



## **AGENDA**

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

**26 NOVEMBER 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

### **REQUIRED STAFF**

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

### **APOLOGIES**

Mr J Botten

### **LEAVE OF ABSENCE**

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

Presentation of the Minutes of the Council Assessment Panel Meeting held on 29 October 2024.

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

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**REPORTS**

*Development Applications*

**8.1.1        24029172 ..... 7**

95 Park Terrace, Salisbury SA 5108

Change of use from a service trade premises to a shop with associated internal fit-out.

**OTHER BUSINESS**

- 8.2.1        Status of Current Appeal Matters and Deferred Items
- 8.2.2        Policy Issues Arising from Consideration of Development Applications
- 8.2.3        Future Meetings & Agenda Items

**CLOSE**

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

**29 OCTOBER 2024**

**MEMBERS PRESENT**

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

**STAFF**

Assessment Manager, Mr C Zafiropoulos  
Team Leader Planning, Mr C Carrey  
Development Officer Planning, Mr B Ferguson  
Team Leader Business Service, Ms H Crossley

The meeting commenced at 6.18 pm.

The Presiding Member welcomed the members, staff and Mr A Miegel to the meeting.

**APOLOGIES**

Apology was received from Ms M English, General Manager City Development.

**LEAVE OF ABSENCE**

Nil

**PRESENTATION**

**PRES1 Case Law Updates**

Facilitator - Mr A Miegel, Principal, Norman Waterhouse Lawyers

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## **ADOPTED MINUTES FROM PREVIOUS MEETING**

The Minutes of the Council Assessment Panel Meeting held on 24 September 2024, be taken as read and confirmed.

## **DECLARATIONS OF CONFLICTS OF INTEREST**

Nil

## **REPORTS**

Nil

## **OTHER BUSINESS**

### **8.2.1 Assessment Manager Quarterly Report - July to September 2024**

Mr J Botten moved, and the Council Assessment Panel resolved that the information was received.

### **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.

### **8.2.1 Future Meetings & Agenda Items**

Next meeting scheduled for Tuesday 26 November 2024.

**ADOPTION OF MINUTES**

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

The meeting closed at 8.18 pm.

**PRESIDING MEMBER:** Mr T Mosel

**DATE:** 29 October 2024  
(refer to email approving minutes registered in the City of Salisbury's Record Management System - Document Number 8304390)



|                             |  |
|-----------------------------|--|
| <b>ITEM</b>                 | 8.1.1  |
|                             | <b>COUNCIL ASSESSMENT PANEL</b>  |
| <b>DATE</b>                 | 26 November 2024   |
| <b>APPLICATION NO.</b>      | 24029172   |
| <b>APPLICANT</b>            | Wander Bros Indian Supermarket Pty Ltd   |
| <b>PROPOSAL</b>             | Change of use from a service trade premises to a shop with associated internal fit-out |
| <b>LOCATION</b>             | 95 Park Terrace, Salisbury SA 5108   |
| <b>CERTIFICATE OF TITLE</b> | CT-5558/175  |
| <b>AUTHOR</b>               | Michael Sumito, Development Officer - Planning, City Development                       |

## 1. DEVELOPMENT APPLICATION DETAILS

|                                 |   |
|---------------------------------|---|
| <b>Zone/Policy Area</b>         | Employment Zone<br>No sub-zone applies        |
| <b>Application Type</b>         | Performance Assessed                          |
| <b>Public Notification</b>      | Representations received: Zero (0)            |
| <b>Referrals - Statutory</b>    | Commissioner of Highways                      |
| <b>Referrals – Internal</b>     | Nil   |
| <b>Development Plan Version</b> | 12 September 2024                             |
| <b>Assessing Officer</b>        | Michael Sumito – Development Officer Planning |
| <b>Recommendation</b>           | Planning Consent be Refused                   |
| <b>Meeting Date</b>             | 26 November 2024                              |

## 2. REPORT CONTENTS

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

|               |   |
|---------------|---|
| Attachment 1: | Proposal Plans and Supporting Documentation |
| Attachment 2: | Copy of Sign Displayed on the Land          |
| Attachment 3: | Agency Referral Response                    |
| Attachment 4: | Extract of Planning and Design Code         |

### 3. EXECUTIVE SUMMARY

The applicant is seeking Planning Consent for a change of use from a service trade premise to a shop, along with an associated internal fit-out at 95 Park Terrace, Salisbury, which is located within the Employment Zone.

The proposed development is subject to a performance assessment pathway and is classified as a publicly notified form of development. No representations were received during the notification process.

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

- a) It is appropriate to assess the proposal in totality as a 'shop', rather than two distinct uses as suggested by the Applicant.
- b) A shop is a contemplated land use within the Employment Zone, where it provides convenient day-to-day services and amenities to local businesses and workers, supports the sale of onsite manufactured products, and complements the role of Activity Centres.
- c) The proposed development is of a greater scale and intensity than contemplated by the zone, in that it will serve a wider customer catchment. In addition, it will not facilitate the sale of products manufactured on-site.
- d) The proposed development will not complement the role of Activity Centres.
- e) The proposed onsite car parking supply does not meet the theoretical car parking rate identified within the Code for a 'shop', resulting in an onsite car parking shortfall.
- f) The proposal has not adequately demonstrated there will be no impacts to amenity through odour associated with waste storage, or noise and hours of operation associated with waste collection.
- g) The proposal has not adequately demonstrated there will be no impacts to visual amenity associated with waste storage.

Given the above, it is recommended that Planning Consent be refused.

### 4. SUBJECT SITE

The subject site is located at 95 Park Terrace, Salisbury and consists of an irregularly shaped Torrens Title allotment with a frontage of 58.47 metres to Park Terrace and a total area of 1,757 m<sup>2</sup>. It is formally described as Lot 448 in Filed Plan 211234, Certificate of Title Volume 5558 Folio 175 (hereafter referred to as 'the land').

The land contains an existing building positioned approximately 3.6 metres from the front allotment boundary. The building has a total floor area of 624 m<sup>2</sup> and is currently vacant, having previously been used as 'bulky goods outlet' by Repco (although it is recognised the most recent land use approval granted for the land was a 'service trade premises'). The

building is oriented towards Park Terrace, with the main customer entry located on this northern elevation.

The land is serviced by a single point of vehicular entry and exit which is shared by both passenger vehicles and commercial vehicles. Car parking spaces are located to the side (west) and rear (south) of the building. The building is accommodated with a roller door on its western elevation, and personal access doors on the western and southern elevations.

The land is relatively level and contains landscaping along the western boundary. A freestanding sign is located to the western side of the driveway/crossover.

There are no easements, encumbrances, or Land Management Agreements that restrict development on the land. Additionally, the land does not contain any Heritage Places that could affect the proposed development.

Site photos are provided below.

***Photo 1.***

*Looking south  
into the subject  
land from Park  
Terrace.*





***Photo 2.***

*Looking directly  
at the subject  
land building  
frontage from  
Park Terrace.*



***Photo 3.***

*Within the  
subject land,  
looking at the  
western side  
service door.*





**Photo 4.**

*Within the subject land, looking south-east across the rear car parking area.*



**Photo 5.**

*Internal view of the subject building – looking through the front door window.*





**Photo 6.**

*Looking north-west along Park Terrace from in front of the subject land.*



**Photo 7.**

*Looking north-west along Park Terrace towards the signalized pedestrian crossing, with Hungry Jacks Signage and Radiology SA building in the background*





**Photo 8.**

*Looking at the northern side of Park Terrace from in front of 101 Park Terrace (Lighthouse Disability).*



**Photo 9.**

*Looking west along Park Terrace from the Park Terrace/Fenden Road intersection, towards the OTR, Lighthouse Disability and subject land (yellow building).*



**Photo 10.**

*Looking south  
along East  
Terrace, generally  
to the west of the  
subject land.*

**5. LOCALITY**

The land is located at the interface with the General Neighbourhood Zone, with the boundary of this zone aligning with the land's western side boundary. As a result, the locality exhibits two distinct characters: one comprising predominantly commercial development within the Employment Zone along Park Terrace, and the other primarily consisting of low-density, single-storey detached dwellings in the General Neighbourhood Zone, which front both East Terrace and Park Terrace.

The site immediately to the east (101 Park Terrace) is currently occupied by a single building used for office tenancies (Lighthouse Disability), and a telecommunications tower. An OTR Retail Fuel Outlet is located at the Park Terrace / Fenden Road intersection. Further commercial properties, including a Hungry Jacks fast food restaurant and Radiology SA consulting room are located at the Park Terrace / Commercial Road intersection.

Within the General Neighbourhood Zone, there are residential sites that adjoin the land. These sites are occupied by detached dwellings and are separated by an approximate 1.8-metre high colorbond fence.



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



Locality Plan – Aerial




**Legend (Source: Nearmap)**

|   |                   |
|---|-------------------|
|  | Site boundary     |
|  | Locality boundary |

Contextual Plan




**Legend (Source: SAPP)**

|   |               |
|---|---------------|
|  | Site boundary |
|---|---------------|



Panorama View (Looking South)



| Legend (Source: Nearmap)  |               |
|---|---------------|
|  | Zone boundary |

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant is seeking Planning Consent for a change of use from a service trade premise to a shop at 95 Park Terrace, Salisbury.

The applicant proposes to occupy the existing building and divide the floor area into two sections: a supermarket at the front portion of the building, covering a total area of 375 m², and a wholesale goods warehouse at the rear, covering 249 m². The applicant advises the warehouse section will not be publicly accessible.

A floor plan has been submitted illustrating the proposed internal configuration, which includes separation between the supermarket and warehouse areas, with staff access permitted between the two sections. The facility is proposed to operate Monday to Sunday from 9.00am to 8.00pm.

The existing on-site car parking configuration is to be generally maintained, with 23 car parking spaces (including one accessible space) to be provided to the side and rear of the building.

According to the Traffic Impact Assessment prepared by CIRQA traffic consultants on behalf of the applicant, the maximum design vehicle associated with the development will be a small rigid 6.4m vehicle for general deliveries, and a heavy medium rigid 10m vehicle for waste collection.

Waste bins will be stored outside, in a dedicated area to the south of the land. The bins will be collected by a medium rigid vehicle during off-peak periods, outside of operating hours.

Direct vehicle access to Park Terrace is retained via the existing access point and no changes are proposed to the existing access or maneuvering arrangements.

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

7. CLASSIFICATION

The land is located within the Employment Zone as depicted in the SA Property and Planning Atlas.

The proposed development is described as “*change of use from a service trade premises to a shop with associated internal fit-out*”

A shop is not listed as an Accepted or Deemed to Satisfy form of development in Tables 1 or 2 respectively of the Employment Zone. A shop is listed as a form of Restricted development within Table 4 of the Zone; however, the proposed development meets one of the listed exclusions in that its gross leasable floor area is less than 1000m<sup>2</sup>.

On this basis, the application shall be assessed as a “Performance Assessed” development.

8. PUBLIC NOTIFICATION

Table 5 of the Employment Zone identifies land use classes for performance-assessed development that are excluded from notification. Public notification is required for any development not listed in Table 5.

A shop is listed under item 10 of Table 5 of the Zone as follows:

| <b><u>Class of Development</u></b> | <b><u>Exceptions</u></b>  |
|------------------------------------|---|
| 10. Shop.                          | Except:<br><div><div>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</div><div>2. shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5, or</div><div>3. shop that does not satisfy Employment Zone DTS/DPF 1.2.</div></div> |

As the land is located adjacent to land used for residential purposes in a neighbourhood type zone (in this case the General Neighbourhood Zone), the proposal does not meet the listed exception and therefore public notification is required.

Public notification occurred between 26 September 2024 and 18 October 2024. During this period, the Council received no representations.



A copy of the sign displayed on the land during public notification is contained in Attachment 2.

## **9. REFERRALS – STATUTORY**

The application was subject of a referral to the Commissioner of Highways, given the development proposes a change to the nature or frequency of vehicular movements via the existing point of access to Park Terrace in accordance with the Urban Transport Routes Overlay of the Code.

The Commissioner of Highways has raised no objections to the proposal, subject to the imposition of standard conditions, contained in Attachment 3.

## **10. REFERRALS – INTERNAL**

Given the subject land is fully established, with sealed surfaces and existing drainage, the application was not subject of internal referrals.

Should planning consent be granted, Council's Environmental Health Team would be notified for food business notification purposes.

## **11. ASSESSMENT**

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the Planning and Design Code.

The following reasons are given in support of this recommendation:

- (a) A shop is a contemplated land use within the Employment Zone, where it satisfies specific Code criteria.
- (b) Other commercial uses exist within the immediate locality, which is already of a mixed-use nature.

### Assessment

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

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 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  |
|--|---|
| Aircraft Noise Exposure (ANEF 20)                                    | Satisfied - the proposed development is not for a sensitive use   |
| Airport Building Heights (Regulated) (All structures over 15 metres) | Satisfied - the proposed development does not involve any building work other than internal fit out works   |
| Advertising Near Signalised Intersections                            | Not applicable - the proposed development involves only rebranding the existing signage, with no new advertisements proposed.                                   |
| Building Near Airfields  | Satisfied - the proposed development does not involve any building work other than internal fit out   |
| Defence Aviation Area (All structures over 90 metres)                | Satisfied - the proposed development does not involve any building work other than internal fit out   |
| Hazards (Flooding - General)   | Not applicable - the proposed development will utilise the established building   |
| 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 involve any tree damaging activity   |
| Traffic Generating Development                                       | Not applicable - the proposed development does not involve retail development with gross leasable of 2000m <sup>2</sup> or more                                 |
| Urban Transport Routes   | Satisfied – The Commissioner of Highways has raised no objections to the proposal, subject to the imposition of standard conditions, contained in Attachment 3. |

Local Variation

It is noted that the land is subject to a Technical and Numerical Variation (Local Variation) which requires consideration of 'Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints'. It is noted that there is no proposed external lighting, other than use of existing security lighting. Therefore, the lighting will not create any concerns for the safety and operation of the airfield.

Land Use

Before considering the appropriateness of the land use in the zone, it is important to consider the relevant land use classification that applies to the assessment.

The applicant has advised the building will support two distinct uses. The front portion of 375m<sup>2</sup> is to support a shop (supermarket) with customers able to access via the front entry door. This area of the building will include storage, fridge and freezer space, and a front counter all for the shop activity.

The rear portion of 249m<sup>2</sup> is to support a 'wholesale warehouse' and includes cool room, freezer, pantry, and staff amenities. The Applicant advises customers will not have access to this space and will attend the western roller door to collect pre-arranged orders, or staff will deliver pre-arranged orders to external addresses via this door.

A small office component straddles the two spaces and staff are permitted access between both areas. The applicant has depicted the overall floor layout arrangement in Figure 1.



Figure 1: Proposed internal layout of the existing building.

Detailed floor plans of the internal work required to facilitate these two distinct spaces have not been provided as part of the application documentation.

While the applicant intends two types of business model (shop and wholesale warehouse) it is considered that in practical terms the land will function as a single use – with all customers sharing the same vehicular access and car parking area; all deliveries and servicing occurring via the single roller door on the western elevation; staff working across both spaces; and shared use of office and amenities.

Further, while the applicant has described the use as ‘wholesale warehouse’ and some transactions may be managed by way of staff delivery to external sites, customers may also attend the site to pick up pre-ordered deliveries, which is considered to be another form of ‘retail’. There is also a reasonable proposition that customers attending the ‘wholesale’ component, may also utilise the ‘shop’ for smaller ad-hoc purchases.

Accordingly, it is considered appropriate to assess the proposal in totality as a ‘shop’, rather than as a ‘shop’ and ‘warehouse’ as suggested by the applicant, and ‘splitting’ these uses is not considered to be appropriate for the land use consideration. This land use definitions in Part 7 of the Code are as follows: (underlining added for emphasis):

| <u>Land Use Term</u> | <u>Definition</u>  |
|----------------------|--|
| <u>Shop</u>          | <i>Means:</i><br><br><i>(a) premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or</i><br><br><i>(b) a personal or domestic services establishment.</i>              |
| <u>Warehouse</u>     | <i>Means a building or enclosed land used for the storage of goods and the carrying out of commercial transactions involving the sale of such goods, <u>but does not include any land or building used for sale by retail.</u></i> |

Turning specifically to consider the Employment Zone, it is noted that Desired Outcome 1 seeks:

*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.*

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

|  |  |
|--|--|
| <i>PO 1.1</i>  | <i>DTS/DPF 1.1</i>   |
| <i>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.</i> | <i>Development comprises one or more of the following:</i><br><i>(a) Advertisement</i><br><i>(b) Consulting room</i><br><i>(c) Indoor recreation facility</i><br><i>(d) Light industry</i><br><i>(e) Motor repair station</i><br><i>(f) Office</i><br><i>(g) Place of worship</i><br><i>(h) Research facility</i><br><i>(i) Retail fuel outlet</i><br><i>(j) Service trade premises</i><br><i>(k) Shop</i><br><i>(l) Store</i><br><i>(m) Telecommunications facility</i> |

- (n) Training facility
- (o) Warehouse.

While DTS/DPF 1.1 lists ‘shop’ as a contemplated use, the corresponding PO qualifies that such employment generating businesses should be ‘compatible’ and service the local community while avoiding amenity impacts.

PO 1.2 and its corresponding DTS/DPF of the Zone provides further specificity for ‘shops’:

*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<sup>2</sup>*
- 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.*

DTS/DPF 1.2a identifies that shops should have a gross leasable floor area up to 100m<sup>2</sup>. The corresponding PO provides rationale for this scale, identifying that shops should provide convenient day to day services and amenities to local business and workers and complement the role of activity centres. In contrast to PO 1.1, it is noted the wording of PO 1.2 is specific and does not suggest that shops should service the local or wider community.

Given the proposed development is expected to service a relatively wide catchment (beyond that of local businesses and workers) and comprises a floor area of some 624m<sup>2</sup>, it is considered the proposed use is of a scale and intensity much greater than that contemplated by the Zone and therefore fails to adequately align with PO 1.2.

It is noted that were the applicant’s position to be accepted, and the shop component be considered as the front 375m<sup>2</sup> only; this remains three times larger than the floor area contemplated by DTS/DPF 1.2a. A retail use of this size is contemplated in Activity Centres.

As noted above it is also important to consider the proposed development’s relationship to the role of Activity Centre’s. PO’s 1.1 and 1.2 of the *General Development Policies – Out of Activity Centre Development* module provide:

*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.*

- PO 1.2*  
*Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities:*
- (a) that support the needs of local residents and workers, particularly in underserved locations*
  - (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.*

Given the proposed scale of development (floor area) and its anticipated servicing catchment (beyond local workers and businesses) it is considered the proposal will have an impact and diminish the role of the nearby Urban Activity Centre (Salisbury Town Centre) which functions as a primary Activity Centre. Accordingly, the proposal is seen to be at odds with PO 1.1a.

Furthermore, the Applicant has not presented information to identify that this location is presently under-serviced for the proposed use or that it cannot be readily accommodated within an existing Activity Centre (Salisbury Town Centre).

Given the above, the proposed scale and intensity of land use is seen to be at odds with Zone PO 1.2 and Out of Activity Centre Development PO 1.1a and PO 1.2.

*Traffic, Access and Car Parking*

The applicant, via CIRQA traffic consultants, traffic assessment is based on the premise that there are two distinct land uses and accordingly has suggested that two theoretical car parking rates should be applied to the proposed development, in accordance with Table 1 – General Off Street Car Parking requirements of the Code:

- shop – 5.5 spaces per 100m<sup>2</sup> of floor area; and
- storage – 0.5 spaces per 100m<sup>2</sup> of floor area.

On this basis, CIRQA suggest a theoretical parking requirement for 22 spaces. With 23 onsite spaces provided, the applicant suggests the theoretical parking rate is met.

However, as discussed earlier in this report, splitting the use into two distinct uses is not considered to reasonably reflect the shared use model which will apply to the land and building.

Accordingly, the ‘shop’ rate specified in Table 1 is considered to be the appropriate theoretical rate to apply to the proposed development:

| <b><i>Table 1 – General Off-Street Car Parking Requirements</i></b> |   |
|---|---|
| <i>Shop (no commercial kitchen)</i>                                 | <i>5.5 spaces per 100m<sup>2</sup> of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle</i> |



*parking, vehicle loading and unloading, and the storage and collection of refuse are shared.*

*5 spaces per 100m<sup>2</sup> of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.*

Should the 5.5 spaces rate be adopted to the 624m<sup>2</sup> floor area, this equates to a theoretical requirement of 34.32 spaces (rounded up to 35 spaces).

Should the proposal be accepted as an 'integrated complex' and the 5 spaces rate be adopted to the 624m<sup>2</sup> floor area, this equates to a theoretical requirement of 31.2 spaces (rounded up to 32 spaces).

Both rates indicate a substantial car parking shortfall, when compared to the 23 onsite spaces proposed.

Further, CIRQA anticipate an increase in traffic movements to and from the site when compared to the previous bulky goods operator, identifying an increase of 11 trips during the AM peak period and an increase of 18 trips during the PM peak period. While CIRQA conclude this trip increase can be accommodated by the road network and the land's access point, it supports the view that the proposed development will result in an increased intensity of use, and that car parking supply warrants careful consideration.

It is recognised that Performance Outcome 5.1 of the *Transport, Access and Parking - General Development Policies* offers the potential for some flexibility on the Code theoretical rates:

*PO 5.1*

*Sufficient on-site vehicle parking and specifically marked accessible car parking spaces are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:*

- (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.*

However, given the absence of on-street parking availability along Park Terrace and that the building will practically function as a single use, over the same operating hours, there are no supporting factors to support dispensation specifically outlined within PO 5.1. Accordingly, the proposal is seen to be at odds with PO 5.1.

There are no proposed changes to existing access or egress. CIRQA have provided turn-path assessments for a B99 passenger vehicle and 6.4m SRV commercial vehicle which demonstrate all vehicles can enter and exit the site in a forward direction. CIRQA also supplied a turn path assessment for a 10m waste vehicle, demonstrating entry and exit in a forward direction, provided some of the rear car parks are not occupied. The applicant has advised waste collection will occur outside of operating hours, and thus car parks will be available for commercial vehicle movements at these times.

Interface Between Land Uses

Desired Outcome 1 of the ‘Interface between Land Uses’, General Development Policies of the Code seeks:

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

Further guidance is provided by the following Performance Outcome (PO) and Deemed to Satisfy/ Designated Performance Feature (DTS/DPF) ‘Interface between Land Use’ General Development Policies within the Planning and Design Code:

**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:*

| <b><i>Class of Development</i></b>  | <b><i>Hours of operation</i></b>  |
|---|---|
| <i>Consulting room</i>  | <i>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday</i>            |
| <i>Office</i>   | <i>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday</i>            |
| <i>Shop, other than any one or combination of the following:<br/>(a) restaurant<br/>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</i> | <i>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday and Sunday</i> |



*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 (Commercial and Industrial 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.*

Regarding the 'interface' policies of the Planning and Design Code, it is noted the subject land, along with several other commercial sites fronting Park Terrace and nearby Cross Keys Road are adjacent to residential properties within the adjoining General Neighbourhood Zone. The proximity of these residential areas to the Employment Zone presents potential land use conflicts, particularly regarding operating hours and noise.

Regarding hours of operation, DTS/DPF 2.1 provides guidance on suitable operating hours for certain land uses, including consulting rooms, offices, and shops, as one way to meet the corresponding Performance Outcome. To meet the DTS/DPF, shops should operate 7am to 9pm Monday to Friday and 8am to 5pm on weekends.

The proposed development proposes to operate from 9:00 am to 8:00 pm, Monday through Sunday. Accordingly, while the proposed weekday hours align with this guideline, the proposed weekend hours of operation exceed the DTS/DPF criteria.

In this regard, the applicant, via CPD Planning Consultants advised:

*The proposed operating hours are consistent with hours within DPF 2.1 and overall the proposal will meet PO 2.1 in ensuring the operation of the shop does not impact nearby sensitive receivers. Noise generation will be limited to vehicle movements during opening hours and night time deliveries are not proposed*

On balance and having regard to the nature of land use proposed and the types of vehicles servicing the land, it is considered that despite failing to entirely align with the DTS/DPF, the proposed operating hours are not unreasonable, and remain within 'daytime' hours as set out within the *Environment Protection (Commercial and Industrial) Noise Policy 2023*.

However, while this is already an ‘established’ interface area, it is apparent the proposed development would have some change in amenity, recognising the previous operator appears to have adopted more limited weekend hours, generally adopting a closing time of 5pm.

