identified as "As constructed" with revision clouds highlighting any changes from approved elements.

6. A bond of 10% of the agreed total value of the land division shall be provided to Council at Practical Completion and shall be held as a Defects Liability Bond to be returned upon satisfactory Final Completion. Early Section 51 Clearance may be granted if a bond for 100% of the agreed value of the outstanding works is provided to Council to be held in trust until Practical Completion is granted.

7. All conditions must be met, including zero defects and full payment of any contributions prior to acceptance of Practical Completion and "handover" of infrastructure. Until the "Acceptance of Practical Completion and Asset Transfer" is issued by Council, all liability and maintenance of infrastructure remains responsibility of the Developer.

8. Damage sustained to any new or existing infrastructure during the course of the works shall be rectified to Council's satisfaction, prior to the completion of development works.

9. All site excavation and filling shall be undertaken in accordance with "*AS 3798-2007 Guidelines on earthworks for commercial and residential developments*". Geotechnical documentation shall be provided to Council, demonstrating that all filling complies with the requirements of *AS 2870-1011: Residential Slabs and Footings*.

10. The stormwater system shall be designed and constructed to cater for minor storm flows (Residential ARI = 5 years). Surface stormwater shall be managed in a manner that ensures no ponding of water against buildings and structures, no creation of any insanitary condition and no runoff into neighbouring property for the major storm event ARI = 100 years. All surface runoff in the 100-year ARI major storm event shall be safely conveyed through the new road network, providing an overland flow path within the road reserves to accommodate the peak flow.

11. Temporary vehicle turn-around areas shall be constructed at completion of each necessary stage.

12. To ensure the minimum thickness of hot mix has been achieved during road construction pavement, certification shall be submitted from a registered surveyor that the road formation levels have been checked prior to and after road surfacing (5 points every 50m). Council may at its discretion request core samples to verify asphalt thickness and compaction.

13. CCTV footage of the underground drainage system shall be supplied prior to Practical Completion to confirm that works have been completed in accordance with the approved specification.

14. The public roads shall have a minimum carriageway width of Xm within the 20m and 22m road reserve as identified on the Approved Land Division Plan, sealed in hot mix to a standard approved by Council under Land Division Requirement 1. Statutory line-marking and signage shall be installed in accordance with the *Road Traffic Act 1961 and* Australian Standard 1742 – Manual of Uniform Traffic Control Devices. All turning movements shall facilitate manoeuvring for a 9.4m refuse vehicle.

15. A Proof Role shall be undertaken at each stage of road construction (ie. subgrade, prior to kerb and prior to sealing) with both Council and Superintendent Representatives in attendance, to ensure compliance with the approved plans and specifications. Council shall be given at least 24 hours notice of required attendance.

16. A Geotechnical Inspection and Testing Plan (ITP) shall be forwarded to Council for approval prior to construction. The completed ITP shall be provided to Council prior to Practical Completion. Field density testing shall be undertaken on all pavement layers and common service backfill in accordance with AS 3798-2007 and AS 1289-2003.

17. Road verges shall be graded between 2.0% and 2.5%. Allotments subject to filling shall be raised in layers of 150mm of compacted fill. All filling in excess of 300mm shall be constructed with Level 1 Supervision.

18. A 1.5m wide concrete pedestrian pathway shall be constructed along one side of all proposed roads. The footpath and pram ramps shall comply with the *Disability Discrimination Act 1992* and Council's Footpath Policy. The final footpath location and materials shall be Approved by Council, prior to commencement of footpath construction.

19. Street and public area lighting shall comply in all respects with the Lighting Code AS 1158. The style and type of lighting shall be approved by Council, prior to the commencement of any works. All public area lighting must incorporate the use of unmetered LED luminaries that are certified to be compliant with AS 1158.6 and must be listed on the AMEO load table. The standard public lighting tariff shall be Energy Only and electrical designs shall comply with AS 3000. Public lighting shall be vested to Council at stage of Practical Completion.

20. All communication carriers services (including NBN Broadband) shall be installed underground.

21. The development shall comply with the Technical Standards of SA Power Networks including *"Terms and Conditions for Underground Residential Distribution of Electricity to Developments" for the underground residential distribution of electricity".*

22. The electricity supply, including the prescribed mains to each allotment, shall be installed underground.

23. All allotments shall be provided with sewer connection in accordance with the requirements of SA Water.

24. Existing road pavements and verge areas shall be reinstated to Council specification after excavation trenching and underground services have been installed.

25. The applicant shall submit to Council a Landscaping Plan for Approval, prior to commencement of site works. The Landscaping Plan shall achieve all of the following:
    a) Consistency with the GD Studia Conceptual Landscape MasterPlan approved under Planning Condition 1.
    b) Removal of all weed and pest plant specifies on the site and preparation of the topsoil within all road reserves, such that weed and pest species do not thrive;

c) Demonstrate that infrastructure, services and landscaping can be co-located within the verge.

26. All landscaping works identified on the Landscaping Plan, Approved by Council under Land Division Consent Requirement 25, shall be completed in full or bonded, including all street tree planting.

27. Pursuant to Section 198 1(e) of the *Planning, Development and Infrastructure Act 2016*, an open space contribution shall be made payable to Council of $49,541.34 in lieu of providing 12.5% of the total site area in open space. The amount has been calculated using the open space formula outlined in the *Planning, Development and Infrastructure Act 2016*.