Regarding waste collection, the applicant has advised this is scheduled to occur outside peak traffic hours (8:15 am to 9:15 am and 2:45 pm to 3:45 pm) and outside of the shop operating hours. The applicant indicates there will be minimal change to amenity as the waste bin storage area will remain unchanged.

However, if waste collection occurs outside operating hours, it may impact the amenity of residential properties to the south and west, as the waste bins are located adjacent to the rear boundary fence. Waste collection outside of operating hours would mean collection before 9:00 am or after 8:00 pm, which may not comply with the *Local Nuisance and Litter Control Act 2016* (LNLC Act), which stipulate collection times between 9:00 am and 7:00 pm on Sundays and public holidays, and between 7:00 am and 7:00 pm on all other days.

Further, the applicant has not specifically addressed how potential odours are to be managed, recognising the shop is also expected to stock perishable goods, nor have they identified if the waste storage area is to be screened from view.

Given the above, the development has not adequately demonstrated there will be no impacts to amenity through odour or appearance associated with waste storage, or noise and hours of operation associated with waste collection. Accordingly, the proposal does not fully align with Employment Zone PO 1.1 or Design – General Development Policies PO 1.5:

*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 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.*

Regarding lighting, the applicant has advised there will be no change, with existing external security lighting to be maintained. Accordingly, it is anticipated there will be no unreasonable amenity impacts associated with lighting.

Given the above, it is considered that on balance the proposed hours of operation and associated noise impacts are likely to be acceptable (and could be managed by way of condition in the event a consent was granted). However, it has not been demonstrated that waste collection arrangements can work without impacting on the adjoining residential area, given the LNLC Act.

Design, Appearance and Signage

The applicant has advised:

*As part of the proposal no additional signage or painting of the existing building is proposed. Old signage is to be removed and the large sign board at the front of the property will be altered over to display the new business name.*

The design and appearance of the existing building will remain unchanged, aside from rebranding the existing signage to reflect the new business name. Accordingly, this aspect of the proposal is considered to be acceptable.

It is recognised the existing colour scheme very much reflects the former ‘Repco’ branding, and refreshing of the building in the future would not in of itself be a form of development that requires approval.

Landscaping

The Employment Zone seeks:

*PO 5.2*

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

*DTS/DPF 5.2*

*Landscape areas comprise:*

- (a) not less than 10 percent of the site*
- (b) a dimension of at least 1.5m.*

Performance Outcome 3.1 of the ‘Design’ and ‘Design in Urban Areas’, General Development Policies of the Code states:

*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.*

The subject land features an existing landscaped area on the northern and western sides of the building. The landscaping on the western side includes a mix of small and large tree species. The applicant proposes to enhance the northern side of the building with additional planting, including a variety of shrubs and trees. The shrubs are expected to reach a mature height of 2 metres, while the trees are anticipated to grow to a mature height of 3 to 5 metres. A landscape upgrade to this area of the land is supported and would improve the streetscape presentation, thus aligning with PO 5.2 and PO 3.1d.

## 12. CONCLUSION

The applicant seeks Planning Consent for a change of use from a service trade premise to a shop at 95 Park Terrace, Salisbury, pursuant to the *Planning, Development and Infrastructure Act 2016*.

The proposed development was assessed as “performance assessed” and as a publicly notified form of development. No representations were received during the notification period.

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

- a) It is appropriate to assess the proposal in totality as a ‘shop’, rather than two distinct uses as suggested by the Applicant.
- b) A shop is a contemplated land use within the Employment Zone, where it provides convenient day-to-day services and amenities to local businesses and workers, supports the sale of onsite manufactured products, and complements the role of Activity Centres.
- c) The proposed development is of a greater scale and intensity than contemplated by the zone, in that it will serve a wider customer catchment. In addition, it will not facilitate the sale of products manufactured on-site.
- d) The proposed development will not complement the role of Activity Centres.
- e) The proposed onsite car parking supply does not meet the theoretical car parking rate identified within the Code for a ‘shop’, resulting in an onsite car parking shortfall.
- f) The proposal has not adequately demonstrated there will be no impacts to amenity through odour associated with waste storage, or noise and hours of operation associated with waste collection.
- g) The proposal has not adequately demonstrated there will be no impacts to visual amenity associated with waste storage.

Accordingly, it is recommended that Planning Consent be refused

## 13. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

That Development Application No 24029172 for change of use from a service trade premise to a shop at 95 Park Terrace, Salisbury SA 5108 is not considered to be seriously at variance with the Planning and Design Code (Version 2024.17), however, is **REFUSED** Planning Consent for the following reasons:

Reasons for Refusal

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

a) *Employment Zone - Performance Outcome 1.2*

*Reason:*

*The proposed development is expected to service a wide catchment (beyond that of local businesses and workers) and comprises a floor area of some 624m<sup>2</sup>. The proposed use is therefore of a scale and intensity much greater than that contemplated by the Zone. Further, the proposed development will not facilitate the sale of products manufactured on-site.*

b) *Out of Activity Centre Development – General Development Policies – Performance Outcome 1.1a*

*Reason:*

*The proposed scale of development (floor area) and its anticipated servicing catchment (beyond local workers and businesses) will diminish the role of the nearby Urban Activity Centre (Salisbury Town Centre) which is intended to function as a primary Activity Centre.*

c) *Out of Activity Centre Development – General Development Policies – Performance Outcome 1.2a and 1.2b*

*Reason:*

*The proposed development has failed to demonstrate if alternative locations are available to support the proposal within an Activity Centre, nor has it demonstrated if the proposed location is presently underserviced to service the needs of local residents and workers.*

d) *Transport, Access, Parking - General Development Policies - Performance Outcome 5.1*

*Reason:*

*The proposed development will result in a shortage of onsite car parking, when assessed against the theoretical parking rate for a 'shop' in Table 1. No reasons have been presented to support a parking shortfall, recognising there are no on-street parking opportunities available along Park Terrace.*

e) *Employment Zone – Performance Outcome 1.1*

*Reason:*

*The proposal has not adequately demonstrated there will be no impacts to amenity through odour associated with waste storage, or noise and hours of operation associated with waste collection.*

*f) Design – General Development Policies – Performance Outcome 1.5*

*Reason:*

*The proposal has not adequately demonstrated there will be no impacts to visual amenity associated with waste storage.*

*Advice Notes*

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

**ATTACHMENTS**

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

1. Proposal Plans and Supporting Documentation
2. Copy of Sign Displayed on the Land
3. Agency Referral Response
4. Extract of Planning and Design Code

**Attachment 1**  
Proposal Plans and Supporting Documentation





5 November 2024

Attn: Assessment Manager/Panel  
City of Salisbury  
PO Box 8  
SALISBURY SA 5108

**Development:** Change of Land Use - Supermarket & Wholesale Goods  
**Location:** 95 Park Terrace Salisbury

Dear Sir/Madam,

I have been engaged by the applicant to assist in the preparation, lodgement and planning assistance for the proposal to change the land use of an existing bulky goods store to a supermarket & wholesale goods warehouse at 95 Park Terrace Salisbury. The application was formally lodged on 16th of September 2024. Since this date the proposal was publicly notified and assessment by Council has been undertaken. Importantly, the public notification period raised no objections to the application.

During assessment of the application Council's Assessment Manager and Assessing Officer have raised a number of concerns with the application. Below is a summary of the concerns raised during email correspondence with Council since the application was submitted for verification on the 16th of September:

#### Land Use

Council has raised several concerns during the process with the land use proposed being partly a shop and partly a warehouse. Council has considered the proposal wholly as a shop as indicated by the selected elements on the Plan SA Development Assessment Portal. The proposal consists of supermarket (shop) for a portion of the building, being a total of 375 square metres. This area includes the "back dock" storage for the supermarket component. A distinct second use is then proposed to operate in the rear of the building which is solely for warehousing of bulk food goods intended for restaurants and other businesses. This is proposed to take up approximately 250 square metres of the internal floor area. This area is not publicly accessible.

Council's assessing officers have raised concerns that the intended second use is not legitimate and will simply be storage for the retail component. They have likened this to the back dock area for a chain supermarket such as Woolworths or Coles. This is not the proposal, and the authority needs to consider that this is a relatively niche super market which caters primarily to business customers through its wholesaling component. They also do not have the luxury of an offsite warehousing facility, like a chain supermarket would, for bulk storage. It is for this reason that the site was attractive for my client, given the site could operate as a small Indian supermarket at the front whilst also catering for the large storage component necessary for its wholesaling side of the business.



1 George Street, Parkside SA 5063

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### Intensity of Development

Another major concern of Council's assessing officer and assessment manager is the scale of the proposal. They have raised a concern that the proposed development is not consistent with the desired outcome (DO 1) which seeks the following:

*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.*

The argument from Council has been that the proposal is strictly retail and the zone does not envisage the level of retail service that the development consists of. I would disagree with this view given the proposal consists of not only the shop element, but also the warehousing component. The proposal provides both a low-impact commercial activity, which realistically wouldn't work in a strictly commercial zoning. The warehousing element is best within the employment zone, whilst the relatively small scale retail element complements nearby uses.

Council has also raised Performance Outcome 1.2 (PO 1.2) as a point of contention. PO 1.2 seeks the following:

*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.*

It can be considered that the proposed retail component is of a scale which provides convenient day-to-day services to local businesses and workers. The proposal is complementary to the role of Activity Centres which as detailed above is better suited for strictly high intensity retail. The combination of retail and warehousing is best suited to this zone.

Council seem to be enamoured with the idea that this supermarket will be a huge, bustling precinct on the scale of a Woolworths or Coles, when in actual fact the proposal is a relatively small and niche supermarket with a warehousing component. The intensity of the use is very reasonable in the context of the locality and will allow for same site operation of the supermarket and wholesale business which is of utmost importance for the client.

### Car Parking

Council have raised issues with the car parking assessment by the project traffic engineer CIRQA. This is again unreasonable given they have decided to assess the car parking requirements on the requirements of a shop only and have not considered the warehouse element. Under Table 1 of the Transport, Access and Parking Policies of the Planning and Design Code a shop requires 5.5 parking spaces per 100 square metres of gross leasable floor area. This results in a requirement of approximately 33 parking spaces.

CIRQA have correctly applied a reduced rate given the proposal is partially a warehouse. CIRQA have applied the higher rate to the shop component only and the lower 0.5 parking spaces per 100 square metres of gross leasable floor area to the warehouse component. This results in the need for 22 car parking spaces. As the proposal provides 23 parking spaces, this need is exceeded.

Further to this the CIRQA report expects a peak number of traffic movements of up to 35 trips. Given the average visit to the supermarket would only be 20-30 minutes the site supplies enough car parking to easily achieve the maximum expected number of vehicles on site at any one time. Requiring more parking would simply be over engineering.

### Deliveries and Waste

Council raised issues via email which concerned the size of the truck entering the site to collect waste and also to undertake deliveries to and from the property for the wholesale

component. CIRQA has provided analysis that a large rigid truck can easily enter and exit the site in a forward direction which allows for the requirements of both waste collection and deliveries on site.

#### **Amenity Impact**

Issues with the location of waste was raised in regard to amenity impact to neighbouring properties. Given the proposal was notified to these nearby properties and no concerns were raised, it appears that there are no major issues with the location of waste bins. Further to this, waste bins for the former land use were located in the same location.

In addition, the proposal consists of a detailed landscaping plan which significantly improves the streetscape through the planting of new vegetation along the front of the property. Large trees are retained and lower to the ground landscaping is vastly improved. Compared to the existing site, the amenity overall will improve greatly.

#### **Accessible Parking**

An accessible parking space has been added to the site plan to ensure that this minor issue has been addressed. Importantly, this has not resulted in a major change to the number of parks available and has simply resulted in a minor change to the landscaping at the front of the property to make way for the shared area adjacent the parking space.

#### **Increased Traffic**

Increases to the number of traffic movements has been raised as an issue by Council. Again, this is being overblown and CIRQA has provided justification on the proposed movements to satisfy the Department for Infrastructure and Transport (DIT) as the referral agency for the Urban Transport Route. As of writing, DIT are completing their referral response. Subject to DIT accepting the proposed number of traffic movements and the treatment of the entry point to the site etc. the proposal will be acceptable in this regard.

We do thank Council staff for being up front on these matters and they have been very helpful in working with the clients strict timeline for the site. However, we feel this proposal is reasonable within the context of the locality and the site and building are capable of housing the retail and warehousing component with minimal change. The proposal will be positive overall to the streetscape and amenity generally and will provide for a need within the community. Importantly, the development will allow for the dual land uses to operate within the one building which is integral for the clients business operations.

The proposal should therefore be supported by the relevant authority and issued planning consent by the Assessment Manager or Panel. The client has recently signed a contract to purchase the building and land with a settlement extended to the date of the next CAP meeting being 28 November 2024. We look forward to achieving a positive decision by the relevant authority on or before this date.

If there are any concerns with the proposal furthermore, please don't hesitate to contact me on via phone on 0477 485 844 or email at [approved@certifiedpd.au](mailto:approved@certifiedpd.au).

Kind Regards,



**Dylan Furnell**  
Director + Principal Planner  
Certified Planning and Development





6 September 2024

Attn: Assessment Manager  
City of Salisbury  
PO Box 8  
SALISBURY SA 5108

**Development:** Change of Land Use - Supermarket & Wholesale Goods  
**Location:** 95 Park Terrace Salisbury

Dear Sir/Madam,

I have been engaged by the applicant to assist in preparation and lodgement of a proposal for a change of land use to a supermarket & wholesale good store at 95 Park Terrace Salisbury. As part of this scope I have undertaken a preliminary review of all documentation and the proposed operations of the facility.

Please find below my details of the proposal and my planning assessment in support of the development.

#### Location

The subject land is 95 Park Terrace Salisbury (A448 in F211234). The building was formerly used as a Repco store and is generally fit for purpose as a retail shop. The existing carpark features 21 parking spaces and room for bin storage and collection. Internally, the building features a large warehouse, small office, pantry/kitchen and male and female toilets.

The location of the proposal is within a small precinct of commercial uses and is surrounded by residential land uses to the north and west. To the south and east are existing commercial properties.



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### Proposal & Operational Details

The development is proposed to convert the existing Repco outlet into a supermarket and wholesale goods store. Of the total building area, about 375sqm is to be used as the general retail supermarket and wholesale goods store. The remainder of the building is to be used for storage and loading.

The retail store is proposing to be open to the public between 9am and 8pm 7 days per week. Employees will also be on site during these hours and out of hours work such as night filling is not proposed for this supermarket. A large portion of the business is operating as a wholesale store for various commercial clients and much of the supermarket will be housing bulky wholesale goods rather than traditional supermarket items for the general public.

As part of the proposal no additional signage or painting of the existing building is proposed. Old signage is to be removed and the large sign board at the front of the property will be altered over to display the new business name. No alterations are proposed to the car parking area and only minor internal fit out changes are proposed as detailed in the site and floor plan. This is primarily the installation of new fridges and freezers for food storage.

Deliveries and waste collection will be undertaken by 4.5 tonne rigid trucks which will allow adequate manoeuvring to the delivery area in the rear of the building. Waste is to be collected twice per week via private waste agreement.

### Assessment Pathway and Public Notification

The proposed land use is as a shop and requires a performance assessment to be completed by Council as the relevant authority. Although a shop does require public notification where located adjacent to a neighbourhood zone, the relevant authority should consider waiving this requirement in this instance given the existing Repco outlet was operating very similarly to the proposed use. Therefore impact to neighbouring properties is essentially unchanged from the proposal.

### Planning Assessment

#### Employment Zone

The proposal of a shop within the Employment Zone is considered acceptable. The use is listed within DPF 1.1 as an acceptable use and generally meets DO 1 in addition to the diverse light industrial and commercial uses within the Employment Zone precinct. The proposal is considered to meet PO 1.2 in providing day to day services to local workers and residence and complementing the nearby activity centres. Importantly the proposal is located on a State Maintained Road which is a key requirement of DPF 1.4 of the zone.

#### Overlays

The proposal is not considered traffic generating development and given the building is existing and will remain essentially unchanged will not affect many of the overlays relevant to the site such as the Hazards (Flooding - General) Overlay. Although within the Urban Transport Routes Overlay, the development does not propose to alter access arrangements in any way and impact to Park Terrace will remain similar to the outgoing Repco store.

#### Interface between Land Uses

The proposed operating hours are consistent with hours within DPF 2.1 and overall the proposal will meet PO 2.1 in ensuring the operation of the shop does not impact nearby sensitive receivers. Noise generation will be limited to vehicle movements during opening hours and night time deliveries are not proposed. Lighting is not proposed to change from the current arrangement.

Out of Activity Centre Development

The proposed development is not consider to hinder the role of activity centres nearby. The development of a specialist supermarket and wholesale good store does not impede the ability for activity centres to operate as the primary hub for commercial and community services etc.

Transport, Access and Parking

The proposed development intends to retain the parking layout exactly as is, providing 21 parking spaces with loading dock along the western wall. In regard to parking requirements a shop generally requires 5.5 parking spaces per 100sqm of leasable floor area. However, given much of the proposal is more akin to a bulky goods outlet a reduced rate should be considered by Council.

At 375sqm of retail area the proposal would require 21 parking spaces at a rate of 5.5 parking spaces per 100sqm. The remainder of the building is to be used as storage and loading and should not be included into parking calculations given this is purely in support of the primary retail area.

The parking area has operated successfully in support of Repco through the recent past and as such no alterations are required to ensure compliance with vehicle manoeuvring requirements and loading/unloading requirements of the business. Small rigid trucks only are proposed for deliveries and no semi-trailer trucks are required for this proposal.

**Conclusion and Recommendations**

The proposed development is a reasonable and expected development within the Employment Zone and is considered to be suitable within the commercial and light industrial precinct. The development will provide a specialist supermarket for the local community and will repurpose a building which is operating very similarly to the proposal. Overall the proposal meets the relevant performance outcomes and desired outcomes and will be a positive outcome within the locality. Impact to sensitive receivers will be no greater than the Repco which historically operated on the site.

The proposal should be supported by the relevant officer and issued planning consent by the Assessment Officer as the Relevant Authority. The client has recently signed a contract to purchase the building and land with a settlement date of 18 October. If possible it would be great to receive planning consent for this development prior to the settlement date to allow smooth purchase of the property.

If there are any concerns with the proposal furthermore, please don't hesitate to contact me on via phone on 0477 485 844 or email at [approved@certifiedpd.au](mailto:approved@certifiedpd.au).

Kind Regards,


**Dylan Furnell**

Director + Principal Planner  
Certified Planning and Development

**Attachments:**

- Site Plan
- Certificate of Title



ALL MEASUREMENTS IN METRES UNLESS SHOWN OTHERWISE. DO NOT SCALE DRAWING. ORIGINAL SHEET SIZE IS A3.  
ALWAYS CHECK THE CURRENT CERTIFICATE(S) OF TITLE FOR ANY EASEMENT(S) AND ANNOTATION(S) THAT AFFECT THE WITHIN LAND. THIS IS A CONCEPT PLAN ONLY AND IS NOT INTENDED TO BE USED AS



## Allotment 448 in F211234

Site Address: 95 PARK TERRACE  
Suburb: SALISBURY  
Hundred: YATALA  
Title(s): CT 5558 / 175





**Ref: 24542|ABH**

4 November 2024

Mr Dylan Furnell  
Certified Planning & Development  
1 George Street  
PARKSIDE SA 5063

Dear Dylan,

### **PROPOSED CHANGE OF USE 95 PARK TERRACE, SALISBURY**

I refer to the proposed change of use (from a 'bulky goods outlet' to a 'shop' and 'warehouse') at 95 Park Terrace, Salisbury. As requested, CIRQA has reviewed the traffic and parking aspects of the proposal. This letter summarises the assessment undertaken.

#### **BACKGROUND**

The subject site is located at 95 Park Terrace, Salisbury and is currently occupied by a building formerly utilised as a Repco (bulky goods outlet). Vehicle access to the site is currently provided via a two-way crossover on Park Terrace, at which all movements are accommodated. The Planning and Design Code identifies the site is located within an 'Employment' Zone.

Park Terrace is an arterial road under the care and control of the Department for Infrastructure and Transport (DIT). Adjacent the site, Park Terrace comprises two traffic lanes in each direction. Traffic data obtained from DIT indicates the adjacent section of Park Terrace has an Annual Average Daily Traffic (AADT) volume in the order of 22,800 vehicles per day (vpd), of which approximately 4.5% are commercial vehicles. Adjacent the site, a 60 km/h speed limit applies on Park Terrace.

#### **THE PROPOSAL**

The proposed development comprises the change of use of the existing building from a 'bulky goods outlet' to a 'shop and warehouse' in the form of a supermarket and wholesale goods store. No changes to the building's floor area are proposed as part of this development.





Upon completion, the shop development will comprise the following key floor areas:

- shop – 375 m<sup>2</sup> of floor area; and
- storage – 249 m<sup>2</sup> of floor area.

The proposed development will largely maintain the existing parking area, with the addition of a two parking spaces extending from an existing row of parking and the inclusion of a shared area to provide a parking space in accordance with Australian/New Zealand Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2022). As such the site will provide 23 car parking spaces.

No changes to the site's access are proposed as part of the change of use.

A plan illustrating light vehicle movements to, from and within the site is attached to this letter.

#### COMMERCIAL VEHICLE MOVEMENT

The site is proposed to be serviced by vehicles up to 10 m for waste collection and vehicles up to 6.4 m (such as Small Rigid Vehicles (SRVs)) for general deliveries. Turn path plans showing movements by such vehicles have been attached to this letter. Specifically, the plans show that SRVs are able to turn around on-site without impacting upon parking spaces. While waste vehicles require the use of parking spaces to turn around within the site, it is anticipated that such movements would be undertaken outside of peak periods (or opening hours). As such, all commercial vehicles (and general vehicles) will be able to enter and exit the site in a forward direction.

#### PARKING ASSESSMENT

The Planning and Design Code identifies the following parking requirements applicable to the proposed development:

- shop – 5.5 spaces per 100 m<sup>2</sup> of floor area; and
- storage – 0.5 spaces per 100 m<sup>2</sup> of floor area.

Based on the above rates, the proposed development would have a theoretical requirement for 22 parking spaces. Given that 23 spaces will be provided, the parking requirements of the Planning and Design Code are exceeded.



TRAFFIC ASSESSMENT

The RTA’s “Guide to Traffic Generating Developments” (the RTA Guide), and its subsequent updates, identifies the following peak hour trip generation rates applicable to proposed and existing site uses:

- bulky goods – 2.7 trips per 100m<sup>2</sup> of floor area during the pm peak period;
- shop – 12.3 trips per 100 m<sup>2</sup> of floor area during the shop peak hour; and
- warehouse (storage) – 0.5 trips per 100 m<sup>2</sup> of floor area.

The RTA Guide does not identify an am peak hour traffic generation rate for bulky goods uses, noting that such uses are generally closed during the am commuter peak. Repco stores are however noted to be open during a standard 8:00 am to 9:00 am commuter peak. As such, it has been conservatively assumed that the existing bulky goods use generates 50% of the traffic forecast during the pm peak hour (equivalent to a rate of 1.35 trips per 100m<sup>2</sup> of floor area) during the am peak hour.

In regard to the shopping centre rate identified within the RTA Guide, such a rate is not considered to be appropriate for application to the subject proposal’s retail component. This is due to the large-scale nature and variety of offerings of a shopping centre compared to that of the proposal. In reality, it would be expected that the retail component would generate in the order of 7.5 to 9.0 peak hour trips per 100 m<sup>2</sup> of floor area. Such rates have recently been adopted (and accepted) for small retail shops throughout metropolitan Adelaide. For conservatism, the higher of the above range has been applied.

It should also be noted that the am peak hour generation of ‘shops’ is typically 50% of that associated with the pm peak hour. As such, rates of 4.5 am and 9.0 pm trips per 100 m<sup>2</sup> have conservatively been adopted for this assessment.

Based on the above traffic generation rates, Table 1 summarises traffic forecasts associated with the existing and proposed use.

Table 1 - Traffic forecast to be generated by the development during the peak hours

| Peak Hour | Existing Use | Proposed Use | Change in traffic |
|-----------|--------------|--------------|-------------------|
| AM peak   | 8 trips      | 19 trips     | + 11 trips        |
| PM peak   | 17 trips     | 35 trips     | + 18 trips        |

As identified in Table 1, traffic associated with the subject site is forecast to increase by 11 and 18 trips during the am and pm peak hours respectively. Such trips would be divided between both left and right turns entering and exiting the site.



In order to determine the impact of the additional traffic forecast due to the development, a distribution figure has been generated based on the following assumptions:

- trips would be distributed between 60% ingress and 40% egress during the am peak hour (and vice versa during the pm peak hour); and
- turning movements would be equally distributed between left and right turns during both peak hours.

Based upon the above distribution, additional traffic has been forecast at the site's access point. The additional traffic volumes forecast (rounded to the nearest whole number) are illustrated in Figure 1.

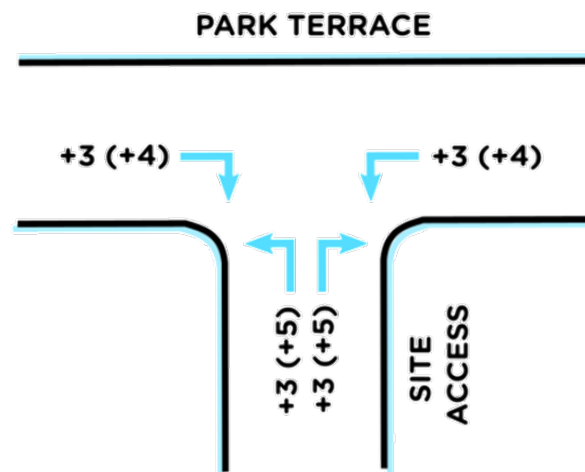


Figure 1 - Additional traffic forecast at the site's access during the am and (pm) peak hours.

The additional traffic forecast as a result of the change of use is low and would be easily accommodated at the site's access point and on the adjacent road network with minimal impact upon its operation. Importantly the increase in turning movements from Park Terrace is very low and would be considered negligible over a peak hour, particularly considering this is an existing turning movement on Park Terrace.

Nonetheless, the forecast traffic movements on Park Terrace have been assessed against the turn warrants within Austroads "Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management" (AGTM6) at the request of DIT. To determine peak hour through volumes on Park Terrace, volumes were extracted from surveyed traffic data obtained from DIT of the Park Terrace and Commercial Road intersection (surveyed on the 16 Aug 2022). The peak hours were reported to occur from

8:15 am to 9:15 am and from 2:45 pm 3:45 pm. This total traffic volumes forecast at the site's access are illustrated in Figure 2.

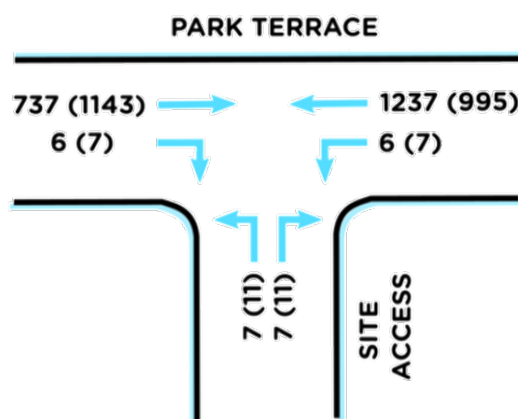


Figure 2 - Total traffic volumes forecast at the site access during the am and (pm) peak hours.

Assessing the above traffic volumes against Figure 3.25 of AGTM6 does not warrant a separated turning lane for the accommodation of left turn movements into the subject site. The assessment does however identify a warrant for a short Channelised Right turn (CHR(s)) for the accommodation of right turn movements into the site. These results for the right turn movement have been plotted in Figure 3.

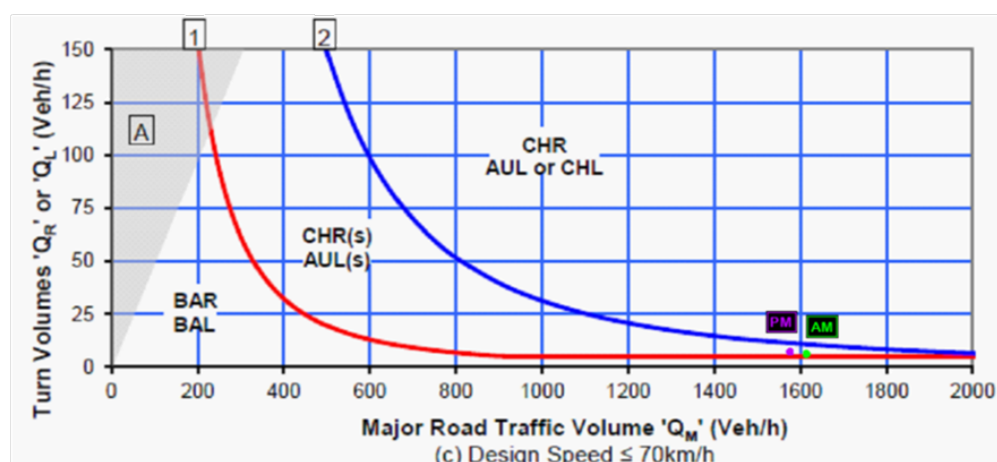


Figure 3 - Austroads Turn Warrants Results

It is noted that this assessment is conservative in that it assumes the peak traffic generation of the site will align with the peak traffic volumes on Park Terrace (particularly noting the road network pm peak hour occurring from 2:45 pm - 3:45 pm). In reality, factors





such as opening hours and contrasting peak periods may result in reduced volumes than that adopted for the purposes of this assessment.

It is considered the CHR(s) turn treatment would vastly overengineer the connection to the development. Justification has been provided below for why the current site access arrangement would provide safe and convenient movements into the site from Park Terrace.

Critically, the Austroads turn warrants assessment is intended for public intersections, not site access points. As such, its application in this case is not considered an appropriate technical standard for determining road upgrades. In any case it is noted that a number of surrounding intersections (and site access points) operate without a separate right turn treatment.

For example, the intersection of Commercial Road and Park Terrace experiences right turn volumes from the major leg (Park Terrace) into the minor leg (Commercial Road) of 420 and 254 vehicles during the am and pm peak hour respectively. This intersection does not comprise a CHRs treatment.

Additionally, it is noted that the Austroads turn warrants would recommend a separated turn treatment for any intersection in which there are greater than 5 turning movements and where the  $Q_m$  value exceeds approximately 900 vehicles. As such, the assessment becomes highly sensitive in that reducing the forecast turning volumes by only 1-2 movements for the proposed development within the peak hour would result in different turn treatment warrants.

While it is acknowledged that Park Terrace does experience high traffic volumes, the traffic associated with the site is forecast to only increase minimally (see Figure 2). Additionally, the development will maintain an existing access in which turning volumes would not significantly change. Given the above factors it is considered that the existing site access remains appropriate for the proposed development.

## SUMMARY

The proposal comprises the change of use from a bulky goods outlet to a shop and warehouse. The existing vehicle access and parking areas are proposed to be retained. As such all movements can enter and exit in a forward direction.

A total of 23 parking spaces will be provided on-site. Such a provision will satisfy the parking requirements of the Planning and Design Code. The parking area will be provided in accordance with the relevant Australian Standard.

The proposal is forecast to generate in the order of 19 am and 35 pm peak hour trips, (an increase of 11 am and 18 pm peak hour trips compared to the existing use). Such



movements will be readily accommodated at the proposed site access and on the adjacent road network.

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

Yours sincerely,

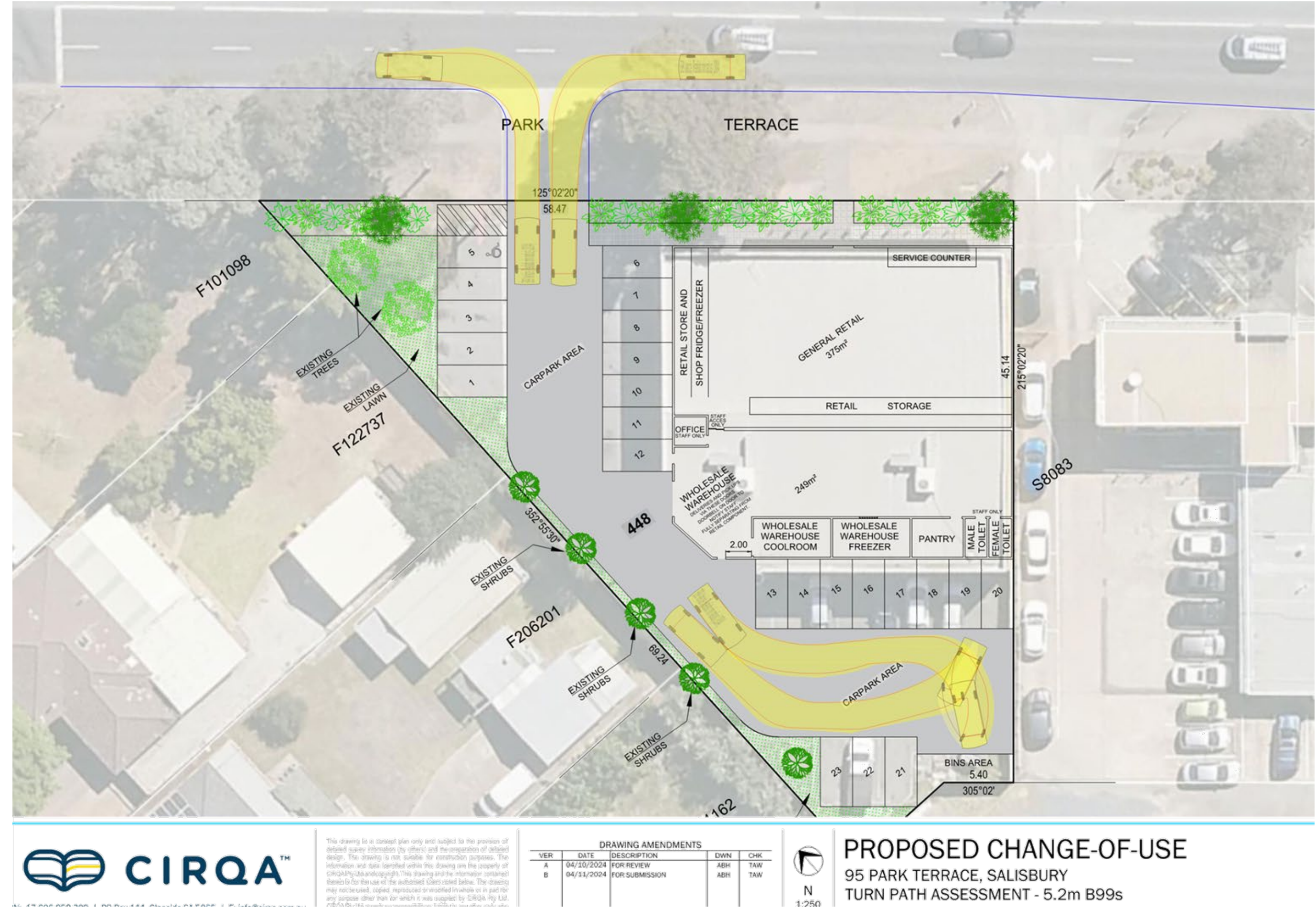
A handwritten signature in blue ink, appearing to read "A Hesse", written over a light blue horizontal line.

**AARON HESSE**

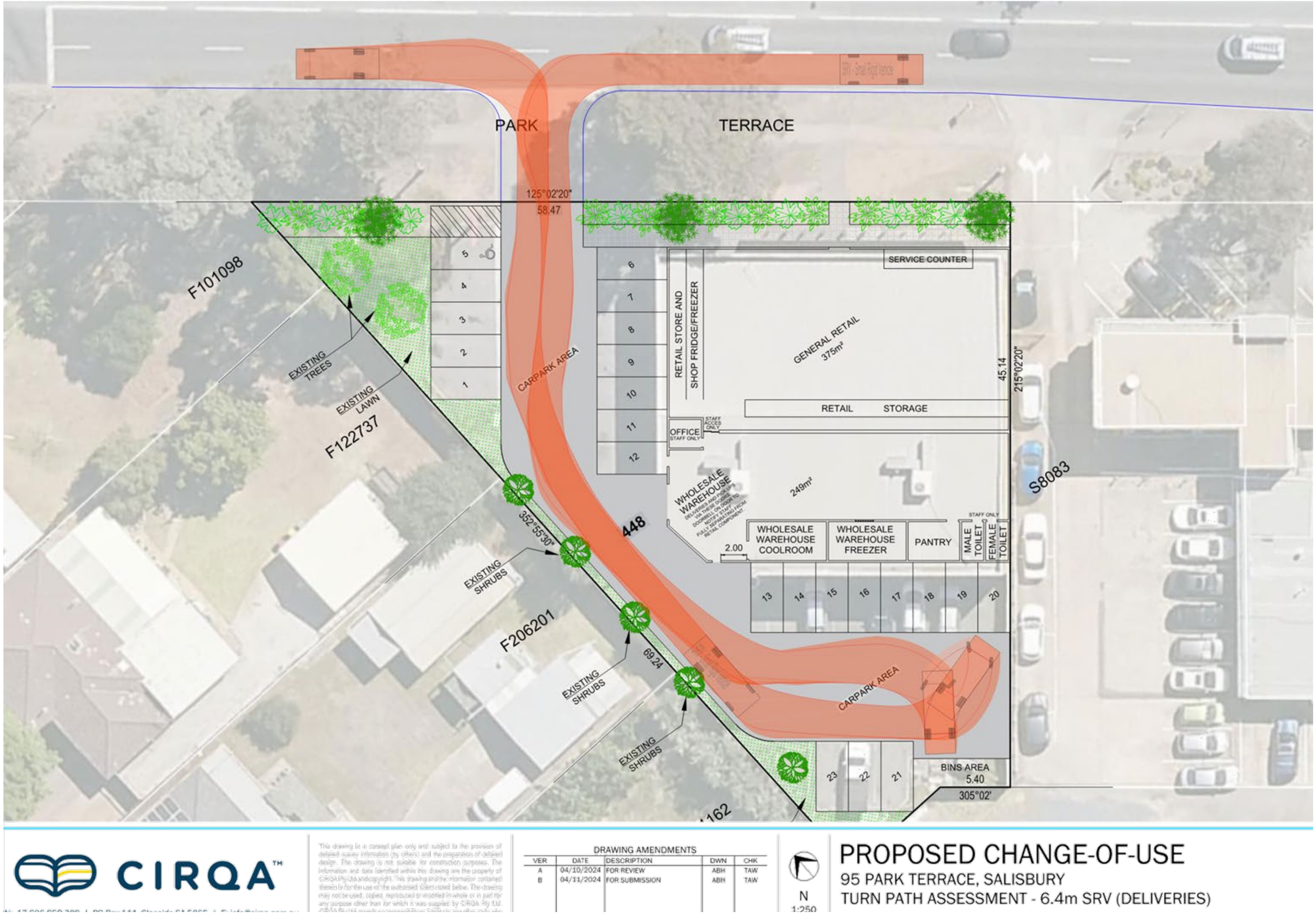
Traffic Engineer | CIRQA Pty Ltd

Encl. Light vehicle turn path plans  
Commercial vehicle turn path plans

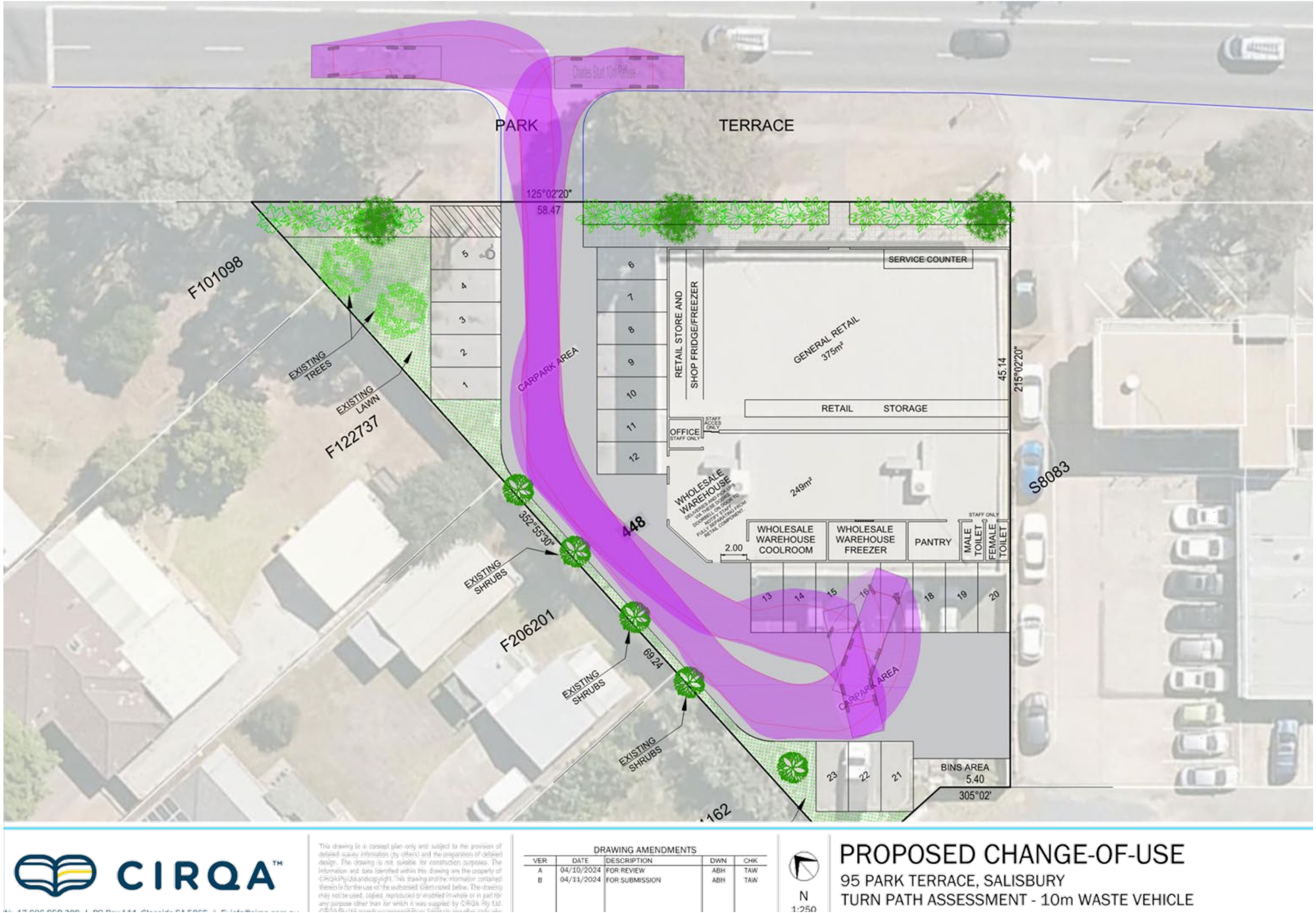












**Attachment 2**  
Copy of Sign Displayed on the Land

Planning, Development & Infrastructure Act 2019 - NOTICE UNDER SECTION 197(3)(b)(ii)

# Proposed Development

95 PARK TCE SALISBURY SA 5108



APPLICATION NUMBER  
**24029172**

NATURE OF DEVELOPMENT  
Change of Use from a Service Trade  
Premises to a Shop with Associated  
Internal Fit-Out

VIEW THE PLANS AND HAVE YOUR SAY ON THE  
APPLICATION

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

MAKE A REPRESENTATION

**Up until 11:59pm on the 17-10-2024**



FOR MORE INFORMATION

CONTACT

City of Salisbury

PHONE

08 8406 8222

EMAIL

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

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

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



**Attachment 3**  
Agency Referral Response



## Referral Snapshot

**Development Application number:**  
24029172

**Consent:**  
Planning 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:**  
15 Nov 2024

**Advice:**  
With comments, conditions and/or notes

**Condition 1**  
All access to/from the site shall be gained via the existing access only in accordance with the site plan produced by Certified Planning and Development, Project No. 24.115 uploaded to the portal on 6 November 2024.

**Condition 2**  
All vehicles shall enter and exit the site in a forward direction. The largest vehicle permitted on-site shall be restricted to a 10m long truck.

**Condition 3**  
All off-street vehicle parking and manoeuvring areas shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2022 and

AS2890.2:2018. In particular, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in *AS/NZS 2890.1:2004*, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.



**Attachment 4**  
Extract of Planning and Design Code


Policy24

P&D Code (in effect) Version 2024.17 12/9/2024

Address:

95 PARK TCE SALISBURY SA 5108

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



Property Zoning Details

Zone

Employment

Overlay

Aircraft Noise Exposure (ANEF 20)  
Airport Building Heights (Regulated) (All structures over 15 metres)  
Advertising Near Signalised Intersections  
Building Near Airfields  
Defence Aviation Area (All structures over 90 metres)  
Hazards (Flooding - General)  
Prescribed Wells Area  
Regulated and Significant Tree  
Traffic Generating Development  
Urban Transport Routes

Local Variation (TNV)

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

Development Pathways

■ Employment

1. Accepted Development

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

• Brush fence

• Building 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

Downloaded on 16/9/2024

Generated By Policy24

Page 1 of 97

Item 8.1.1 - Attachment 4 - Extract of Planning and Design Code

Page 58  
Council Assessment Panel Agenda - 26 November 2024

City of Salisbury



- 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.

## 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.                 |

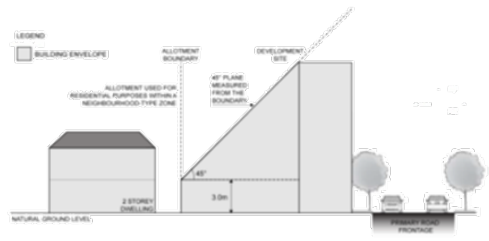
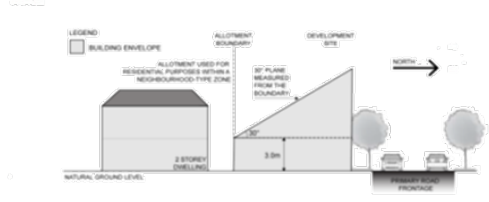
Performance Outcomes (PO) and Deemed-to-Satisfy (DTS) Criteria / Designated Performance Feature (DPF)

| Performance Outcome   | Deemed-to-Satisfy Criteria / Designated Performance Feature  |
|---|--|
| Land Use and Intensity  |  |
| PO 1.1<br>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<br>Development comprises one or more of the following:<br><br>(a) Advertisement<br>(b) Consulting room<br>(c) Indoor recreation facility<br>(d) Light industry<br>(e) Motor repair station<br>(f) Office<br>(g) Place of worship<br>(h) Research facility<br>(i) Retail fuel outlet<br>(j) Service trade premises<br>(k) Shop<br>(l) Store<br>(m) Telecommunications facility<br>(n) Training facility<br>(o) Warehouse. |
| PO 1.2<br>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<br>Shop where one of the following applies:<br><br>(a) with a gross leasable floor area up to 100m <sup>2</sup><br>(b) is a bulky goods outlet<br>(c) is a restaurant<br>(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  | DTS/DPF 1.3  |

Policy24

P&D Code (in effect) Version 2024.17 12/9/2024

| Telecommunication facilities located to mitigate impacts on visual amenity in residential areas.   | Telecommunications facility in the form of a monopole:<br><br>(a) up to a height of 30m<br>(b) no closer than 50m to a neighbourhood-type zone.   |                     |                 |   |  |  |                                       |  |  |  |    |
|--|---|---------------------|-----------------|---|--|--|---------------------------------------|--|--|--|----|
| PO 1.4<br>Bulky good outlets and standalone shops are located to provide convenient access.  | DTS/DPF 1.4<br>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<br>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<br>None are applicable.   |                     |                 |   |  |  |                                       |  |  |  |    |
| PO 2.2<br>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:<br><br>(a) using a variety of building finishes<br>(b) avoiding elevations that consist solely of metal cladding<br>(c) using materials with a low reflectivity<br>(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<br>None are applicable.   |                     |                 |   |  |  |                                       |  |  |  |    |
| Building height and setbacks   |   |                     |                 |   |  |  |                                       |  |  |  |    |
| PO 3.1<br>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<br>Buildings setback from the primary street boundary in accordance with the following table: <table><tr><th>Development Context</th><th>Minimum setback</th></tr><tr><td>There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.</td><td>The average setback of the existing buildings.</td></tr><tr><td>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.</td><td>The setback of the existing building.</td></tr><tr><td>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.</td><td>(a) Where the existing building shares the same primary street frontage - the setback of the existing building<br/>(b) Where the existing building has a different primary street frontage - 5m</td></tr><tr><td>There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building.</td><td>5m</td></tr></table> <p>For the purposes of DTS/DPF 3.2:</p> <p>(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</p> <p>(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</p> | 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<br>(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 |
| 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<br>(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  |                     |                 |   |  |  |                                       |  |  |  |    |
| PO 3.2<br>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<br>Building walls are no closer than 2m to the secondary street boundary.   |                     |                 |   |  |  |                                       |  |  |  |    |
| PO 3.3<br>Buildings are set back from rear access ways to provide adequate manoeuvrability for vehicles to enter and exit the site.  | DTS/DPF 3.3<br>Building walls are set back from the rear access way:<br><br>(a) where the access way is 6.5m wide or more, no requirement   |                     |                 |   |  |  |                                       |  |  |  |    |