28. The applicant shall provide Council with a list of street names for approval, pursuant to Council's 'Naming of Roads and Public Places Policy".

29. All signage shall be constructed in accordance with AS 2342 for the implementation of information and safety and symbolic signs, at the applicant's expense

30. The 'reserves' and internal roads shall be dedicated to Council, at no cost.

31. The final Certified Plan shall:
    a. Make allowance for 3m wide easements where an easement contains a single drain or pipe and 4m wide easements where an easement contains more than 1 drain or pipe. Pipes shall be separated by 1m minimum; and
    b. Adequate provision shall be made for the creation of appropriate easements for the purpose of drainage, electricity supply, water supply and sewerage services;
    c. Protection by way of easement of any staged delivery of underground infrastructure (If required) if infrastructure is to be delivered in stages;
    d. Provision of easements to provide for temporary vehicle turn-around areas where road construction is to be staged.

32. Existing bores and wells previously used for irrigation and water supply shall be identified, abandoned, plugged and backfilled in accordance with the *Natural Resources Management Act 2004*, the Department of Environment, Water and Natural Resources (DEWNR) and relevant region NRM Board to prevent contamination, degradation and wastage of groundwater

33. Any existing septic tank and/or soakage field shall be decommissioned and removed from the site and earth reinstated.

SPC Planning Services Requirements

- A final plan complying with the requirements for plans set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Planning Commission for Land Division Certificate purposes.

SA Water Requirements

- The necessary infrastructure for this development is likely to be constructed by the developer under a Land Development Agreement.

  In order to facilitate clearance, SA Water's easement, financial and Augmentation requirements shall be met by the developer.

  Awaiting further information to be provided to SA Water. Once received, an investigation can take place to advise the appropriate servicing strategy.

INFORMATION ONLY

ITEM 8.2.1

COUNCIL ASSESSMENT PANEL

DATE 27 February 2024

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, Development Holdings Pty Ltd v City of Salisbury Assessment Panel (ERD-23-000053) - Development Application 23002678

The ERD Court has overturned the decision of the Panel and approved the proposed development. The Panel has considered separate confidential advice in relation to this matter.

Background

The Applicant appealed against the decision of the Panel on 28 May 2023 to refuse the development application for the *Childcare Centre ('pre-school') with associated car parking, landscaping, signage, retaining walls and fencing* at 61 Stanford Road, Salisbury Heights. The grounds for the appeal are that …*Having regard to the circumstances and all of the provisions of the Planning and Design Code, the proposed development warranted planning consent.* Norman Waterhouse Lawyers have been engaged to represent the Panel at the ERD Court.

In addition, an application by Ms B Jenzen to be joinder to these proceedings was approved by the Court.

This ERD Court hearing was held 20-22 September 2023. The Court issued its judgment on 1 February 2024 overturning the Panel's decision and approving the development application.

In summary, the Court found that:

- While there is a hierarchy of Neighbourhood Zones, a pre-school is an appropriate land use within the Hills Neighbourhood Zone.

- The proposal has been designed and sited to fit into the locality. The single storey form / design features being complementary to the residential vernacular. The landscaping will obscure the car park and complement the setting in the streetscape.
- The level of activity generated by the use will be consistent with general levels of activity on a collector road with a non-residential use.
- Setbacks are appropriate in this residential context.
- While the amenity will change, it will not be unreasonable as the proposal has appropriately addressed impacts, which are in keeping with what would be expected in a residential locality.

The Panel has considered further legal advice in relation to the decision and the prospects of an appeal against the decision of the ERD Court to the Supreme Court. This advice remains confidential at this time.

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 in order for the applicant to appeal another development application that has been refused by Council.

Background

The Applicant appealed against the decision of the Panel to refuse the development application for three two storey group dwellings at 173-175 Park Terrace, Salisbury. 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.

The applicant has requested a further adjournment to await the outcome of a development application lodged over another site within the Council area before determining whether to proceed to trial in this appeal.

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 in order for the applicant to appeal another development application that has been refused by Council.

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.

The revised proposal (Development Application 23013692) has been submitted for two ancillary accommodation buildings. Having sought a legal opinion, the applicant was advised that the nature of development has been determined to be …'*Two (2) single storey group dwellings in association with four (4) existing single storey group dwellings'.* The applicant has been requested to advise if they wish for Council to verify the application as two additional group dwellings. At this time, no response has been provided to Council on this application.

The applicant has submitted another application (Development Application 23023699) with another planning accredited authority for *Two Ancillary Buildings*. That application has now been lodged with Council for development approval – having obtained both planning consent and building consent from accredited professionals. Council staff have received legal advice and written to the applicant to advise that Council considers it cannot grant a development approval to the proposed development as it considers the planning consent to have been granted contrary to the *Planning, Development and Infrastructure Act 2016* per *Mundy v City of West Torrens* [2016] SAERDC 30. In particular, the proposal comprises two (2) new group dwellings on each allotment. The planning consent assessment pathway is performance assessed, not deemed-to-satisfy and the planning consent is not considered to have legal effect as it was not assessed or determined by the correct relevant authority. The development application has been refused and the applicant has been invited to submit a new planning application for this development, to the correct relevant authority. The applicant has appealed this decision.