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|---|--|
|   | (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<br>Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.   | DTS/DPF 3.4<br>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<br>Building height is consistent with the form expressed in any relevant <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> and <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> or is generally low-rise to complement the established streetscape and local character. | DTS/DPF 3.5<br>Building height is not greater than:<br><br>(a) the following:<br><br>(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.<br><br>In relation to DTS/DPF 3.5, in instances where:<br><br>(c) more than one value is returned in the same field for DTS/DPF 3.5(a) refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development<br><br>(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<br>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.  | DTS/DPF 3.6<br>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 the relevant boundary is a southern boundary or where this boundary is the street boundary.<br><br>   |
| PO 3.7<br>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.   | DTS/DPF 3.7<br>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):<br><br>   |
| PO 3.8  | DTS/DPF 3.8  |

| Policy24   |   | P&D Code (in effect) Version 2024.17 12/9/2024 |  |             |   |
|--|---|--|--|-------------|---|
| 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.                           |  |             |   |
| 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: <ul style="list-style-type: none"><li>(a) connected to an approved common wastewater disposal service have an area of 1250m<sup>2</sup> or more and a frontage width of 20m or more</li><li>(b) that will require the disposal of wastewater on-site have an area of 2000m<sup>2</sup> or more and a frontage width of 20m or more.</li></ul>  |             |   |
| 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: <ul style="list-style-type: none"><li>(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</li><li>(b) in any other case - at least 1.5m wide.</li></ul>   |             |   |
| 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: <ul style="list-style-type: none"><li>(a) not less than 10 percent of the site</li><li>(b) a dimension of at least 1.5m.</li></ul>   |             |   |
| Advertisements   |   |  |  |             |   |
| PO 6.1   | Freestanding advertisements are not visually dominant within the locality.  | DTS/DPF 6.1                                    | Freestanding advertisements: <ul style="list-style-type: none"><li>(a) do not exceed 6m in height above natural ground level</li><li>(b) do not have a face that exceeds 8m<sup>2</sup>.</li></ul>   |             |   |
| 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                                    | <div>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</div> <table><thead><tr><th>Description</th></tr></thead><tbody><tr><td>Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints</td></tr></tbody></table> <div>In relation to DTS/DPF 7.1, in instances where:<ul style="list-style-type: none"><li>(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.</li><li>(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 7.1 is met.</li></ul></div> | Description | Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints |
| Description  |   |  |  |             |   |
| Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints  |   |  |  |             |   |

Table 5 - Procedural Matters (PM) - Notification

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

#### Interpretation

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

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

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

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.



| Policy24  |   | P&D Code (in effect) Version 2024.17 12/9/2024 |
|---|---|--|
| Class of Development<br>(Column A)  | Exceptions<br>(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):<br>(a) advertisement<br>(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:<br><br>1. Employment Zone DTS/DPF 3.6<br>2. Employment Zone DTS/DPF 3.7.   |  |
| 3. Any development involving any of the following (or of any combination of any of the following):<br>(a) consulting room<br>(b) light industry<br>(c) office<br>(d) motor repair station<br>(e) retail fuel outlet<br>(f) store<br>(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):<br>(a) air handling unit, air conditioning system or exhaust fan<br>(b) carport<br>(c) deck<br>(d) fence<br>(e) internal building works<br>(f) land division<br>(g) outbuilding<br>(h) pergola<br>(i) private bushfire shelter<br>(j) replacement building<br>(k) retaining wall<br>(l) shade sail<br>(m) solar photovoltaic panels (roof mounted)<br>(n) swimming pool or spa pool and associated swimming pool safety features<br>(o) temporary accommodation in an area affected by bushfire<br>(p) tree damaging activity<br>(q) verandah<br>(r) water tank. | None specified.   |  |
| 5. Any development involving any of the following (or of any combination of any of the following) within the Tunnel Protection Overlay:<br>(a) storage of materials, equipment or vehicles (whether temporary or permanent) over an area exceeding 100 square metres<br>(b) temporary stockpiling of soil, gravel, rock or other natural material over an area exceeding 100 square metres<br>(c) excavation or ground intruding activity at a depth greater than 2.5 metres below the regulated surface level.   | Except where not undertaken by the Crown, a Council or an essential infrastructure provider.  |  |
| 6. Building for the purposes of railway activities.   | None specified.   |  |
| 7. Demolition.  | Except any of the following:<br><br>1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)<br>2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building). |  |
| 8. Railway line.  | Except where located outside of a rail corridor or rail reserve.  |  |
| 9. Shop within any of the following:<br>(a) Retail Activity Centre Subzone<br>(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:<br><br>1. Employment Zone DTS/DPF 3.6   |  |

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|  |   | 2. Employment Zone DTS/DPF 3.7.  |  |
| 10. Shop.  | Except:   | <div><div>1. where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone</div><div>or</div><div>2. shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5</div><div>or</div><div>3. shop that does not satisfy Employment Zone DTS/DPF 1.2.</div></div> |  |
| 11. 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<br>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<br>Advertising:<br><br>(a) is not illuminated<br>(b) does not incorporate a moving or changing display or message<br>(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:<br><br>(a) is within 100m of a:<br>(i) signalised intersection<br>or<br>(ii) signalised pedestrian crossing<br>and<br><br>(b) will:<br>(i) be internally illuminated<br>or | 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. |

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| (ii) incorporate a moving or changing display or message or<br>(iii) incorporate a flashing light. |  |  |  |

Aircraft Noise Exposure Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

| Performance Outcome  | Deemed-to-Satisfy Criteria / Designated Performance Feature  |
|--|--|
| Land Use and Intensity   |  |
| PO 1.1<br>Buildings that accommodate activities sensitive to aircraft noise are designed and located to minimise aircraft noise intrusion and provide appropriate interior acoustic amenity.   | DTS/DPF 1.1<br>Buildings accommodating sensitive receivers are not located within an area having an ANEF value of 30 or more.  |
| Built Form   |  |
| PO 2.1<br>Additions to buildings involving the addition or extension of habitable rooms are designed and located to minimise aircraft noise intrusion and provide appropriate interior acoustic amenity.   | DTS/DPF 2.1<br>Dwelling additions involving the addition or extension of habitable rooms:<br><br>(a) do not result in an increase in the total floor area of the existing dwelling by greater than 50 percent<br>(b) do not occur in areas having an ANEF value of 30 or more.             |
| Land Division  |  |
| PO 3.1<br>Land division does not increase the number of allotments used for sensitive receivers in areas adversely affected by aircraft noise to mitigate community exposure to potential adverse environmental and amenity impacts generated by aircraft movements. | DTS/DPF 3.1<br>Land division:<br><br>(a) within an area having an ANEF value of less than 30 or<br>(b) within an area having an ANEF value of 30 or more and:<br>(i) does not result in any additional allotments or<br>(ii) none of the allotments will accommodate a sensitive receiver. |

Procedural Matters (PM) - Referrals

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

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

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

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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<br>Building height does not pose a hazard to the operation of a certified or registered aerodrome.  | DTS/DPF 1.1<br>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.<br><br>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<br>Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome. | DTS/DPF 1.2<br>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:<br><br>(a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i><br><br>(b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i> . | The airport-operator company for the relevant airport within the meaning of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth. | To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities. | Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies. |

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

Desired Outcome (DO)

| 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<br>Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations. | DTS/DPF 1.1<br>Development:<br><br>(a) primarily or wholly for residential purposes<br>(b) for non-residential purposes that does not incorporate outdoor floodlighting. |

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

#### Procedural Matters (PM) - Referrals

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

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

#### Defence Aviation Area Overlay

#### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

#### Procedural Matters (PM) - Referrals

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

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

#### Hazards (Flooding – General) Overlay

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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<br>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<br>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<br>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<br>Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than:<br><br>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<br>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<br>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<br>All development, but in particular involving any of the following:<br><br>(a) horticulture<br>(b) activities requiring irrigation<br>(c) aquaculture<br>(d) industry<br>(e) intensive animal husbandry<br>(f) commercial forestry | DTS/DPF 1.1<br>Development satisfies either of the following:<br><br>(a) the applicant has a current water licence in which sufficient spare capacity exists to accommodate the water needs of the proposed use or<br>(b) the proposal does not involve the taking of water for which a licence would be required under the <i>Landscape South Australia Act 2019</i> . |

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| 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 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 <i>Landscape South Australia Act 2019</i> :<br><br>(a) horticulture<br>(b) activities requiring irrigation<br>(c) aquaculture<br>(d) industry<br>(e) intensive animal husbandry<br>(f) commercial forestry. | The Chief Executive of the Department of the Minister responsible for the administration of the <i>Landscape South Australia Act 2019</i> . | To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably. | Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies. |
| Commercial forestry that requires a forest water licence under Part 8 Division 6 of the <i>Landscape South Australia Act 2019</i> .   |   |  |   |

#### 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<br>Regulated trees are retained where they:<br><br>(a) make an important visual contribution to local character and amenity<br>(b) are indigenous to the local area and listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species and / or<br>(c) provide an important habitat for native fauna.  | DTS/DPF 1.1<br>None are applicable.                         |
| PO 1.2<br>Significant trees are retained where they:<br><br>(a) make an important contribution to the character or amenity of the local area<br>(b) are indigenous to the local area and are listed under the <i>National Parks and Wildlife Act 1972</i> as a rare or endangered native species<br>(c) represent an important habitat for native fauna<br>(d) are part of a wildlife corridor of a remnant area of native vegetation<br>(e) are important to the maintenance of biodiversity in the local environment and / or<br>(f) form a notable visual element to the landscape of the local area. | DTS/DPF 1.2<br>None are applicable.                         |
| PO 1.3<br>A tree damaging activity not in connection with other development satisfies (a) and (b):   | DTS/DPF 1.3<br>None are applicable.                         |

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| <p>(a) tree damaging activity is only undertaken to:</p> <ul style="list-style-type: none"><li>(i) remove a diseased tree where its life expectancy is short</li><li>(ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like</li><li>(iii) rectify or prevent extensive damage to a building of value as comprising any of the following:<ul style="list-style-type: none"><li>A. a Local Heritage Place</li><li>B. a State Heritage Place</li><li>C. a substantial building of value</li></ul></li></ul> <p>and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity</p> <ul style="list-style-type: none"><li>(iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire</li><li>(v) treat disease or otherwise in the general interests of the health of the tree and / or</li><li>(vi) maintain the aesthetic appearance and structural integrity of the tree</li></ul> <p>(b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective.</p> |  |   |  |
| <p>PO 1.4</p> <p>A tree-damaging activity in connection with other development satisfies all the following:</p> <ul style="list-style-type: none"><li>(a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible</li><li>(b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.</li></ul>  |  | <p>DTS/DPF 1.4</p> <p>None are applicable.</p>  |  |
| Ground work affecting trees   |  |   |  |
| <p>PO 2.1</p> <p>Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.</p>  |  | <p>DTS/DPF 2.1</p> <p>None are applicable.</p>  |  |
| Land Division   |  |   |  |
| <p>PO 3.1</p> <p>Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.</p>  |  | <p>DTS/DPF 3.1</p> <p>Land division where:</p> <ul style="list-style-type: none"><li>(a) there are no regulated or significant trees located within or adjacent to the plan of division or</li><li>(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.</li></ul> |  |

#### Procedural Matters (PM) - Referrals

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

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

#### Traffic Generating Development Overlay

#### Assessment Provisions (AP)

Desired Outcome (DO)



|                 |   |
|-----------------|---|
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|-----------------|---|

| 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<br>Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.       | DTS/DPF 1.1<br>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:<br><br>(a) building, or buildings, containing in excess of 50 dwellings<br>(b) land division creating 50 or more additional allotments<br>(c) commercial development with a gross floor area of 10,000m <sup>2</sup> or more<br>(d) retail development with a gross floor area of 2,000m <sup>2</sup> or more<br>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m <sup>2</sup> or more<br>(f) industry with a gross floor area of 20,000m <sup>2</sup> or more<br>(g) educational facilities with a capacity of 250 students or more. |
| PO 1.2<br>Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.                                  | DTS/DPF 1.2<br>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:<br><br>(a) building, or buildings, containing in excess of 50 dwellings<br>(b) land division creating 50 or more additional allotments<br>(c) commercial development with a gross floor area of 10,000m <sup>2</sup> or more<br>(d) retail development with a gross floor area of 2,000m <sup>2</sup> or more<br>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m <sup>2</sup> or more<br>(f) industry with a gross floor area of 20,000m <sup>2</sup> or more<br>(g) educational facilities with a capacity of 250 students or more. |
| PO 1.3<br>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<br>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:<br><br>(a) building, or buildings, containing in excess of 50 dwellings<br>(b) land division creating 50 or more additional allotments<br>(c) commercial development with a gross floor area of 10,000m <sup>2</sup> or more<br>(d) retail development with a gross floor area of 2,000m <sup>2</sup> or more<br>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m <sup>2</sup> or more<br>(f) industry with a gross floor area of 20,000m <sup>2</sup> or more<br>(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:<br><br>(a) except where a proposed development has previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings<br>(b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments<br>(c) commercial development with a gross floor area of 10,000m <sup>2</sup> or more | Commissioner of Highways. | To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code. | Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies. |

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| (d)      | retail development with a gross floor area of 2,000m <sup>2</sup> or more                      |  |  |
| (e)      | a warehouse or transport depot with a gross leasable floor area of 8,000m <sup>2</sup> or more |  |  |
| (f)      | industry with a gross floor area of 20,000m <sup>2</sup> or more                               |  |  |
| (g)      | educational facilities with a capacity of 250 students or more.                                |  |  |

## Urban Transport Routes Overlay

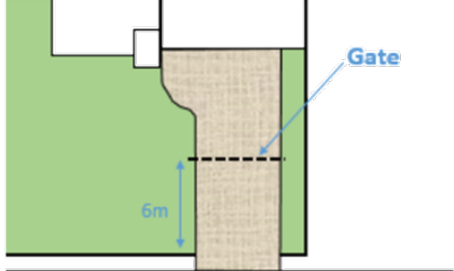
### Assessment Provisions (AP)

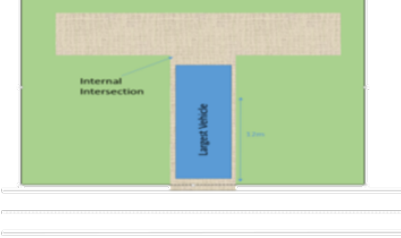
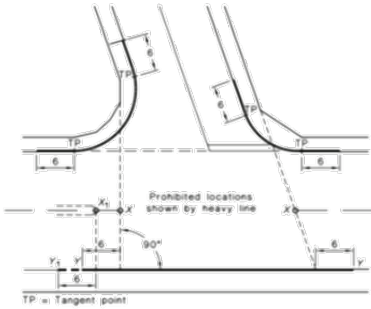
Desired Outcome (DO)

| Desired Outcome |  |
|-----------------|--|
| DO 1            | Safe and efficient operation of Urban Transport Routes for all road users. |
| DO 2            | Provision of safe and efficient access to and from Urban Transport Routes. |

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

| Performance Outcome   | Deemed-to-Satisfy Criteria / Designated Performance Feature   |
|---|---|
| Access - Safe Entry and Exit (Traffic Flow)   |   |
| <p>PO 1.1</p> <p>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.</p> | <p>DTS/DPF 1.1</p> <p>An access point satisfies (a), (b) or (c):</p> <ul style="list-style-type: none"> <li>(a) where servicing a single (1) dwelling / residential allotment: <ul style="list-style-type: none"> <li>(i) it will not result in more than one access point</li> <li>(ii) vehicles can enter and exit the site in a forward direction</li> <li>(iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees</li> <li>(iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road</li> <li>(v) it will have a width of between 3m and 4m (measured at the site boundary)</li> </ul> </li> <li>(b) where the development will result in 2 and up to 6 dwellings: <ul style="list-style-type: none"> <li>(i) it will not result in more than one access point servicing the development site</li> <li>(ii) vehicles can enter and exit the site in a forward direction</li> <li>(iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees</li> <li>(iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road</li> <li>(v) it will 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)</li> </ul> </li> <li>(c) where the development will result in 7 or more dwellings, or is a non-residential land use: <ul style="list-style-type: none"> <li>(i) it will not result in more than one access point servicing the development site</li> <li>(ii) vehicles can enter and exit the site using left turn only movements</li> <li>(iii) vehicles can enter and exit the site in a forward direction</li> <li>(iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees</li> <li>(v) it will 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</li> <li>(vi) it will 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</li> <li>(vii) it will 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</li> </ul> </li> </ul> |

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|  | <p>(viii) provides for simultaneous two-way vehicle movements at the access:</p> <p>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</p> <p>and</p> <p>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.</p>   |
| Access - On-Site Queuing   |  |
| <p>PO 2.1</p> <p>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 on the functional performance of the road and maintain safe vehicle movements.</p> | <p>DTS/DPF 2.1</p> <p>An access point in accordance with one of the following:</p> <p>(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:</p>  <p>(b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:</p> <p>(i) is expected to be serviced by vehicles with a length no greater than 6.4m</p> <p>(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)</p> <p>(c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and:</p> <p>(i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle</p> <p>(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)</p> <p>(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</p> <p>(iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:</p> |

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|  |    |
| Access - (Location Spacing) - Existing Access Point  |  |
| <p>PO 3.1</p> <p>Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.</p>  | <p>DTS/DPF 3.1</p> <p>An existing access point satisfies (a), (b) or (c):</p> <ul style="list-style-type: none"> <li>(a) it will not service, or is not intended to service, more than 6 dwellings</li> <li>(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</li> <li>(c) is not located on a Controlled Access Road and development constitutes: <ul style="list-style-type: none"> <li>(i) a change of use between an office &lt;500m<sup>2</sup> gross leasable floor area and a consulting room &lt;500m<sup>2</sup> gross leasable floor area or vice versa</li> <li>(ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment</li> <li>(iii) a change of use from a consulting room or office &lt;250m<sup>2</sup> gross leasable floor area to a shop &lt;250m<sup>2</sup> gross leasable floor area</li> <li>(iv) a change of use from a shop &lt;500m<sup>2</sup> gross leasable floor area to a warehouse &lt;500m<sup>2</sup> gross leasable floor area</li> <li>(v) an office or consulting room with a &lt;500m<sup>2</sup> gross leasable floor area</li> <li>(vi) a change of use from a residential dwelling to a shop, office, consulting room or personal or domestic services establishment with &lt;250m<sup>2</sup> gross leasable floor area.</li> </ul> </li> </ul> |
| Access - Location (Spacing) - New Access Points  |  |
| <p>PO 4.1</p> <p>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.</p> | <p>DTS/DPF 4.1</p> <p>A new access point satisfies (a), (b) or (c):</p> <ul style="list-style-type: none"> <li>(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:  <p>NOTE:</p> <p>The points marked X<sub>1</sub> and X<sub>2</sub> are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extension of the side road property lines (shown as dotted lines, on an undivided road. On a divided road, dimension T-T' extends to Point X<sub>2</sub>).</p> </li> <li>(b) where the development site is intended to serve between 1 and 6 dwellings, the new access: <ul style="list-style-type: none"> <li>(i) is not located on a Controlled Access Road</li> <li>(ii) is not located on a section of road affected by double barrier lines</li> <li>(iii) will be on a road with a speed environment of 70km/h or less</li> <li>(iv) is located outside of the bold lines on the diagram shown in the diagram following part (a)</li> </ul> </li> </ul>   |

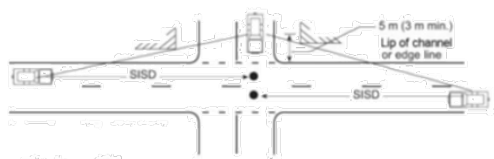
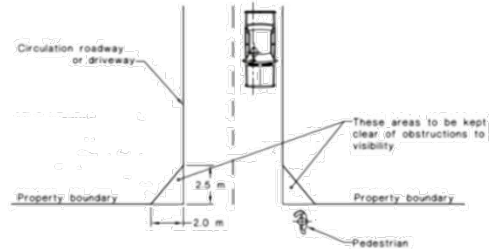


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|                 | <p>(v) is located a minimum of 6m from a median opening or pedestrian crossing</p> <p>(c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:</p> <table><tr><th>Speed Limit</th><th>Separation between access points</th><th>Separation from public road junctions and merging/terminating lanes</th></tr><tr><td>50 km/h or less</td><td>No spacing requirement</td><td>20m</td></tr><tr><td>60 km/h</td><td>5m (for development intended to serve between 1 and 6 dwellings) and 10m for all other cases</td><td>73m</td></tr><tr><td>70 km/h</td><td>40m</td><td>92m</td></tr><tr><td>80 km/h</td><td>50m</td><td>114m</td></tr><tr><td>90 km/h</td><td>65m</td><td>139m</td></tr><tr><td>100 km/h</td><td>80m</td><td>165m</td></tr><tr><td>110 km/h</td><td>100m</td><td>193m</td></tr></table> | 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 10m for all other cases | 73m | 70 km/h | 40m | 92m | 80 km/h | 50m | 114m | 90 km/h | 65m | 139m | 100 km/h | 80m | 165m | 110 km/h | 100m | 193m |
|-----------------|--|---|----------------------------------|---|-----------------|------------------------|-----|---------|--|-----|---------|-----|-----|---------|-----|------|---------|-----|------|----------|-----|------|----------|------|------|
| 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 10m for all other cases   | 73m   |                                  |   |                 |                        |     |         |  |     |         |     |     |         |     |      |         |     |      |          |     |      |          |      |      |
| 70 km/h         | 40m  | 92m   |                                  |   |                 |                        |     |         |  |     |         |     |     |         |     |      |         |     |      |          |     |      |          |      |      |
| 80 km/h         | 50m  | 114m  |                                  |   |                 |                        |     |         |  |     |         |     |     |         |     |      |         |     |      |          |     |      |          |      |      |
| 90 km/h         | 65m  | 139m  |                                  |   |                 |                        |     |         |  |     |         |     |     |         |     |      |         |     |      |          |     |      |          |      |      |
| 100 km/h        | 80m  | 165m  |                                  |   |                 |                        |     |         |  |     |         |     |     |         |     |      |         |     |      |          |     |      |          |      |      |
| 110 km/h        | 100m   | 193m  |                                  |   |                 |                        |     |         |  |     |         |     |     |         |     |      |         |     |      |          |     |      |          |      |      |

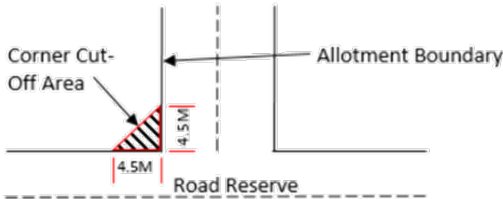
Access - Location (Sight Lines)

| <p>PO 5.1</p> <p>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.</p> | <p>DTS/DPF 5.1</p> <p>An access point satisfies (a) and (c) or (b) and (c):</p> <p>(a) the development site does or is intended to serve between 1 and 6 dwellings and utilises an existing access point or</p> <p>(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):</p> <table><tr><th>Speed Limit</th><th>Access point serving 1-6 dwellings</th><th>Access point serving all other development</th></tr><tr><td>40 km/h or less</td><td>47m</td><td>73m</td></tr><tr><td>50 km/h</td><td>63m</td><td>97m</td></tr><tr><td>60 km/h</td><td>81m</td><td>123m</td></tr><tr><td>70 km/h</td><td>100m</td><td>151m</td></tr><tr><td>80 km/h</td><td>121m</td><td>181m</td></tr><tr><td>90 km/h</td><td>144m</td><td>226m</td></tr><tr><td>100 km/h</td><td>169m</td><td>262m</td></tr><tr><td>110km/h</td><td>195m</td><td>300m</td></tr></table>  <p>and</p> <p>(c) pedestrian sightlines in accordance with the following diagram:</p>  | 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 |
|--|--|--|------------------------------------|--|-----------------|-----|-----|---------|-----|-----|---------|-----|------|---------|------|------|---------|------|------|---------|------|------|----------|------|------|---------|------|------|
| 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                                       |                                    |  |                 |     |     |         |     |     |         |     |      |         |      |      |         |      |      |         |      |      |          |      |      |         |      |      |

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| Access – Mud and Debris  |  |   |  |
| PO 6.1<br>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<br>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<br>Access points are designed to minimise negative impact on roadside drainage of water.  |  | DTS/DPF 7.1<br>Development does not:<br><br>(a) decrease the capacity of an existing drainage point<br>(b) restrict or prevent the flow of stormwater through an existing drainage point and system<br>(c) result in access points becoming stormwater flow paths directly onto the road. |  |
| Building on Road Reserve   |  |   |  |
| PO 8.1<br>Buildings or structures that encroach onto, above or below road reserves are designed and sited to minimise impact on safe movements by all road users.  |  | DTS/DPF 8.1<br>Buildings or structures are not located on, above or below the road reserve.   |  |
| Public Road Junctions  |  |   |  |
| PO 9.1<br>New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road. |  | DTS/DPF 9.1<br>Development does not comprise any of the following:<br><br>(a) creating a new junction with a public road<br>(b) opening an unmade public road junction<br>(c) modifying an existing public road junction.   |  |
| Corner Cut-Offs  |  |   |  |
| PO 10.1<br>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<br>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:<br><br>                      |  |

#### 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:<br><br>(a) creation of a new access or junction<br>(b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority)<br>(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. |

#### 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  |  |
| <p>PO 1.1</p> <p>Advertisements are compatible and integrated with the design of the building and/or land they are located on.</p>                    | <p>DTS/DPF 1.1</p> <p>Advertisements attached to a building satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) are not located in a Neighbourhood-type zone</li> <li>(b) where they are flush with a wall: <ul style="list-style-type: none"> <li>(i) if located at canopy level, are in the form of a fascia sign</li> <li>(ii) if located above canopy level: <ul style="list-style-type: none"> <li>A. do not have any part rising above parapet height</li> <li>B. are not attached to the roof of the building</li> </ul> </li> </ul> </li> <li>(c) where they are not flush with a wall: <ul style="list-style-type: none"> <li>(i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure</li> <li>(ii) if attached to a two-storey building: <ul style="list-style-type: none"> <li>A. has no part located above the finished floor level of the second storey of the building</li> <li>B. does not protrude beyond the outer limits of any verandah structure below</li> <li>C. does not have a sign face that exceeds 1m2 per side.</li> </ul> </li> </ul> </li> <li>(d) if located below canopy level, are flush with a wall</li> <li>(e) if located at canopy level, are in the form of a fascia sign</li> <li>(f) if located above a canopy: <ul style="list-style-type: none"> <li>(i) are flush with a wall</li> <li>(ii) do not have any part rising above parapet height</li> <li>(iii) are not attached to the roof of the building.</li> </ul> </li> <li>(g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure</li> <li>(h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building</li> <li>(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.</li> </ul> |
| <p>PO 1.2</p> <p>Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.</p> | <p>DTS/DPF 1.2</p> <p>Where development comprises an advertising hoarding, the supporting structure is:</p> <ul style="list-style-type: none"> <li>(a) concealed by the associated advertisement and decorative detailing or</li> <li>(b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.</li> </ul>   |
| PO 1.3  | DTS/DPF 1.3  |

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| Advertising does not encroach on public land or the land of an adjacent allotment.  | Advertisements and/or advertising hoardings are contained within the boundaries of the site.   |
| PO 1.4<br>Where possible, advertisements on public land are integrated with existing structures and infrastructure.   | DTS/DPF 1.4<br>Advertisements on public land that meet at least one of the following:<br>(a) achieves Advertisements DTS/DPF 1.1<br>(b) are integrated with a bus shelter.   |
| PO 1.5<br>Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.   | DTS/DPF 1.5<br>None are applicable.  |
| <b>Proliferation of Advertisements</b>  |  |
| PO 2.1<br>Proliferation of advertisements is minimised to avoid visual clutter and untidiness.  | DTS/DPF 2.1<br>No more than one freestanding advertisement is displayed per occupancy.   |
| PO 2.2<br>Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.   | DTS/DPF 2.2<br>Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.   |
| PO 2.3<br>Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.  | DTS/DPF 2.3<br>Advertisements satisfy all of the following:<br>(a) are attached to a building<br>(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<br>(c) do not result in more than one sign per occupancy that is not flush with a wall. |
| <b>Advertising Content</b>  |  |
| PO 3.1<br>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<br>Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.   |
| <b>Amenity Impacts</b>  |  |
| PO 4.1<br>Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.  | DTS/DPF 4.1<br>Advertisements do not incorporate any illumination.   |
| <b>Safety</b>   |  |
| PO 5.1<br>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<br>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<br>Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.   | DTS/DPF 5.2<br>No advertisement illumination is proposed.  |
| PO 5.3<br>Advertisements and/or advertising hoardings do not create a hazard to drivers by:<br>(a) being liable to interpretation by drivers as an official traffic sign or signal<br>(b) obscuring or impairing drivers' view of official traffic signs or signals<br>(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<br>Advertisements satisfy all of the following:<br>(a) are not located in a public road or rail reserve<br>(b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram<br>                                   |
| PO 5.4<br>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<br>Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.   |



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| 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:<br><br>(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<br><br>(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<br><br>(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:<br><br>(a) 110 km/h road - 14m<br>(b) 100 km/h road - 13m<br>(c) 90 km/h road - 10m<br>(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:<br>(a) is not illuminated<br>(b) does not incorporate a moving or changing display or message<br>(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<br>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<br>None are applicable.  |
| PO 1.2<br>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<br>None are applicable.  |
| Horse Keeping   |  |
| PO 2.1<br>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<br>None are applicable.  |
| PO 2.2<br>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<br>Stables, horse shelters and associated yards are sited in accordance with all of the following:<br><br>(a) 30m or more from any sensitive receivers (existing or approved) on land in other ownership<br>(b) where an adjacent allotment is vacant and in other ownership, 30m or more from the boundary of that allotment. |
| PO 2.3<br>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                                 | DTS/DPF 2.3<br>Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.   |

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| impervious material to facilitate regular cleaning. |  |  |   |
| 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:<br>(a) are constructed of impervious concrete<br>(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:<br>(a) adopting appropriate separation distances<br>(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<br>Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers. | DTS/DPF 1.1<br>Land-based aquaculture and associated components are located to satisfy all of the following:<br>(a) 200m or more from a sensitive receiver in other ownership<br>(b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers<br><br>or<br><br>The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> . |

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| 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 <i>Aquaculture Act 2001</i> .  |
| 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 <i>Aquaculture Act 2001</i> .  |
| 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 <i>Aquaculture Act 2001</i> .  |
| 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: <ul style="list-style-type: none"> <li>(a) creeks and estuaries</li> <li>(b) wetlands</li> <li>(c) significant seagrass and mangrove communities</li> <li>(d) marine habitats and ecosystems.</li> </ul>  | 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 <i>Aquaculture Act 2001</i> .  |
| 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<br><br>or<br><br>The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> . |
| PO 2.5                   | Marine aquaculture is sited and designed to not obstruct or interfere with: <ul style="list-style-type: none"> <li>(a) areas of high public use</li> <li>(b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports</li> <li>(c) areas of outstanding visual or environmental value</li> <li>(d) areas of high tourism value</li> <li>(e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties</li> <li>(f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water.</li> </ul> | 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                   |   | DTS/DPF 2.7                                    |  |

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| Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as:  |  | None are applicable.   |
| <ul style="list-style-type: none"> <li>(a) using feed hoppers painted in subdued colours and suspending them as close as possible to the surface of the water</li> <li>(b) positioning structures to protrude the minimum distance practicable above the surface of the water</li> <li>(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</li> <li>(d) positioning racks, floats and other farm structures in unobtrusive locations landward from the shoreline.</li> </ul> |  |  |
| PO 2.8<br>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<br>The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.                          |
| PO 2.9<br>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<br>The development utilises existing established roads, tracks, ramps and/or paths (as applicable) to access the sea.                          |
| PO 2.10<br>Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the <i>National Parks and Wildlife Act 1972</i> .   |  | DTS/DPF 2.10<br>Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the <i>National Parks and Wildlife Act 1972</i> . |
| PO 2.11<br>Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by:   |  | DTS/DPF 2.11<br>The development does not include any onshore facilities in conjunction with a proposal for marine aquaculture.                             |
| <ul style="list-style-type: none"> <li>(a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and complement the coastal landscape</li> <li>(b) making provision for appropriately sited and designed vehicular access arrangements, including using existing vehicular access arrangements as far as practicable</li> <li>(c) incorporating appropriate waste treatment and disposal.</li> </ul>   |  |  |
| Navigation and Safety  |  |  |
| PO 3.1<br>Marine aquaculture sites are suitably marked to maintain navigational safety.  |  | DTS/DPF 3.1<br>The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .       |
| PO 3.2<br>Marine aquaculture is sited to provide adequate separation between farms for safe navigation.  |  | DTS/DPF 3.2<br>The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .       |
| Environmental Management   |  |  |
| PO 4.1<br>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<br>None are applicable.  |
| PO 4.2<br>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<br>None are applicable.  |
| PO 4.3<br>Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.   |  | DTS/DPF 4.3<br>None are applicable.  |
| PO 4.4<br>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<br>The development is the subject of an aquaculture lease and/or licence (as applicable) granted under the <i>Aquaculture Act 2001</i> .       |

#### Beverage Production in Rural Areas



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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<br>Beverage production activities are designed and sited to minimise odour impacts on rural amenity.  | DTS/DPF 1.1<br>None are applicable.   |
| PO 1.2<br>Beverage production activities are designed and sited to minimise noise impacts on sensitive receivers.  | DTS/DPF 1.2<br>None are applicable.   |
| PO 1.3<br>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<br>None are applicable.   |
| PO 1.4<br>Breweries are designed to minimise odours emitted during boiling and fermentation stages of production.  | DTS/DPF 1.4<br>Brew kettles are fitted with a vapour condenser.   |
| PO 1.5<br>Beverage production solid wastes are stored in a manner that minimises odour impacts on sensitive receivers in other ownership.  | DTS/DPF 1.5<br>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<br>Beverage production wastewater management systems (including wastewater irrigation) are set back from watercourses to minimise adverse impacts on water resources.   | DTS/DPF 2.1<br>Wastewater management systems are set back 50m or more from the banks of watercourses and bores.                             |
| PO 2.2<br>The storage or disposal of chemicals or hazardous substances is undertaken in a manner to prevent pollution of water resources.  | DTS/DPF 2.2<br>None are applicable.   |
| PO 2.3<br>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<br>None are applicable.   |
| PO 2.4<br>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<br>None are applicable.   |
| Wastewater Irrigation  |   |
| PO 3.1<br>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<br>None are applicable.   |
| PO 3.2<br>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<br>Beverage production wastewater is not irrigated within 50m of any dwelling in other ownership.                               |
| PO 3.3<br>Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as:  | DTS/DPF 3.3<br>None are applicable.   |

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| <ul style="list-style-type: none"> <li>(a) waterlogged areas</li> <li>(b) land within 50m of a creek, swamp or domestic or stock water bore</li> <li>(c) land subject to flooding</li> <li>(d) steeply sloping land</li> <li>(e) rocky or highly permeable soil overlaying an unconfined aquifer.</li> </ul> |  |

### 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<br>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<br>Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers: <ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(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</li> <li>(d) coal handling with:               <ul style="list-style-type: none"> <li>a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more</li> <li>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.</li> </ul> </li> </ul> |
| Buffers and Landscaping  |   |
| PO 2.1<br>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<br>None are applicable.   |
| PO 2.2<br>Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.   | DTS/DPF 2.2<br>None are applicable.   |
| Access and Parking   |   |
| PO 3.1<br>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<br>Roadways and vehicle parking areas are sealed with an all-weather surface.   |
| Slipways, Wharves and Pontoons   |   |
| PO 4.1<br>Slipways, wharves and pontoons used for the handling of bulk materials (such as  | DTS/DPF 4.1<br>None are applicable.   |

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| fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters. |  |

### 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<br>Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property. | DTS/DPF 1.1<br>One of the following is satisfied:<br><br>(a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i><br><br>(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:<br><br>(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<br>(b) durable - fit for purpose, adaptable and long lasting<br>(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<br>(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<br>Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).        | DTS/DPF 1.1<br>None are applicable.                         |
| PO 1.2<br>Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate | DTS/DPF 1.2<br>None are applicable.                         |

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| lighting) to positively contribute to the walkability, comfort and safety of the public realm. |   |  |  |
| 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: <ul style="list-style-type: none"> <li>(a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces</li> <li>(b) screening rooftop plant and equipment from view</li> <li>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</li> </ul> | DTS/DPF 1.4                                    | Development does not incorporate any structures that protrude beyond the roofline. |
| PO 1.5   | The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.   | DTS/DPF 1.5                                    | None are applicable.   |
| Safety   |   |  |  |
| PO 2.1   | Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.  | DTS/DPF 2.1                                    | None are applicable.   |
| PO 2.2   | Development is designed to differentiate public, communal and private areas.  | DTS/DPF 2.2                                    | None are applicable.   |
| PO 2.3   | Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.   | DTS/DPF 2.3                                    | None are applicable.   |
| PO 2.4   | Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.  | DTS/DPF 2.4                                    | None are applicable.   |
| PO 2.5   | Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.   | DTS/DPF 2.5                                    | None are applicable.   |
| Landscaping  |   |  |  |
| PO 3.1   | Soft landscaping and tree planting is incorporated to: <ul style="list-style-type: none"> <li>(a) minimise heat absorption and reflection</li> <li>(b) maximise shade and shelter</li> <li>(c) maximise stormwater infiltration</li> <li>(d) enhance the appearance of land and streetscapes</li> <li>(e) contribute to biodiversity.</li> </ul>  | DTS/DPF 3.1                                    | None are applicable.   |
| PO 3.2   | Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.   | DTS/DPF 3.2                                    | None are applicable.   |
| Environmental Performance  |   |  |  |
| PO 4.1   | Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.   | DTS/DPF 4.1                                    | None are applicable.   |
| PO 4.2   | Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.   | DTS/DPF 4.2                                    | None are applicable.   |

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| 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: <ul style="list-style-type: none"> <li>(a) the quantity and quality of surface water and groundwater</li> <li>(b) the depth and directional flow of surface water and groundwater</li> <li>(c) the quality and function of natural springs.</li> </ul>  | 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: <ul style="list-style-type: none"> <li>(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</li> <li>(b) use an area also used as a driveway</li> <li>(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.</li> </ul> |
| 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: <ul style="list-style-type: none"> <li>(a) limiting protrusion above finished ground level</li> <li>(b) screening through appropriate planting, fencing and mounding</li> <li>(c) limiting the width of openings and integrating them into the building structure.</li> </ul> | 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: <ul style="list-style-type: none"> <li>(a) excavation exceeding a vertical height of 1m</li> <li>(b) filling exceeding a vertical height of 1m</li> </ul>  |

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|   |  | (c)  | a total combined excavation and filling vertical height of 2m or more. |
| PO 8.2<br>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<br>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):<br><br>(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway<br>(b) are constructed with an all-weather trafficable surface.  |  |  |
| PO 8.3<br>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):<br><br>(a) do not contribute to the instability of embankments and cuttings<br>(b) provide level transition areas for the safe movement of people and goods to and from the development<br>(c) are designed to integrate with the natural topography of the land. | DTS/DPF 8.3<br>None are applicable.  |  |  |
| PO 8.4<br>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<br>None are applicable.  |  |  |
| PO 8.5<br>Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.  | DTS/DPF 8.5<br>None are applicable.  |  |  |
| Fences and Walls  |  |  |  |
| PO 9.1<br>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<br>None are applicable.  |  |  |
| PO 9.2<br>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<br>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<br>Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.  | DTS/DPF 10.1<br>Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:<br><br>(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<br>(b) have sill heights greater than or equal to 1.5m above finished floor level<br>(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<br>Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.   | DTS/DPF 10.2<br>One of the following is satisfied:<br><br>(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<br>or<br>(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:<br>(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<br>or<br>(ii) 1.7m above finished floor level in all other cases |  |  |
| All Residential development   |  |  |  |
| Front elevations and passive surveillance   |  |  |  |
| PO 11.1<br>Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.  | DTS/DPF 11.1<br>Each dwelling with a frontage to a public street:<br><br>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m   |  |  |

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|  | (b) has an aggregate window area of at least 2m <sup>2</sup> facing the primary street.   |  |                            |      |     |         |     |         |     |      |     |
|--|---|--|----------------------------|------|-----|---------|-----|---------|-----|------|-----|
| PO 11.2<br>Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.   | DTS/DPF 11.2<br>Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.   |  |                            |      |     |         |     |         |     |      |     |
| Outlook and amenity  |   |  |                            |      |     |         |     |         |     |      |     |
| PO 12.1<br>Living rooms have an external outlook to provide a high standard of amenity for occupants.  | DTS/DPF 12.1<br>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<br>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<br>None are applicable.  |  |                            |      |     |         |     |         |     |      |     |
| Ancillary Development  |   |  |                            |      |     |         |     |         |     |      |     |
| PO 13.1<br>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<br>Ancillary buildings:<br>(a) are ancillary to a dwelling erected on the same site<br>(b) have a floor area not exceeding 60m <sup>2</sup><br>(c) are not constructed, added to or altered so that any part is situated:<br>(i) in front of any part of the building line of the dwelling to which it is ancillary<br>or<br>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)<br><br>(d) in the case of a garage or carport, the garage or carport:<br>(i) is set back at least 5.5m from the boundary of the primary street<br>(ii) when facing a primary street or secondary street, has a total door / opening not exceeding:<br>A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser<br>B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width<br><br>(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:<br>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and<br>(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<br><br>(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<br>(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<br>(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)<br>(i) have a roof height where no part of the roof is more than 5m above the natural ground level<br>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour<br>(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:<br>(i) a total area as determined by the following table: <table><tr><th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th><th>Minimum percentage of site</th></tr><tr><td>&lt;150</td><td>10%</td></tr><tr><td>150-200</td><td>15%</td></tr><tr><td>201-450</td><td>20%</td></tr><tr><td>&gt;450</td><td>25%</td></tr></table> | Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> ) | Minimum percentage of site | <150 | 10% | 150-200 | 15% | 201-450 | 20% | >450 | 25% |
| Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )   | Minimum percentage of site  |  |                            |      |     |         |     |         |     |      |     |
| <150   | 10%   |  |                            |      |     |         |     |         |     |      |     |
| 150-200  | 15%   |  |                            |      |     |         |     |         |     |      |     |
| 201-450  | 20%   |  |                            |      |     |         |     |         |     |      |     |
| >450   | 25%   |  |                            |      |     |         |     |         |     |      |     |

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|  | <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p> <p>(l) in relation to ancillary accommodation in the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.</p>   |                |            |                    |                  |                    |                  |
| <p>PO 13.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.</p>                             | <p>DTS/DPF 13.2</p> <p>Ancillary buildings and structures do not result in:</p> <p>(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space</p> <p>(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</p>  |                |            |                    |                  |                    |                  |
| <p>PO 13.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>                        | <p>DTS/DPF 13.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <p>(a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or</p> <p>(b) located at least 12m from the nearest habitable room located on an adjoining allotment.</p>   |                |            |                    |                  |                    |                  |
| <p>PO 13.4</p> <p>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.</p> | <p>DTS/DPF 13.4</p> <p>Non-residential ancillary buildings and structures:</p> <p>(a) are ancillary and subordinate to an existing non-residential use on the same site</p> <p>(b) have a floor area not exceeding the following:</p> <table border="1"> <tr> <th>Allotment size</th><th>Floor area</th></tr> <tr> <td>≤500m<sup>2</sup></td><td>60m<sup>2</sup></td></tr> <tr> <td>&gt;500m<sup>2</sup></td><td>80m<sup>2</sup></td></tr> </table> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the main building to which it is ancillary or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p> <p>(i) is set back at least 5.5m from the boundary of the primary street</p> <p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <p>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary</p> <p>(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent</p> <p>(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary</p> <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>(h) have a wall height (or post height) not exceeding 3m (and not including a gable end)</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour.</p> | Allotment size | Floor area | ≤500m <sup>2</sup> | 60m <sup>2</sup> | >500m <sup>2</sup> | 80m <sup>2</sup> |
| Allotment size   | Floor area   |                |            |                    |                  |                    |                  |
| ≤500m <sup>2</sup>   | 60m <sup>2</sup>   |                |            |                    |                  |                    |                  |
| >500m <sup>2</sup>   | 80m <sup>2</sup>   |                |            |                    |                  |                    |                  |
| Garage appearance  |  |                |            |                    |                  |                    |                  |
| <p>PO 14.1</p> <p>Garaging is designed to not detract from the streetscape or appearance of a dwelling.</p>  | <p>DTS/DPF 14.1</p> <p>Garages and carports facing a street:</p> <p>(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</p> <p>(b) are set back at least 5.5m from the boundary of the primary street</p>   |                |            |                    |                  |                    |                  |



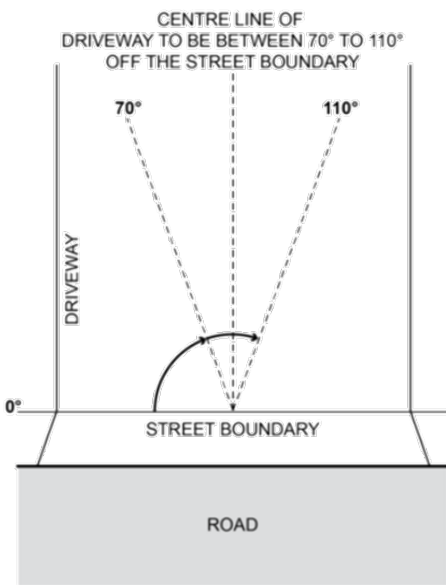
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|  |  | (c) have a garage door / opening not exceeding 7m in width   |  |
|  |  | (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.            |  |
| Massing  |  |  |  |
| PO 15.1  |  | DTS/DPF 15.1   |  |
| The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.  |  | 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  |  | DTS/DPF 17.1   |  |
| Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.  |  | Private open space is provided in accordance with Design Table 1 - Private Open Space.   |  |
| Water Sensitive Design   |  |  |  |
| PO 18.1  |  | DTS/DPF 18.1   |  |
| Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.     |  | Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes:   |  |
|  |  | (a) 80 per cent reduction in average annual total suspended solids   |  |
|  |  | (b) 60 per cent reduction in average annual total phosphorus   |  |
|  |  | (c) 45 per cent reduction in average annual total nitrogen.  |  |
| PO 18.2  |  | DTS/DPF 18.2   |  |
| Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems. |  | Development creating a common driveway / access that services 5 or more dwellings:   |  |
|  |  | (a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased      |  |
|  |  | or   |  |
|  |  | captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and  |  |

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|   |  | (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):<br><br>(a) single width car parking spaces:<br>(i) a minimum length of 5.4m per space<br>(ii) a minimum width of 3.0m<br>(iii) a minimum garage door width of 2.4m<br><br>(b) double width car parking spaces (side by side):<br>(i) a minimum length of 5.4m<br>(ii) a minimum width of 5.4m<br>(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:<br><br>(a) a minimum length of 5.4m<br>(b) a minimum width of 2.4m<br>(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):<br><br>(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<br><br>(b) where newly proposed:<br>(i) is set back 6m or more from the tangent point of an intersection of 2 or more roads<br>(ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing<br>(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:<br><br>(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<br>(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:   |

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|  |  <p>(c) if located to provide access from an alley, lane or right of way - the alley, land or right of way is at least 6.2m wide along the boundary of the allotment / site</p>  |                    |                             |        |                  |           |                  |           |                  |             |   |
| <p>PO 19.6</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>                       | <p>DTS/DPF 19.6</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> <li>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</li> <li>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li> <li>(c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.</li> </ul> |                    |                             |        |                  |           |                  |           |                  |             |   |
| Waste storage  |  |                    |                             |        |                  |           |                  |           |                  |             |   |
| <p>PO 20.1</p> <p>Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.</p>                       | <p>DTS/DPF 20.1</p> <p>None are applicable.</p>  |                    |                             |        |                  |           |                  |           |                  |             |   |
| Design of Transportable Dwellings  |  |                    |                             |        |                  |           |                  |           |                  |             |   |
| <p>PO 21.1</p> <p>The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.</p>                       | <p>DTS/DPF 21.1</p> <p>Buildings satisfy (a) or (b):</p> <ul style="list-style-type: none"> <li>(a) are not transportable</li> <li>or</li> <li>(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.</li> </ul>   |                    |                             |        |                  |           |                  |           |                  |             |   |
| Group dwelling, residential flat buildings and battle-axe development  |  |                    |                             |        |                  |           |                  |           |                  |             |   |
| Amenity  |  |                    |                             |        |                  |           |                  |           |                  |             |   |
| <p>PO 22.1</p> <p>Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.</p> | <p>DTS/DPF 22.1</p> <p>Dwellings have a minimum internal floor area in accordance with the following table:</p> <table border="1"> <thead> <tr> <th>Number of bedrooms</th><th>Minimum internal floor area</th></tr> </thead> <tbody> <tr> <td>Studio</td><td>35m<sup>2</sup></td></tr> <tr> <td>1 bedroom</td><td>50m<sup>2</sup></td></tr> <tr> <td>2 bedroom</td><td>65m<sup>2</sup></td></tr> <tr> <td>3+ bedrooms</td><td>80m<sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m<sup>2</sup> for every</td></tr> </tbody> </table>   | Number of bedrooms | Minimum internal floor area | Studio | 35m <sup>2</sup> | 1 bedroom | 50m <sup>2</sup> | 2 bedroom | 65m <sup>2</sup> | 3+ bedrooms | 80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> for every |
| Number of bedrooms   | Minimum internal floor area  |                    |                             |        |                  |           |                  |           |                  |             |   |
| Studio   | 35m <sup>2</sup>   |                    |                             |        |                  |           |                  |           |                  |             |   |
| 1 bedroom  | 50m <sup>2</sup>   |                    |                             |        |                  |           |                  |           |                  |             |   |
| 2 bedroom  | 65m <sup>2</sup>   |                    |                             |        |                  |           |                  |           |                  |             |   |
| 3+ bedrooms  | 80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> for every  |                    |                             |        |                  |           |                  |           |                  |             |   |

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|  |  |  | additional bedroom |
| PO 22.2<br>The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.  | DTS/DPF 22.2<br>None are applicable.   |  |                    |
| PO 22.3<br>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<br>None are applicable.   |  |                    |
| PO 22.4<br>Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.  | DTS/DPF 22.4<br>Dwelling sites/allotments are not in the form of a battle-axe arrangement.   |  |                    |
| Communal Open Space  |  |  |                    |
| PO 23.1<br>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<br>None are applicable.   |  |                    |
| PO 23.2<br>Communal open space is of sufficient size and dimensions to cater for group recreation.   | DTS/DPF 23.2<br>Communal open space incorporates a minimum dimension of 5 metres.  |  |                    |
| PO 23.3<br>Communal open space is designed and sited to:<br><br>(a) be conveniently accessed by the dwellings which it services<br>(b) have regard to acoustic, safety, security and wind effects.   | DTS/DPF 23.3<br>None are applicable.   |  |                    |
| PO 23.4<br>Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.   | DTS/DPF 23.4<br>None are applicable.   |  |                    |
| PO 23.5<br>Communal open space is designed and sited to:<br><br>(a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings<br>(b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance. | DTS/DPF 23.5<br>None are applicable.   |  |                    |
| Carparking, access and manoeuvrability   |  |  |                    |
| PO 24.1<br>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.  | DTS/DPF 24.1<br>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:<br><br>(a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number)<br>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly<br>(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<br>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<br>Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.  |  |                    |
| PO 24.3<br>Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.   | DTS/DPF 24.3<br>Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:<br><br>(a) have a minimum width of 3m<br>(b) for driveways servicing more than 3 dwellings:<br>(i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street<br>(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<br>Residential driveways in a battle-axe configuration are designed to allow safe and  | DTS/DPF 24.4<br>Where in a battle-axe configuration, a driveway servicing one dwelling has a   |  |                    |

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| convenient movement.                              |   | 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:<br><br>(a) located away, or screened, from public view, and<br>(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:<br><br>(a) ground-level access or lifted access to all units<br>(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<br>(c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability<br>(d) kerb ramps at pedestrian crossing points. | DTS/DPF 28.1                                   | None are applicable.   |

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| 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:<br><br>(a) be conveniently accessed by the dwellings which it services<br>(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:<br><br>(a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings<br>(b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance. | DTS/DPF 29.6                                   | None are applicable.  |
| Site Facilities / Waste Storage |   |  |   |
| PO 30.1                         | Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.  | DTS/DPF 30.1                                   | None are applicable.  |
| PO 30.2                         | Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.  | DTS/DPF 30.2                                   | None are applicable.  |
| PO 30.3                         | Provision is made for suitable external clothes drying facilities.  | DTS/DPF 30.3                                   | None are applicable.  |
| PO 30.4                         | Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.   | DTS/DPF 30.4                                   | None are applicable.  |
| PO 30.5                         | Waste and recyclable material storage areas are located away from dwellings.  | DTS/DPF 30.5                                   | Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window. |
| PO 30.6                         | Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.   | DTS/DPF 30.6                                   | None are applicable.  |
| PO 30.7                         | Services including gas and water meters are conveniently located and screened from public view.   | DTS/DPF 30.7                                   | None are applicable.  |
| All non-residential development |   |  |   |
| Water Sensitive Design          |   |  |   |
| PO 31.1                         | Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.   | DTS/DPF 31.1                                   | None are applicable.  |
| PO 31.2                         |   | DTS/DPF 31.2                                   |   |

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| Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.   | None are applicable.   |   |                      |      |     |         |     |          |     |      |     |
|--|--|---|----------------------|------|-----|---------|-----|----------|-----|------|-----|
| Wash-down and Waste Loading and Unloading  |  |   |                      |      |     |         |     |          |     |      |     |
| PO 32.1<br>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:<br><br>(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<br>(b) paved with an impervious material to facilitate wastewater collection<br>(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area<br>(d) designed to drain wastewater to either:<br>(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<br>(ii) a holding tank and its subsequent removal off-site on a regular basis. | DTS/DPF 32.1<br>None are applicable.   |   |                      |      |     |         |     |          |     |      |     |
| Decks  |  |   |                      |      |     |         |     |          |     |      |     |
| Design and Siting  |  |   |                      |      |     |         |     |          |     |      |     |
| PO 33.1<br>Decks are designed and sited to:<br><br>(a) complement the associated building form<br>(b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space)<br>(c) minimise cut and fill and overall massing when viewed from adjacent land.   | DTS/DPF 33.1<br>Decks:<br><br>(a) where ancillary to a dwelling:<br>(i) are not constructed, added to or altered so that any part is situated:<br>A. in front of any part of the building line of the dwelling to which it is ancillary or<br>or<br>B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)<br>(ii) are set back at least 900mm from side or rear allotment boundaries<br>(iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling<br>(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:<br>A. a total area is determined by the following table: <table><tr><th>Site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th><th>Minimum percent site</th></tr><tr><td>&lt;150</td><td>10%</td></tr><tr><td>150-200</td><td>15%</td></tr><tr><td>&gt;200-450</td><td>20%</td></tr><tr><td>&gt;450</td><td>25%</td></tr></table><br>B. the amount of existing soft landscaping prior to the development occurring.<br><br>(b) where in association with a non-residential use:<br>(i) are set back at least 2 metres from the boundary of an allotment used for residential purposes.<br>(ii) are set back at least 2 metres from a public road.<br>(iii) have a floor area not exceeding 25m <sup>2</sup><br><br>(c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point. | Site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> ) | Minimum percent site | <150 | 10% | 150-200 | 15% | >200-450 | 20% | >450 | 25% |
| Site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )  | Minimum percent site   |   |                      |      |     |         |     |          |     |      |     |
| <150   | 10%  |   |                      |      |     |         |     |          |     |      |     |
| 150-200  | 15%  |   |                      |      |     |         |     |          |     |      |     |
| >200-450   | 20%  |   |                      |      |     |         |     |          |     |      |     |
| >450   | 25%  |   |                      |      |     |         |     |          |     |      |     |
| PO 33.2<br>Decks are designed and sited to minimise direct overlooking of habitable rooms and  | DTS/DPF 33.2<br>Decks with a finished floor level/s 500mm or more above natural ground level facing  |   |                      |      |     |         |     |          |     |      |     |

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| 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. | 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<br>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<br>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:<br><br>(a) Site area <301m <sup>2</sup> : 24m <sup>2</sup> located behind the building line.<br>(b) Site area ≥ 301m <sup>2</sup> : 60m <sup>2</sup> located behind the building line.<br><br>Minimum directly accessible from a living room: 16m <sup>2</sup> / with a minimum dimension 3m. |
| Dwelling (above ground level)  | Studio (no separate bedroom): 4m <sup>2</sup> with a minimum dimension 1.8m<br><br>One bedroom: 8m <sup>2</sup> with a minimum dimension 2.1m<br><br>Two bedroom dwelling: 11m <sup>2</sup> with a minimum dimension 2.4m<br><br>Three + bedroom dwelling: 15m <sup>2</sup> 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 <sup>2</sup> , which may be used as second car parking space, provided on each site intended for residential occupation.   |

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome (DO)

| Desired Outcome |   |
|-----------------|---|
| DO 1            | Development is:<br><br>(a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality<br>(b) durable - fit for purpose, adaptable and long lasting<br>(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<br>(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<br>Buildings reinforce corners through changes in setback, articulation, materials, | DTS/DPF 1.1<br>None are applicable.                         |



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| colour and massing (including height, width, bulk, roof form and slope). |   |  |  |
| PO 1.2   | Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.   | DTS/DPF 1.2                                    | None are applicable.   |
| PO 1.3   | Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.   | DTS/DPF 1.3                                    | None are applicable.   |
| PO 1.4   | Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: <ul style="list-style-type: none"> <li>(a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces</li> <li>(b) screening rooftop plant and equipment from view</li> <li>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</li> </ul> | 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: <ul style="list-style-type: none"> <li>(a) minimise heat absorption and reflection</li> <li>(b) maximise shade and shelter</li> <li>(c) maximise stormwater infiltration</li> <li>(d) enhance the appearance of land and streetscapes.</li> </ul>   | 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.   |

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| 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: <ul style="list-style-type: none"> <li>(a) the quantity and quality of surface water and groundwater</li> <li>(b) the depth and directional flow of surface water and groundwater</li> <li>(c) the quality and function of natural springs.</li> </ul>  | 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: <ul style="list-style-type: none"> <li>(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</li> <li>(b) use an area also used as a driveway</li> <li>(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.</li> </ul> |
| 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: <ul style="list-style-type: none"> <li>(a) limiting protrusion above finished ground level</li> <li>(b) screening through appropriate planting, fencing and mounding</li> <li>(c) limiting the width of openings and integrating them into the building structure.</li> </ul> | 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: <ul style="list-style-type: none"> <li>(a) 1m along all public road frontages and allotment boundaries</li> <li>(b) 1m between double rows of car parking spaces.</li> </ul>  |
| 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: <ul style="list-style-type: none"> <li>(a) excavation exceeding a vertical height of 1m</li> </ul>  |

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|   |  | (b) filling exceeding a vertical height of 1m<br>(c) a total combined excavation and filling vertical height of 2m or more. |  |
| PO 8.2<br>Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.   | DTS/DPF 8.2<br>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b):<br><br>(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway<br>(b) are constructed with an all-weather trafficable surface.  |   |  |
| PO 8.3<br>Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):<br><br>(a) do not contribute to the instability of embankments and cuttings<br>(b) provide level transition areas for the safe movement of people and goods to and from the development<br>(c) are designed to integrate with the natural topography of the land. | DTS/DPF 8.3<br>None are applicable.  |   |  |
| PO 8.4<br>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<br>None are applicable.  |   |  |
| PO 8.5<br>Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.  | DTS/DPF 8.5<br>None are applicable.  |   |  |
| Fences and walls  |  |   |  |
| PO 9.1<br>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<br>None are applicable.  |   |  |
| PO 9.2<br>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<br>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<br>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<br>Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone:<br>(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<br>(b) have sill heights greater than or equal to 1.5m above finished floor level<br>(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<br>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<br>One of the following is satisfied:<br><br>(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<br>or<br>(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:<br>(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<br>or<br>(ii) 1.7m above finished floor level in all other cases |   |  |
| Site Facilities / Waste Storage (excluding low rise residential development)  |  |   |  |
| PO 11.1<br>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<br>None are applicable.   |   |  |
| PO 11.2<br>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<br>None are applicable.   |   |  |
| PO 11.3   | DTS/DPF 11.3   |   |  |

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| Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms. |  | 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: <ul style="list-style-type: none"> <li>(a) masonry</li> <li>(b) natural stone</li> <li>(c) pre-finished materials that minimise staining, discolouring or deterioration.</li> </ul>   |
| 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: <ul style="list-style-type: none"> <li>(a) active uses such as shops or offices</li> <li>(b) prominent entry areas for multi-storey buildings (where it is a common entry)</li> <li>(c) habitable rooms of dwellings</li> <li>(d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.</li> </ul>   |
| 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: <ul style="list-style-type: none"> <li>(a) oriented towards the street</li> <li>(b) clearly visible and easily identifiable from the street and vehicle parking areas</li> <li>(c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses</li> <li>(d) designed to provide shelter, a sense of personal address and transitional space around the entry</li> <li>(e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors</li> <li>(f) designed to avoid the creation of potential areas of entrapment.</li> </ul> |
| 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.  |



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|                            |  | Site area  | Minimum deep soil area   | Minimum dimension | Tree / deep soil zones                     |
|                            |  | <300 m <sup>2</sup>  | 10 m <sup>2</sup>  | 1.5m              | 1 small tree / 10 m <sup>2</sup>           |
|                            |  | 300-1500 m <sup>2</sup>  | 7% site area   | 3m                | 1 medium tree / 3 m <sup>2</sup>           |
|                            |  | >1500 m <sup>2</sup>   | 7% site area   | 6m                | 1 large or medium tree / 60 m <sup>2</sup> |
|                            |  | Tree size and site area definitions  |  |                   |  |
|                            |  | Small tree   | 4-6m mature height and 2-4m canopy spread                          |                   |  |
|                            |  | Medium tree  | 6-12m mature height and 4-8m canopy spread                         |                   |  |
|                            |  | Large tree   | 12m mature height and >8m canopy spread                            |                   |  |
|                            |  | Site area  | The total area for development site, not average area per dwelling |                   |  |
|                            |  |  |  |                   |  |
| PO 13.3                    | Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.  | DTS/DPF 13.3<br>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<br>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<br>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<br>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:<br><br>(a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street<br>(b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas<br>(c) the placement of buildings and use of setbacks to deflect the wind at ground level<br>(d) avoiding tall shear elevations that create windy conditions at street level. | DTS/DPF 14.3<br>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<br>Multi-level vehicle parking structures within buildings:<br><br>(a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages<br>(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<br>None are applicable.   |  |                   |  |
| Overlooking/Visual Privacy |  |  |  |                   |  |
| PO 16.1                    | Development mitigates direct overlooking of habitable rooms and private open   | DTS/DPF 16.1<br>None are applicable.   |  |                   |  |

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| spaces of adjacent residential uses in neighbourhood-type zones through measures such as:   |   |  |   |
| <div><div>(a)</div>appropriate site layout and building orientation</div> <div><div>(b)</div>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</div> <div><div>(c)</div>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</div> <div><div>(d)</div>screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.</div> |   |  |   |
| 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: <div><div>(a)</div>includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</div> <div><div>(b)</div>has an aggregate window area of at least 2m<sup>2</sup> facing the primary street.</div>  |
| PO 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: <div><div>(a)</div>are ancillary to a dwelling erected on the same site</div> <div><div>(b)</div>have a floor area not exceeding 60m<sup>2</sup></div> <div><div>(c)</div>are not constructed, added to or altered so that any part is situated:<div><div>(i)</div>in front of any part of the building line of the dwelling to which it is ancillary</div><div>or</div><div><div>(ii)</div>within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</div></div> <div><div>(d)</div>in the case of a garage or carport, the garage or carport:<div><div>(i)</div>is set back at least 5.5m from the boundary of the primary street</div><div><div>(ii)</div>when facing a primary street or secondary street, has a total door / opening not exceeding:<div><div>A.</div>for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser</div><div><div>B.</div>for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width</div></div></div> <div><div>(e)</div>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:<div><div>(i)</div>a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary</div><div>and</div><div><div>(ii)</div>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</div></div> <div><div>(f)</div>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</div> |

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|  | <p>(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure</p> <p>(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)</p> <p>(i) have a roof height where no part of the roof is more than 5m above the natural ground level</p> <p>(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour</p> <p>(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:</p> <p>(i) a total area as determined by the following table:</p> <table border="1"> <thead> <tr> <th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th><th>Minimum percentage of site</th></tr> </thead> <tbody> <tr> <td>&lt;150</td><td>10%</td></tr> <tr> <td>150-200</td><td>15%</td></tr> <tr> <td>201-450</td><td>20%</td></tr> <tr> <td>&gt;450</td><td>25%</td></tr> </tbody> </table> <p>(ii) the amount of existing soft landscaping prior to the development occurring.</p> <p>(l) in relation to ancillary accommodation in the Rural Zone, Productive Rural Landscape Zone, or Rural Horticulture Zone, is located within 20m of an existing dwelling.</p> | Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> ) | Minimum percentage of site | <150               | 10%              | 150-200            | 15%              | 201-450 | 20% | >450 | 25% |
| Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )   | Minimum percentage of site   |  |                            |                    |                  |                    |                  |         |     |      |     |
| <150   | 10%  |  |                            |                    |                  |                    |                  |         |     |      |     |
| 150-200  | 15%  |  |                            |                    |                  |                    |                  |         |     |      |     |
| 201-450  | 20%  |  |                            |                    |                  |                    |                  |         |     |      |     |
| >450   | 25%  |  |                            |                    |                  |                    |                  |         |     |      |     |
| <p>PO 19.2</p> <p>Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.</p>                                       | <p>DTS/DPF 19.2</p> <p>Ancillary buildings and structures do not result in:</p> <p>(a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space</p> <p>(b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.</p>  |  |                            |                    |                  |                    |                  |         |     |      |     |
| <p>PO 19.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.</p>                           | <p>DTS/DPF 19.3</p> <p>The pump and/or filtration system is ancillary to a dwelling erected on the same site and is:</p> <p>(a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or</p> <p>(b) located at least 12m from the nearest habitable room located on an adjoining allotment.</p>   |  |                            |                    |                  |                    |                  |         |     |      |     |
| <p>PO 19.4</p> <p>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.</p> | <p>DTS/DPF 19.4</p> <p>Non-residential ancillary buildings and structures:</p> <p>(a) are ancillary and subordinate to an existing non-residential use on the same site</p> <p>(b) have a floor area not exceeding the following:</p> <table border="1"> <thead> <tr> <th>Allotment size</th><th>Floor area</th></tr> </thead> <tbody> <tr> <td>≤500m<sup>2</sup></td><td>60m<sup>2</sup></td></tr> <tr> <td>&gt;500m<sup>2</sup></td><td>80m<sup>2</sup></td></tr> </tbody> </table> <p>(c) are not constructed, added to or altered so that any part is situated:</p> <p>(i) in front of any part of the building line of the main building to which it is ancillary or</p> <p>(ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</p> <p>(d) in the case of a garage or carport, the garage or carport:</p> <p>(i) is set back at least 5.5m from the boundary of the primary street</p> <p>(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:</p> <p>(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary</p>   | Allotment size   | Floor area                 | ≤500m <sup>2</sup> | 60m <sup>2</sup> | >500m <sup>2</sup> | 80m <sup>2</sup> |         |     |      |     |
| Allotment size   | Floor area   |  |                            |                    |                  |                    |                  |         |     |      |     |
| ≤500m <sup>2</sup>   | 60m <sup>2</sup>   |  |                            |                    |                  |                    |                  |         |     |      |     |
| >500m <sup>2</sup>   | 80m <sup>2</sup>   |  |                            |                    |                  |                    |                  |         |     |      |     |

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|  |  | (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<br>Garaging is designed to not detract from the streetscape or appearance of a dwelling.   |  | DTS/DPF 20.1<br>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<br>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<br>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<br>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.   |  | DTS/DPF 20.3<br>None are applicable   |  |
| Private Open Space   |  |   |  |
| PO 21.1<br>Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.   |  | DTS/DPF 21.1<br>Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.   |  |
| PO 21.2<br>Private open space is positioned to provide convenient access from internal living areas.   |  | DTS/DPF 21.2<br>Private open space is directly accessible from a habitable room.  |  |
| Landscaping  |  |   |  |
| PO 22.1<br>Soft landscaping is incorporated into development to:   |  | DTS/DPF 22.1<br>Residential development incorporates soft landscaping with a minimum dimension  |  |



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| PO 23.5  | Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces. | DTS/DPF 23.5                                   | <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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:</li> </ul> <div data-bbox="909 403 1361 983" data-label="Diagram"> </div> <ul style="list-style-type: none"> <li>(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.</li> </ul> |
| PO 23.6  | Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.       | DTS/DPF 23.6                                   | <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> <li>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</li> <li>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li> <li>(c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.</li> </ul>  |
| Waste storage  |  |  |   |
| PO 24.1  | Provision is made for the convenient storage of waste bins in a location screened from public view.                    | DTS/DPF 24.1                                   | <p>Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that:</p> <ul style="list-style-type: none"> <li>(a) has a minimum area of 2m<sup>2</sup> with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and</li> <li>(b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.</li> </ul>   |
| Design of Transportable Buildings  |  |  |   |
| PO 25.1  | The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.       | DTS/DPF 25.1                                   | <p>Buildings satisfy (a) or (b):</p> <ul style="list-style-type: none"> <li>(a) are not transportable</li> <li>(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.</li> </ul>  |
| Residential Development - Medium and High Rise (including serviced apartments) |  |  |   |

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| Outlook and Visual Privacy  |  |  |  |
| PO 26.1<br>Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.   |  | DTS/DPF 26.1<br>Buildings:<br><br>(a) provide a habitable room at ground or first level with a window facing toward the street<br>(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<br>The visual privacy of ground level dwellings within multi-level buildings is protected.  |  | DTS/DPF 26.2<br>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<br>Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.  |  | DTS/DPF 27.1<br>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<br>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<br>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<br>Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to:<br><br>(a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy<br>(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<br>Balconies utilise one or a combination of the following design elements:<br><br>(a) sun screens<br>(b) pergolas<br>(c) louvres<br>(d) green facades<br>(e) openable walls.   |  |
| PO 28.3<br>Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.   |  | DTS/DPF 28.3<br>Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.   |  |
| PO 28.4<br>Dwellings are provided with sufficient space for storage to meet likely occupant needs.  |  | DTS/DPF 28.4<br>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:<br><br>(a) studio: not less than 6m <sup>3</sup><br>(b) 1 bedroom dwelling / apartment: not less than 8m <sup>3</sup><br>(c) 2 bedroom dwelling / apartment: not less than 10m <sup>3</sup><br>(d) 3+ bedroom dwelling / apartment: not less than 12m <sup>3</sup> . |  |
| PO 28.5<br>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<br>Light wells:<br><br>(a) are not used as the primary source of outlook for living rooms<br>(b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms<br>(c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.  |  |
| PO 28.6<br>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<br>None are applicable.   |  |
| PO 28.7<br>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<br>None are applicable.   |  |
| Dwelling Configuration  |  |  |  |
| PO 29.1<br>Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and   |  | DTS/DPF 29.1<br>Buildings containing in excess of 10 dwellings provide at least one of each of the   |  |

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| a range in the number of bedrooms per dwelling to contribute to housing diversity.   | following: <div><div>(a) studio (where there is no separate bedroom)</div><div>(b) 1 bedroom dwelling / apartment with a floor area of at least 50m<sup>2</sup></div><div>(c) 2 bedroom dwelling / apartment with a floor area of at least 65m<sup>2</sup></div><div>(d) 3+ bedroom dwelling / apartment with a floor area of at least 80m<sup>2</sup>, and any dwelling over 3 bedrooms provides an additional 15m<sup>2</sup> for every additional bedroom.</div></div>                                    |                    |                             |        |                  |           |                  |           |                  |             |  |
|--|--|--------------------|-----------------------------|--------|------------------|-----------|------------------|-----------|------------------|-------------|--|
| PO 29.2<br>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<br>None are applicable.   |                    |                             |        |                  |           |                  |           |                  |             |  |
| Common Areas   |  |                    |                             |        |                  |           |                  |           |                  |             |  |
| PO 30.1<br>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<br>Common corridor or circulation areas: <div><div>(a) have a minimum ceiling height of 2.7m</div><div>(b) provide access to no more than 8 dwellings</div><div>(c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core.</div></div>  |                    |                             |        |                  |           |                  |           |                  |             |  |
| Group Dwellings, Residential Flat Buildings and Battle axe Development   |  |                    |                             |        |                  |           |                  |           |                  |             |  |
| Amenity  |  |                    |                             |        |                  |           |                  |           |                  |             |  |
| PO 31.1<br>Dwellings are of a suitable size to provide a high standard of amenity for occupants.   | DTS/DPF 31.1<br>Dwellings have a minimum internal floor area in accordance with the following table: <table><tr><th>Number of bedrooms</th><th>Minimum internal floor area</th></tr><tr><td>Studio</td><td>35m<sup>2</sup></td></tr><tr><td>1 bedroom</td><td>50m<sup>2</sup></td></tr><tr><td>2 bedroom</td><td>65m<sup>2</sup></td></tr><tr><td>3+ bedrooms</td><td>80m<sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m<sup>2</sup> for every additional bedroom</td></tr></table> | Number of bedrooms | Minimum internal floor area | Studio | 35m <sup>2</sup> | 1 bedroom | 50m <sup>2</sup> | 2 bedroom | 65m <sup>2</sup> | 3+ bedrooms | 80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> for every additional bedroom |
| Number of bedrooms   | Minimum internal floor area  |                    |                             |        |                  |           |                  |           |                  |             |  |
| Studio   | 35m <sup>2</sup>   |                    |                             |        |                  |           |                  |           |                  |             |  |
| 1 bedroom  | 50m <sup>2</sup>   |                    |                             |        |                  |           |                  |           |                  |             |  |
| 2 bedroom  | 65m <sup>2</sup>   |                    |                             |        |                  |           |                  |           |                  |             |  |
| 3+ bedrooms  | 80m <sup>2</sup> and any dwelling over 3 bedrooms provides an additional 15m <sup>2</sup> for every additional bedroom   |                    |                             |        |                  |           |                  |           |                  |             |  |
| PO 31.2<br>The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.  | DTS/DPF 31.2<br>None are applicable.   |                    |                             |        |                  |           |                  |           |                  |             |  |
| PO 31.3<br>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<br>None are applicable.   |                    |                             |        |                  |           |                  |           |                  |             |  |
| PO 31.4<br>Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.  | DTS/DPF 31.4<br>Dwelling sites/allotments are not in the form of a battle-axe arrangement.   |                    |                             |        |                  |           |                  |           |                  |             |  |
| Communal Open Space  |  |                    |                             |        |                  |           |                  |           |                  |             |  |
| PO 32.1<br>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<br>None are applicable.   |                    |                             |        |                  |           |                  |           |                  |             |  |
| PO 32.2<br>Communal open space is of sufficient size and dimensions to cater for group recreation.   | DTS/DPF 32.2<br>Communal open space incorporates a minimum dimension of 5 metres.  |                    |                             |        |                  |           |                  |           |                  |             |  |
| PO 32.3<br>Communal open space is designed and sited to: <div><div>(a) be conveniently accessed by the dwellings which it services</div><div>(b) have regard to acoustic, safety, security and wind effects.</div></div> | DTS/DPF 32.3<br>None are applicable.   |                    |                             |        |                  |           |                  |           |                  |             |  |
| PO 32.4<br>Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.   | DTS/DPF 32.4<br>None are applicable.   |                    |                             |        |                  |           |                  |           |                  |             |  |
| PO 32.5<br>Communal open space is designed and sited to:   | DTS/DPF 32.5<br>None are applicable.   |                    |                             |        |                  |           |                  |           |                  |             |  |



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| <p>(a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings</p> <p>(b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.</p> |  |  |  |
| Car parking, access and manoeuvrability   |  |  |  |
| <p>PO 33.1</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.</p>  |  | <p>DTS/DPF 33.1</p> <p>Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements:</p> <p>(a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number)</p> <p>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</p> <p>(c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.</p> |  |
| <p>PO 33.2</p> <p>The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.</p>   |  | <p>DTS/DPF 33.2</p> <p>Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.</p>   |  |
| <p>PO 33.3</p> <p>Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.</p>   |  | <p>DTS/DPF 33.3</p> <p>Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:</p> <p>(a) have a minimum width of 3m</p> <p>(b) for driveways servicing more than 3 dwellings:</p> <p>(i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street</p> <p>(ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.</p>   |  |
| <p>PO 33.4</p> <p>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.</p>  |  | <p>DTS/DPF 33.4</p> <p>Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.</p>   |  |
| <p>PO 33.5</p> <p>Dwellings are adequately separated from common driveways and manoeuvring areas.</p>   |  | <p>DTS/DPF 33.5</p> <p>Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.</p>  |  |
| Soft landscaping  |  |  |  |
| <p>PO 34.1</p> <p>Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.</p>  |  | <p>DTS/DPF 34.1</p> <p>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.</p>   |  |
| <p>PO 34.2</p> <p>Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.</p>  |  | <p>DTS/DPF 34.2</p> <p>Battle-axe or common driveways satisfy (a) and (b):</p> <p>(a) are constructed of a minimum of 50% permeable or porous material</p> <p>(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).</p>  |  |
| Site Facilities / Waste Storage   |  |  |  |
| <p>PO 35.1</p> <p>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.</p>  |  | <p>DTS/DPF 35.1</p> <p>None are applicable.</p>  |  |
| <p>PO 35.2</p> <p>Provision is made for suitable external clothes drying facilities.</p>  |  | <p>DTS/DPF 35.2</p> <p>None are applicable.</p>  |  |
| <p>PO 35.3</p> <p>Provision is made for suitable household waste and recyclable material storage facilities which are:</p> <p>(a) located away, or screened, from public view, and</p>  |  | <p>DTS/DPF 35.3</p> <p>None are applicable.</p>  |  |

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| (b) conveniently located in proximity to dwellings and the waste collection point. |   |  |   |
| 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: <ul style="list-style-type: none"> <li>(a) ground-level access or lifted access to all units</li> <li>(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</li> <li>(c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability</li> <li>(d) kerb ramps at pedestrian crossing points.</li> </ul> | 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: <ul style="list-style-type: none"> <li>(a) be conveniently accessed by the dwellings which it services</li> <li>(b) have regard to acoustic, safety, security and wind effects.</li> </ul>  | DTS/DPF 39.4                                   | None are applicable.  |
| PO 39.5  |   | DTS/DPF 39.5                                   |   |

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| Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.  |  | None are applicable.   |  |
| PO 39.6<br>Communal open space is designed and sited to:<br><br>(a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings<br><br>(b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance. |  | DTS/DPF 39.6<br>None are applicable.   |  |
| Site Facilities / Waste Storage  |  |  |  |
| PO 40.1<br>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<br>None are applicable.   |  |
| PO 40.2<br>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<br>None are applicable.   |  |
| PO 40.3<br>Provision is made for suitable external clothes drying facilities.  |  | DTS/DPF 40.3<br>None are applicable.   |  |
| PO 40.4<br>Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.  |  | DTS/DPF 40.4<br>None are applicable.   |  |
| PO 40.5<br>Waste and recyclable material storage areas are located away from dwellings.  |  | DTS/DPF 40.5<br>Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.  |  |
| PO 40.6<br>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<br>None are applicable.   |  |
| PO 40.7<br>Services, including gas and water meters, are conveniently located and screened from public view.   |  | DTS/DPF 40.7<br>None are applicable.   |  |
| Student Accommodation  |  |  |  |
| PO 41.1<br>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<br>Student accommodation provides:<br><br>(a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units<br><br>(b) common or shared facilities to enable a more efficient use of space, including:<br><br>(i) shared cooking, laundry and external drying facilities<br><br>(ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space<br><br>(iii) common storage facilities at the rate of 8m <sup>3</sup> for every 2 dwellings or students<br><br>(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<br><br>(v) bicycle parking at the rate of one space for every 2 students. |  |
| PO 41.2<br>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<br>None are applicable.   |  |
| All non-residential development  |  |  |  |
| Water Sensitive Design   |  |  |  |
| PO 42.1<br>Development likely to result in risk of export of sediment, suspended solids, organic   |  | DTS/DPF 42.1<br>None are applicable.   |  |

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| matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater. |   |  |  |
| 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: <ul style="list-style-type: none"> <li>(a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off</li> <li>(b) paved with an impervious material to facilitate wastewater collection</li> <li>(c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area</li> <li>(d) are designed to drain wastewater to either: <ul style="list-style-type: none"> <li>(i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or</li> <li>(ii) a holding tank and its subsequent removal off-site on a regular basis.</li> </ul> </li> </ul> | 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: <ul style="list-style-type: none"> <li>(a) existing utility infrastructure and services are capable of accommodating the development</li> <li>(b) the primary street can support access by emergency and regular service vehicles (such as waste collection)</li> <li>(c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems)</li> <li>(d) safety of pedestrians or vehicle movement is maintained</li> <li>(e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.</li> </ul>   | 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: <ul style="list-style-type: none"> <li>(a) complement the associated building form</li> <li>(b) minimise impacts on the streetscape through siting behind the building line of the principal building (unless on a significant allotment or open space)</li> <li>(c) minimise cut and fill and overall massing when viewed from adjacent land.</li> </ul>  | DTS/DPF 45.1                                   | Decks: <ul style="list-style-type: none"> <li>(a) where ancillary to a dwelling: <ul style="list-style-type: none"> <li>(i) are not constructed, added to or altered so that any part is situated: <ul style="list-style-type: none"> <li>A. in front of any part of the building line of the dwelling to which it is ancillary</li> <li>or</li> <li>B. within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads)</li> </ul> </li> <li>(ii) are set back at least 900mm from side or rear allotment boundaries</li> <li>(iii) when attached to the dwelling, has a finished floor level consistent with the finished ground floor level of the dwelling</li> <li>(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:</li> </ul> </li> </ul> |

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|--|---|---|----------------------|------|-----|---------|-----|----------|-----|------|-----|
|  | <div><div>A. a total area is determined by the following table:<table><tr><th>Site area (or in the case of residential flat building or group dwelling(s), average site area) (m<sup>2</sup>)</th><th>Minimum percent site</th></tr><tr><td>&lt;150</td><td>10%</td></tr><tr><td>150-200</td><td>15%</td></tr><tr><td>&gt;200-450</td><td>20%</td></tr><tr><td>&gt;450</td><td>25%</td></tr></table></div><div>B. the amount of existing soft landscaping prior to the development occurring.</div><div>(b) where in association with a non-residential use:<div><div>(i) are set back at least 2 metres from the boundary of an allotment used for residential purposes.</div><div>(ii) are set back at least 2 metres from a public road.</div><div>(iii) have a floor area not exceeding 25m<sup>2</sup></div></div></div><div>(c) in all cases, has a finished floor level not exceeding 1 metre above natural ground level at any point.</div></div> | Site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> ) | Minimum percent site | <150 | 10% | 150-200 | 15% | >200-450 | 20% | >450 | 25% |
| Site area (or in the case of residential flat building or group dwelling(s), average site area) (m <sup>2</sup> )  | Minimum percent site  |   |                      |      |     |         |     |          |     |      |     |
| <150   | 10%   |   |                      |      |     |         |     |          |     |      |     |
| 150-200  | 15%   |   |                      |      |     |         |     |          |     |      |     |
| >200-450   | 20%   |   |                      |      |     |         |     |          |     |      |     |
| >450   | 25%   |   |                      |      |     |         |     |          |     |      |     |
| PO 45.2<br>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<br>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<br>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<br>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: <div><div>(a) Site area &lt;301m<sup>2</sup>: 24m<sup>2</sup> located behind the building line.</div><div>(b) Site area ≥ 301m<sup>2</sup>: 60m<sup>2</sup> located behind the building line.</div></div> <div>Minimum directly accessible from a living room: 16m<sup>2</sup> / with a minimum dimension 3m.</div> |
| Cabin or caravan (permanently fixed to the ground) in a residential park or caravan and tourist park         |                               | Total area: 16m <sup>2</sup> , which may be 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 <sup>2</sup> / minimum dimension 3m  |
|  | Dwellings above ground level: |  |
|  | Studio (no separate bedroom)  | 4m <sup>2</sup> / minimum dimension 1.8m   |
|  | One bedroom dwelling          | 8m <sup>2</sup> / minimum dimension 2.1m   |
|  | Two bedroom dwelling          | 11m <sup>2</sup> / minimum dimension 2.4m  |
|  | Three + bedroom dwelling      | 15 m <sup>2</sup> / minimum dimension 2.6m   |

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## Forestry

## Assessment Provisions (AP)

## Desired Outcome (DO)

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

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

| Performance Outcome  | Deemed-to-Satisfy Criteria / Designated Performance Feature   |
|--|---|
| Siting   |   |
| PO 1.1<br>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<br>None are applicable.   |
| PO 1.2<br>Commercial forestry plantations are established on slopes that are stable to minimise the risk of soil erosion.  | DTS/DPF 1.2<br>Commercial forestry plantations are not located on land with a slope exceeding 20% (1-in-5).   |
| PO 1.3<br>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<br>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<br>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<br>None are applicable.   |
| PO 2.2<br>Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.   | DTS/DPF 2.2<br>Commercial forestry plantations:<br><br>(a) do not involve cultivation (excluding spot cultivation) in drainage lines<br>(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)<br>(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<br>Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.  | DTS/DPF 3.1<br>Commercial forestry plantations provide:<br><br>(a) 7m or more wide external boundary firebreaks for plantations of 40ha or less<br>(b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha<br>(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.<br><br>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<br>Commercial forestry plantations incorporate appropriate fire management access tracks.   | DTS/DPF 3.2<br>Commercial forestry plantation fire management access tracks:<br><br>(a) are incorporated within all firebreaks<br>(b) are 7m or more wide with a vertical clearance of 4m or more   |

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

## 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<br>Residential development provides a range of housing choices.   | DTS/DPF 1.1<br>Development comprises one or more of the following: <ul style="list-style-type: none"> <li>(a) detached dwellings</li> <li>(b) semi-detached dwellings</li> <li>(c) row dwellings</li> <li>(d) group dwellings</li> <li>(e) residential flat buildings.</li> </ul> |
| PO 1.2<br>Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres. | DTS/DPF 1.2<br>None are applicable.   |
| Building Height  |   |
| PO 2.1<br>Buildings generally do not exceed 3 building levels unless in locations close to public transport, centres and/or open space.  | DTS/DPF 2.1<br>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).   |

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| PO 2.2<br>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<br>None are applicable.   |  |  |
| Primary Street Setback   |   |  |  |
| PO 3.1<br>Buildings are set back from the primary street boundary to contribute to an attractive streetscape character.  | DTS/DPF 3.1<br>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<br>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<br>Buildings are set back at least 900mm from the boundary of the allotment with a secondary street frontage.   |  |  |
| Boundary Walls   |   |  |  |
| PO 5.1<br>Boundary walls are limited in height and length to manage visual impacts and access to natural light and ventilation.  | DTS/DPF 5.1<br>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):<br><br>(a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height<br>(b) do not:<br>(i) exceed 3.2m in height from the lower of the natural or finished ground level<br>(ii) exceed 11.5m in length<br>(iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary<br>(iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land. |  |  |
| PO 5.2<br>Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.  | DTS/DPF 5.2<br>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<br>Buildings are set back from side boundaries to provide:<br><br>(a) separation between dwellings in a way that contributes to a suburban character<br>(b) access to natural light and ventilation for neighbours.   | DTS/DPF 6.1<br>Other than walls located on a side boundary, buildings are set back from side boundaries in accordance with the following:<br><br>(a) where the wall height does not exceed 3m - at least 900mm<br>(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<br>(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<br>Buildings are set back from rear boundaries to provide:<br><br>(a) separation between dwellings in a way that contributes to a suburban character<br>(b) access to natural light and ventilation for neighbours<br>(c) private open space<br>(d) space for landscaping and vegetation. | DTS/DPF 7.1<br>Dwellings are set back from the rear boundary:<br><br>(a) 3m or more for the first building level<br>(b) 5m or more for any subsequent building level.   |  |  |
| Buildings elevation design   |   |  |  |
| PO 8.1<br>Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.  | DTS/DPF 8.1<br>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:  |  |  |

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|  | <div><div>(a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line</div><div>(b) a porch or portico projects at least 1m from the building elevation</div><div>(c) a balcony projects from the building elevation</div><div>(d) a verandah projects at least 1m from the building elevation</div><div>(e) eaves of a minimum 400mm width extend along the width of the front elevation</div><div>(f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm.</div><div>(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.</div></div>                                       |  |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
|--|--|--|-------------------------------|--------------|----------------------------|--|--|-------------------------------|--------|--|----------------------|--|----------------------|---|--------------------------|--|
| <div>PO 8.2</div> <div>Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.</div>   | <div>DTS/DPF 8.2</div> <div>Each dwelling with a frontage to a public street:</div> <div><div>(a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m</div><div>(b) has an aggregate window area of at least 2m<sup>2</sup> facing the primary street</div></div>  |  |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
| <div>PO 8.3</div> <div>The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.</div>   | <div>DTS/DPF 8.3</div> <div>None are applicable.</div>   |  |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
| <div>PO 8.4</div> <div>Built form considers local context and provides a quality design response through scale, massing, materials, colours and architectural expression.</div>  | <div>DTS/DPF 8.4</div> <div>None are applicable.</div>   |  |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
| <div>PO 8.5</div> <div>Entrances to multi-storey buildings are:</div> <div><div>(a) oriented towards the street</div><div>(b) visible and easily identifiable from the street</div><div>(c) designed to include a common mail box structure.</div></div> | <div>DTS/DPF 8.5</div> <div>None are applicable.</div>   |  |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
| Outlook and amenity  |  |  |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
| <div>PO 9.1</div> <div>Living rooms have an external outlook to provide a high standard of amenity for occupants.</div>  | <div>DTS/DPF 9.1</div> <div>A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.</div>  |  |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
| <div>PO 9.2</div> <div>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.</div>                                   | <div>DTS/DPF 9.2</div> <div>None are applicable.</div>   |  |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
| Private Open Space   |  |  |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
| <div>PO 10.1</div> <div>Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.</div>  | <div>DTS/DPF 10.1</div> <div>Private open space is provided in accordance with the following table:</div> <table><tr><th>Dwelling Type</th><th>Dwelling / Site Configuration</th><th>Minimum Rate</th></tr><tr><td>Dwelling (at ground level)</td><td></td><td>Total area: 24m<sup>2</sup> located behind the building line<br/><br/>Minimum adjacent to a living room: 16m<sup>2</sup> with a minimum dimension 3m</td></tr><tr><td rowspan="4">Dwelling (above ground level)</td><td>Studio</td><td>4m<sup>2</sup> / minimum dimension 1.8m</td></tr><tr><td>One bedroom dwelling</td><td>8m<sup>2</sup> / minimum dimension 2.1m</td></tr><tr><td>Two bedroom dwelling</td><td>11m<sup>2</sup> / minimum dimension 2.4m</td></tr><tr><td>Three + bedroom dwelling</td><td>15 m<sup>2</sup> / minimum dimension 2.6m</td></tr></table> | Dwelling Type  | Dwelling / Site Configuration | Minimum Rate | Dwelling (at ground level) |  | Total area: 24m <sup>2</sup> located behind the building line<br><br>Minimum adjacent to a living room: 16m <sup>2</sup> with a minimum dimension 3m | Dwelling (above ground level) | Studio | 4m <sup>2</sup> / minimum dimension 1.8m | One bedroom dwelling | 8m <sup>2</sup> / minimum dimension 2.1m | Two bedroom dwelling | 11m <sup>2</sup> / minimum dimension 2.4m | Three + bedroom dwelling | 15 m <sup>2</sup> / minimum dimension 2.6m |
| Dwelling Type  | Dwelling / Site Configuration  | Minimum Rate   |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
| Dwelling (at ground level)   |  | Total area: 24m <sup>2</sup> located behind the building line<br><br>Minimum adjacent to a living room: 16m <sup>2</sup> with a minimum dimension 3m |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
| Dwelling (above ground level)  | Studio   | 4m <sup>2</sup> / minimum dimension 1.8m   |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
|  | One bedroom dwelling   | 8m <sup>2</sup> / minimum dimension 2.1m   |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
|  | Two bedroom dwelling   | 11m <sup>2</sup> / minimum dimension 2.4m  |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |
|  | Three + bedroom dwelling   | 15 m <sup>2</sup> / minimum dimension 2.6m   |                               |              |                            |  |  |                               |        |  |                      |  |                      |   |                          |  |



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| 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:<br><br>(a) provide useable outdoor space that suits the needs of occupants;<br>(b) take advantage of desirable orientation and vistas; and<br>(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:<br><br>(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<br>(b) have sill heights greater than or equal to 1.5m above finished floor level<br>(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:<br><br>(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<br>or<br>(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:<br>(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<br>or<br>(ii) 1.7m above finished floor level in all other cases |   |                            |      |     |      |     |         |     |      |     |
| Landscaping   |  |              |  |   |                            |      |     |      |     |         |     |      |     |
| PO 12.1   | Soft landscaping is incorporated into development to:<br><br>(a) minimise heat absorption and reflection<br>(b) maximise shade and shelter<br>(c) maximise stormwater infiltration and biodiversity<br>(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):<br><br>(a) a total area as determined by the following table: <table><tr><th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m2)</th><th>Minimum percentage of site</th></tr><tr><td>&lt;150</td><td>10%</td></tr><tr><td>&lt;200</td><td>15%</td></tr><tr><td>200-450</td><td>20%</td></tr><tr><td>&gt;450</td><td>25%</td></tr></table><br>(b) at least 30% of land between the road boundary and the building line.           | Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m2) | Minimum percentage of site | <150 | 10% | <200 | 15% | 200-450 | 20% | >450 | 25% |
| Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m2) | Minimum percentage of site   |              |  |   |                            |      |     |      |     |         |     |      |     |
| <150  | 10%  |              |  |   |                            |      |     |      |     |         |     |      |     |
| <200  | 15%  |              |  |   |                            |      |     |      |     |         |     |      |     |
| 200-450   | 20%  |              |  |   |                            |      |     |      |     |         |     |      |     |
| >450  | 25%  |              |  |   |                            |      |     |      |     |         |     |      |     |
| Water Sensitive Design  |  |              |  |   |                            |      |     |      |     |         |     |      |     |
| PO 13.1   | Residential development is designed to capture and use stormwater to:<br><br>(a) maximise efficient use of water resources<br>(b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded<br>(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:<br><br>(a) 2 or fewer bedrooms - 1 car parking space<br>(b) 3 or more bedrooms - 2 car parking spaces.  |   |                            |      |     |      |     |         |     |      |     |
| PO 14.2   |  | DTS/DPF 14.2 |  |   |                            |      |     |      |     |         |     |      |     |

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| Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.  | Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area): <ul style="list-style-type: none"> <li>(a) single parking spaces:               <ul style="list-style-type: none"> <li>(i) a minimum length of 5.4m</li> <li>(ii) a minimum width of 3.0m</li> <li>(iii) a minimum garage door width of 2.4m</li> </ul> </li> <li>(b) double parking spaces (side by side):               <ul style="list-style-type: none"> <li>(i) a minimum length of 5.4m</li> <li>(ii) a minimum width of 5.5m</li> <li>(iii) minimum garage door width of 2.4m per space.</li> </ul> </li> </ul> |
| PO 14.3<br>Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.  | DTS/DPF 14.3<br>Uncovered car parking spaces have: <ul style="list-style-type: none"> <li>(a) a minimum length of 5.4m</li> <li>(b) a minimum width of 2.4m</li> <li>(c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.</li> </ul>  |
| PO 14.4<br>Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.   | DTS/DPF 14.4<br>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<br>Residential flat buildings provide dedicated areas for bicycle parking.  | DTS/DPF 14.5<br>Residential flat buildings provide one bicycle parking space per dwelling.  |
| Overshadowing   |   |
| PO 15.1<br>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<br>None are applicable.  |
| Waste   |   |
| PO 16.1<br>Provision is made for the convenient storage of waste bins in a location screened from public view.  | DTS/DPF 16.1<br>A waste bin storage area is provided behind the primary building line that: <ul style="list-style-type: none"> <li>(a) has a minimum area of 2m<sup>2</sup> with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and</li> <li>(b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.</li> </ul>   |
| PO 16.2<br>Residential flat buildings provide a dedicated area for the on-site storage of waste which is: <ul style="list-style-type: none"> <li>(a) easily and safely accessible for residents and for collection vehicles</li> <li>(b) screened from adjoining land and public roads</li> <li>(c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection.</li> </ul> | DTS/DPF 16.2<br>None are applicable.  |
| Vehicle Access  |   |
| PO 17.1<br>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<br>None are applicable.  |
| PO 17.2<br>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<br>Vehicle access to designated car parking spaces satisfy (a) or (b): <ul style="list-style-type: none"> <li>(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</li> <li>(b) where newly proposed, is set back:               <ul style="list-style-type: none"> <li>(i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner</li> </ul> </li> </ul>  |

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|  | <ul style="list-style-type: none"> <li>(ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance</li> <li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ul>   |
| <p>PO 17.3</p> <p>Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.</p> | <p>DTS/DPF 17.3</p> <p>Driveways are designed and sited so that:</p> <ul style="list-style-type: none"> <li>(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</li> <li>(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:</li> </ul> <div style="text-align: center;"> </div> <ul style="list-style-type: none"> <li>(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.</li> </ul> |
| <p>PO 17.4</p> <p>Driveways and access points are designed and distributed to optimise the provision of on-street parking.</p>               | <p>DTS/DPF 17.4</p> <p>Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements:</p> <ul style="list-style-type: none"> <li>(a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number)</li> <li>(b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly</li> <li>(c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.</li> </ul>  |
| <p>PO 17.5</p> <p>Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.</p>        | <p>DTS/DPF 17.5</p> <p>Driveways that service more than 1 dwelling or a dwelling on a battle-axe site:</p> <ul style="list-style-type: none"> <li>(a) have a minimum width of 3m</li> <li>(b) for driveways servicing more than 3 dwellings: <ul style="list-style-type: none"> <li>(i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street</li> <li>(ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.</li> </ul> </li> </ul>   |
| PO 17.6  | DTS/DPF 17.6  |

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| Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner. |  | Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre   |  |
| PO 17.7<br>Dwellings are adequately separated from common driveways and manoeuvring areas.   |  | DTS/DPF 17.7<br>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<br>Dwellings are provided with sufficient and accessible space for storage to meet likely occupant needs.  |  | DTS/DPF 18.1<br>Dwellings are provided with storage at the following rates and 50% or more of the storage volume is provided within the dwelling:<br><br>(a) studio: not less than 6m <sup>3</sup><br>(b) 1 bedroom dwelling / apartment: not less than 8m <sup>3</sup><br>(c) 2 bedroom dwelling / apartment: not less than 10m <sup>3</sup><br>(d) 3+ bedroom dwelling / apartment: not less than 12m <sup>3</sup> .   |  |
| Earthworks   |  |  |  |
| PO 19.1<br>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.                                  |  | DTS/DPF 19.1<br>The development does not involve:<br><br>(a) excavation exceeding a vertical height of 1m<br>or<br>(b) filling exceeding a vertical height of 1m<br>or<br>(c) a total combined excavation and filling vertical height exceeding 2m.  |  |
| Service connections and infrastructure   |  |  |  |
| PO 20.1<br>Dwellings are provided with appropriate service connections and infrastructure.   |  | DTS/DPF 20.1<br>The site and building:<br><br>(a) have the ability to be connected to a permanent potable water supply<br>(b) have the ability to be connected to a sewerage system, or a wastewater system approved under the <i>South Australian Public Health Act 2011</i><br>(c) have the ability to be connected to electricity supply<br>(d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes<br>(e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the <i>Electricity Act 1996</i> .   |  |
| Site contamination   |  |  |  |
| PO 21.1<br>Land that is suitable for sensitive land uses to provide a safe environment.  |  | DTS/DPF 21.1<br>Development satisfies (a), (b), (c) or (d):<br><br>(a) does not involve a change in the use of land<br>(b) involves a change in the use of land that does not constitute a change to a <u>more sensitive use</u><br>(c) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> does not exist (as demonstrated in a <u>site contamination declaration form</u> )<br>(d) involves a change in the use of land to a <u>more sensitive use</u> on land at which <u>site contamination</u> exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following:<br>(i) a <u>site contamination audit report</u> has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that<br>A. <u>site contamination</u> does not exist (or no longer exists) at the land<br>or<br>B. the land is suitable for the proposed use or range of uses (without the need for any further <u>remediation</u> )<br>or<br>C. where <u>remediation</u> is, or remains, necessary for the proposed use (or range of uses), <u>remediation work</u> has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) |  |

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|          | (ii) and no other <u>class 1 activity</u> or <u>class 2 activity</u> has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a <u>site contamination declaration form</u> ). |

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<br>Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.  | DTS/DPF 1.1<br>None are applicable.                         |
| Visual Amenity   |   |
| PO 2.1<br>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:<br><br>(a) utilising features of the natural landscape to obscure views where practicable<br>(b) siting development below ridgelines where practicable<br>(c) avoiding visually sensitive and significant landscapes<br>(d) using materials and finishes with low-reflectivity and colours that complement the surroundings<br>(e) using existing vegetation to screen buildings<br>(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<br>None are applicable.                         |
| PO 2.2<br>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<br>None are applicable.                         |
| PO 2.3<br>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<br>None are applicable.                         |
| Rehabilitation   |   |
| PO 3.1<br>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<br>None are applicable.                         |
| Hazard Management  |   |
| PO 4.1<br>Infrastructure and renewable energy facilities and ancillary development located   | DTS/DPF 4.1<br>None are applicable.                         |



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| and operated to not adversely impact maritime or air transport safety, including the operation of ports, airfields and landing strips. |  |  |                      |
| 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: <ul style="list-style-type: none"> <li>(a) siting utilities and services: <ul style="list-style-type: none"> <li>(i) on areas already cleared of native vegetation</li> <li>(ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity</li> </ul> </li> <li>(b) grouping utility buildings and structures with non-residential development, where practicable.</li> </ul>  | DTS/DPF 5.1                                    | None are applicable. |
| PO 5.2   | Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.  | DTS/DPF 5.2                                    | None are applicable. |
| PO 5.3   | Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.   | DTS/DPF 5.3                                    | None are applicable. |
| Telecommunication Facilities   |  |  |                      |
| PO 6.1   | The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.  | DTS/DPF 6.1                                    | None are applicable. |
| PO 6.2   | Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.   | DTS/DPF 6.2                                    | None are applicable. |
| PO 6.3   | Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods: <ul style="list-style-type: none"> <li>(a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following:</li> <li>(b) using existing buildings and landscape features to obscure or interrupt views of a facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services</li> <li>(c) using materials and finishes that complement the environment</li> <li>(d) screening using landscaping and vegetation, particularly for equipment shelters and huts.</li> </ul> | DTS/DPF 6.3                                    | None are applicable. |
| Renewable Energy Facilities  |  |  |                      |
| PO 7.1   | Renewable energy facilities are located as close as practicable to existing transmission infrastructure to facilitate connections and minimise environmental impacts as a result of extending transmission infrastructure.   | DTS/DPF 7.1                                    | None are applicable. |
| Renewable Energy Facilities (Wind Farm)  |  |  |                      |
| PO 8.1   |  | DTS/DPF 8.1                                    |                      |

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| Visual impact of wind turbine generators on the amenity of residential and tourist development is reduced through appropriate separation.  | Wind turbine generators are:<br><br>(a) set back at least 2000m from the base of a turbine to any of the following zones:<br>(i) Rural Settlement Zone<br>(ii) Township Zone<br>(iii) Rural Living Zone<br>(iv) Rural Neighbourhood Zone<br><br>with an additional 10m setback per additional metre over 150m overall turbine height (measured from the base of the turbine).<br>(b) set back at least 1500m from the base of the turbine to non-associated (non-stakeholder) dwellings and tourist accommodation  |                                      |                                 |  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
|--|--|--------------------------------------|---------------------------------|--|---------------------------------|--|-------|-------|-----|------|-----|-----------|------------|-----|------|-------|----------|--------------|-----|------|-----|---------|---------------|-----|------|------|-----------|-------------|-----|------|------|--------|--------|----|------|-----|
| PO 8.2<br>The visual impact of wind turbine generators on natural landscapes is managed by:<br><br>(a) designing wind turbine generators to be uniform in colour, size and shape<br>(b) coordinating blade rotation and direction<br>(c) mounting wind turbine generators on tubular towers as opposed to lattice towers.                                | DTS/DPF 8.2<br>None are applicable.  |                                      |                                 |  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| PO 8.3<br>Wind turbine generators and ancillary development minimise potential for bird and bat strike.  | DTS/DPF 8.3<br>None are applicable.  |                                      |                                 |  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| PO 8.4<br>Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.   | DTS/DPF 8.4<br>No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.   |                                      |                                 |  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| PO 8.5<br>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<br>None are applicable.  |                                      |                                 |  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| Renewable Energy Facilities (Solar Power)  |  |                                      |                                 |  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| PO 9.1<br>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<br>None are applicable.  |                                      |                                 |  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| PO 9.2<br>Ground mounted solar power facilities allow for movement of wildlife by:<br><br>(a) incorporating wildlife corridors and habitat refuges<br>(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<br>None are applicable.  |                                      |                                 |  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| PO 9.3<br>Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.   | DTS/DPF 9.3<br>Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following criteria: <table><tr><th>Generation Capacity</th><th>Approximate size of array</th><th>Setback from adjoining land boundary</th><th>Setback from conservation areas</th><th>Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones<sup>1</sup></th></tr><tr><td>50MW&gt;</td><td>80ha+</td><td>30m</td><td>500m</td><td>2km</td></tr><tr><td>10MW&lt;50MW</td><td>16ha-&lt;80ha</td><td>25m</td><td>500m</td><td>1.5km</td></tr><tr><td>5MW&lt;10MW</td><td>8ha to &lt;16ha</td><td>20m</td><td>500m</td><td>1km</td></tr><tr><td>1MW&lt;5MW</td><td>1.6ha to &lt;8ha</td><td>15m</td><td>500m</td><td>500m</td></tr><tr><td>100kW&lt;1MW</td><td>0.5ha&lt;1.6ha</td><td>10m</td><td>500m</td><td>100m</td></tr><tr><td>&lt;100kW</td><td>&lt;0.5ha</td><td>5m</td><td>500m</td><td>25m</td></tr></table><br>Notes:<br><br>1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones. | Generation Capacity                  | Approximate size of array       | Setback from adjoining land boundary   | Setback from conservation areas | Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones <sup>1</sup> | 50MW> | 80ha+ | 30m | 500m | 2km | 10MW<50MW | 16ha-<80ha | 25m | 500m | 1.5km | 5MW<10MW | 8ha to <16ha | 20m | 500m | 1km | 1MW<5MW | 1.6ha to <8ha | 15m | 500m | 500m | 100kW<1MW | 0.5ha<1.6ha | 10m | 500m | 100m | <100kW | <0.5ha | 5m | 500m | 25m |
| Generation Capacity  | Approximate size of array  | Setback from adjoining land boundary | Setback from conservation areas | Setback from Township, Rural Settlement, Rural Neighbourhood and Rural Living Zones <sup>1</sup> |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| 50MW>  | 80ha+  | 30m                                  | 500m                            | 2km  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| 10MW<50MW  | 16ha-<80ha   | 25m                                  | 500m                            | 1.5km  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| 5MW<10MW   | 8ha to <16ha   | 20m                                  | 500m                            | 1km  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| 1MW<5MW  | 1.6ha to <8ha  | 15m                                  | 500m                            | 500m   |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| 100kW<1MW  | 0.5ha<1.6ha  | 10m                                  | 500m                            | 100m   |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |
| <100kW   | <0.5ha   | 5m                                   | 500m                            | 25m  |                                 |  |       |       |     |      |     |           |            |     |      |       |          |              |     |      |     |         |               |     |      |      |           |             |     |      |      |        |        |    |      |     |

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| 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                                   | <p>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:</p> <ul style="list-style-type: none"> <li>(a) exclusively for domestic use</li> <li>(b) connected to the roof drainage system of the dwelling.</li> </ul>   |
| Wastewater Services                       |  |  |  |
| PO 12.1                                   | <p>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:</p> <ul style="list-style-type: none"> <li>(a) it is wholly located and contained within the allotment of the development it will service</li> <li>(b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources</li> <li>(c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.</li> </ul> | DTS/DPF 12.1                                   | <p>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:</p> <ul style="list-style-type: none"> <li>(a) the system is wholly located and contained within the allotment of development it will service; and</li> <li>(b) the system will comply with the requirements of the South Australian Public Health Act 2011.</li> </ul> |
| PO 12.2                                   | Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.   | DTS/DPF 12.2                                   | Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.  |
| Temporary Facilities                      |  |  |  |
| PO 13.1                                   | In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste, 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.   |

**Policy24****P&D Code (in effect) Version 2024.17 12/9/2024****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<br>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<br>None are applicable.   |
| PO 1.2<br>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<br>None are applicable.   |
| PO 1.3<br>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<br>None are applicable.   |
| PO 1.4<br>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<br>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<br>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<br>Lagoons for the storage or treatment of milking shed effluent are set back 20m or more from public roads.  |
| Waste   |   |
| PO 2.1<br>Storage of manure, used litter and other wastes (other than waste water lagoons) is sited, designed, constructed and managed to:<br><br>(a) avoid attracting and harbouring vermin<br>(b) avoid polluting water resources<br>(c) be located outside 1% AEP flood event areas.   | DTS/DPF 2.1<br>None are applicable.   |
| Soil and Water Protection   |   |
| PO 3.1<br>To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are appropriately set back from:<br><br>(a) public water supply reservoirs<br>(b) major watercourses (third order or higher stream)<br>(c) any other watercourse, bore or well used for domestic or stock water supplies. | DTS/DPF 3.1<br>Intensive animal husbandry operations are set back:<br><br>(a) 800m or more from a public water supply reservoir<br>(b) 200m or more from a major watercourse (third order or higher stream)<br>(c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies. |
| PO 3.2<br>Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that:<br><br>(a) have sufficient capacity to hold effluent and runoff from the operations on site  | DTS/DPF 3.2<br>None are applicable.   |

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| (b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources. |  |

## Interface between Land Uses

### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

| Performance Outcome  |   | Deemed-to-Satisfy Criteria / Designated Performance Feature   |  |                      |                    |                 |  |        |  |  |   |
|--|---|---|--|----------------------|--------------------|-----------------|--|--------|--|--|---|
| General Land Use Compatibility   |   |   |  |                      |                    |                 |  |        |  |  |   |
| PO 1.1<br>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<br>None are applicable.   |  |                      |                    |                 |  |        |  |  |   |
| PO 1.2<br>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<br>None are applicable.   |  |                      |                    |                 |  |        |  |  |   |
| Hours of Operation   |   |   |  |                      |                    |                 |  |        |  |  |   |
| PO 2.1<br>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:<br><br>(a) the nature of the development<br>(b) measures to mitigate off-site impacts<br>(c) the extent to which the development is desired in the zone<br>(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<br>Development operating within the following hours:<br><table><tr><th>Class of Development</th><th>Hours of operation</th></tr><tr><td>Consulting room</td><td>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday</td></tr><tr><td>Office</td><td>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday</td></tr><tr><td>Shop, other than any one or combination of the following:<br/><br/>(a) restaurant<br/>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</td><td>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday and Sunday</td></tr></table> |  | Class of Development | Hours of operation | Consulting room | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday | Office | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday | Shop, other than any one or combination of the following:<br><br>(a) restaurant<br>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday and Sunday |
| Class of Development   | Hours of operation  |   |  |                      |                    |                 |  |        |  |  |   |
| Consulting room  | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday            |   |  |                      |                    |                 |  |        |  |  |   |
| Office   | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday            |   |  |                      |                    |                 |  |        |  |  |   |
| Shop, other than any one or combination of the following:<br><br>(a) restaurant<br>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone   | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday and Sunday |   |  |                      |                    |                 |  |        |  |  |   |
| Overshadowing  |   |   |  |                      |                    |                 |  |        |  |  |   |
| PO 3.1<br>Overshadowing of habitable room windows of adjacent residential land uses in:<br><br>a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight<br>b. other zones is managed to enable access to direct winter sunlight.   |   | DTS/DPF 3.1<br>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<br>Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:<br><br>a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight   |   | DTS/DPF 3.2<br>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:<br><br>a. for ground level private open space, the smaller of the following:  |  |                      |                    |                 |  |        |  |  |   |

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| b. other zones is managed to enable access to direct winter sunlight.   | i. half the existing ground level open space<br>or<br>ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)<br>b. for ground level communal open space, at least half of the existing ground level open space.   |                     |                   |  |  |
|---|---|---------------------|-------------------|--|--|
| PO 3.3<br>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:<br><br>(a) the form of development contemplated in the zone<br>(b) the orientation of the solar energy facilities<br>(c) the extent to which the solar energy facilities are already overshadowed.  | DTS/DPF 3.3<br>None are applicable.   |                     |                   |  |  |
| PO 3.4<br>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<br>None are applicable.   |                     |                   |  |  |
| Activities Generating Noise or Vibration  |   |                     |                   |  |  |
| PO 4.1<br>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<br>Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.   |                     |                   |  |  |
| PO 4.2<br>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:<br><br>(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<br>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers<br>(c) housing plant and equipment within an enclosed structure or acoustic enclosure<br>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone. | DTS/DPF 4.2<br>None are applicable.   |                     |                   |  |  |
| PO 4.3<br>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<br>The pump and/or filtration system ancillary to a dwelling erected on the same site is:<br><br>(a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment<br>or<br>(b) located at least 12m from the nearest habitable room located on an adjoining allotment.  |                     |                   |  |  |
| PO 4.4<br>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<br>Adjacent land is used for residential purposes.  |                     |                   |  |  |
| PO 4.5<br>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<br>None are applicable.   |                     |                   |  |  |
| PO 4.6<br>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<br>Development incorporating music includes noise attenuation measures that will achieve the following noise levels: <table><tr><th>Assessment location</th><th>Music noise level</th></tr><tr><td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise (L90,15min) in any octave band of the sound spectrum (LOCT10,15 &lt; LOCT90,15 + 8dB)</td></tr></table> | Assessment location | Music noise level | Externally at the nearest existing or envisaged noise sensitive location | Less than 8dB above the level of background noise (L90,15min) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB) |
| Assessment location   | Music noise level   |                     |                   |  |  |
| Externally at the nearest existing or envisaged noise sensitive location  | Less than 8dB above the level of background noise (L90,15min) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)  |                     |                   |  |  |

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|---------------------------------|---|--|---|
| Air Quality                     |   |  |   |
| PO 5.1                          | Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.   | DTS/DPF 5.1                                    | None are applicable.  |
| PO 5.2                          | Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:<br><br>(a) incorporating appropriate treatment technology before exhaust emissions are released<br>(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:<br><br>(a) is no greater than 10m in height, measured from existing ground level or<br>(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   | 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:  |

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

## Land Division

### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

| Performance Outcome   | Deemed-to-Satisfy Criteria / Designated Performance Feature  |
|---|--|
| All land division   |  |
| Allotment configuration   |  |
| PO 1.1<br>Land division creates allotments suitable for their intended use. | DTS/DPF 1.1<br>Division of land satisfies (a) or (b): <ul style="list-style-type: none"> <li>(a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the <i>Development Act 1993</i> or <i>Planning, Development and Infrastructure Act 2016</i> where the allotments are used or are proposed to be used solely for residential purposes</li> <li>(b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.</li> </ul> |

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| <p>PO 1.2</p> <p>Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.</p>  | <p>DTS/DPF 1.2</p> <p>None are applicable.</p> |
| Design and Layout  |  |
| <p>PO 2.1</p> <p>Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.</p>   | <p>DTS/DPF 2.1</p> <p>None are applicable.</p> |
| <p>PO 2.2</p> <p>Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.</p>   | <p>DTS/DPF 2.2</p> <p>None are applicable.</p> |
| <p>PO 2.3</p> <p>Land division maximises the number of allotments that face public open space and public streets.</p>  | <p>DTS/DPF 2.3</p> <p>None are applicable.</p> |
| <p>PO 2.4</p> <p>Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.</p>  | <p>DTS/DPF 2.4</p> <p>None are applicable.</p> |
| <p>PO 2.5</p> <p>Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.</p>                     | <p>DTS/DPF 2.5</p> <p>None are applicable.</p> |
| <p>PO 2.6</p> <p>Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.</p>  | <p>DTS/DPF 2.6</p> <p>None are applicable.</p> |
| <p>PO 2.7</p> <p>Land division results in legible street patterns connected to the surrounding street network.</p>   | <p>DTS/DPF 2.7</p> <p>None are applicable.</p> |
| <p>PO 2.8</p> <p>Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.</p>   | <p>DTS/DPF 2.8</p> <p>None are applicable.</p> |
| Roads and Access   |  |
| <p>PO 3.1</p> <p>Land division provides allotments with access to an all-weather public road.</p>  | <p>DTS/DPF 3.1</p> <p>None are applicable.</p> |
| <p>PO 3.2</p> <p>Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.</p>  | <p>DTS/DPF 3.2</p> <p>None are applicable.</p> |
| <p>PO 3.3</p> <p>Land division does not impede access to publicly owned open space and/or recreation facilities.</p>   | <p>DTS/DPF 3.3</p> <p>None are applicable.</p> |
| <p>PO 3.4</p> <p>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.</p> | <p>DTS/DPF 3.4</p> <p>None are applicable.</p> |
| <p>PO 3.5</p> <p>Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.</p>                                    | <p>DTS/DPF 3.5</p> <p>None are applicable.</p> |
| <p>PO 3.6</p> <p>Road reserves accommodate stormwater drainage and public utilities.</p>   | <p>DTS/DPF 3.6</p> <p>None are applicable.</p> |
| <p>PO 3.7</p> <p>Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.</p>   | <p>DTS/DPF 3.7</p> <p>None are applicable.</p> |
| <p>PO 3.8</p> <p>Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.</p>   | <p>DTS/DPF 3.8</p> <p>None are applicable.</p> |
| <p>PO 3.9</p>  | <p>DTS/DPF 3.9</p>                             |

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| Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.   | None are applicable.  |
| PO 3.10<br>Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.  | DTS/DPF 3.10<br>None are applicable.  |
| <b>Infrastructure</b>   |   |
| PO 4.1<br>Land division incorporates public utility services within road reserves or dedicated easements.   | DTS/DPF 4.1<br>None are applicable.   |
| PO 4.2<br>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<br>Each allotment can be connected to:<br><br>(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<br>or<br>(b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards. |
| PO 4.3<br>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<br>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<br>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<br>None are applicable.   |
| PO 4.5<br>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<br>None are applicable.   |
| PO 4.6<br>Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.  | DTS/DPF 4.6<br>None are applicable.   |
| <b>Minor Land Division (Under 20 Allotments)</b>  |   |
| <b>Open Space</b>   |   |
| PO 5.1<br>Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.   | DTS/DPF 5.1<br>None are applicable.   |
| <b>Solar Orientation</b>  |   |
| PO 6.1<br>Land division for residential purposes facilitates solar access through allotment orientation.  | DTS/DPF 6.1<br>None are applicable.   |
| <b>Water Sensitive Design</b>   |   |
| PO 7.1<br>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<br>None are applicable.   |
| PO 7.2<br>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<br>None are applicable.   |
| <b>Battle-Axe Development</b>   |   |
| PO 8.1<br>Battle-axe development appropriately responds to the existing neighbourhood context.  | DTS/DPF 8.1<br>Allotments are not in the form of a battle-axe arrangement.  |
| PO 8.2<br>Battle-axe development designed to allow safe and convenient movement.  | DTS/DPF 8.2<br>The handle of a battle-axe development:  |

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|  |   | (a) has a minimum width of 4m<br>or<br>(b) where more than 3 allotments are proposed, a minimum width of 5.5m. |  |
| PO 8.3<br>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<br>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<br>Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.   | DTS/DPF 8.4<br>Battle-axe or common driveways satisfy (a) and (b):<br><br>(a) are constructed of a minimum of 50% permeable or porous material<br>(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<br>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<br>None are applicable.   |  |  |
| PO 9.2<br>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<br>None are applicable.   |  |  |
| PO 9.3<br>Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.  | DTS/DPF 9.3<br>None are applicable.   |  |  |
| Water Sensitive Design   |   |  |  |
| PO 10.1<br>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<br>None are applicable.  |  |  |
| PO 10.2<br>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<br>None are applicable.  |  |  |
| Solar Orientation  |   |  |  |
| PO 11.1<br>Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.  | DTS/DPF 11.1<br>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 |
|---------------------|---|
|---------------------|---|

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| 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:<br><br>(a) 3km or more from upstream water supply pumping station take-off points<br>(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<br>Recreation facilities are compatible with surrounding land uses and activities.                                  | DTS/DPF 1.1<br>None are applicable.                         |
| PO 1.2<br>Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.     | DTS/DPF 1.2<br>None are applicable.                         |
| Design and Siting  |   |
| PO 2.1<br>Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility. | DTS/DPF 2.1<br>None are applicable.                         |
| PO 2.2   | DTS/DPF 2.2   |

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| Open space and recreation facilities incorporate park furniture, shaded areas and resting places.  |  | None are applicable.                           |  |
| PO 2.3<br>Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.   |  | DTS/DPF 2.3<br>None are applicable.            |  |
| Pedestrians and Cyclists   |  |  |  |
| PO 3.1<br>Open space incorporates:<br><br>(a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes;<br>(b) safe crossing points where pedestrian routes intersect the road network;<br>(c) easily identified access points. |  | DTS/DPF 3.1<br>None are applicable.            |  |
| Usability  |  |  |  |
| PO 4.1<br>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<br>None are applicable.            |  |
| Safety and Security  |  |  |  |
| PO 5.1<br>Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.  |  | DTS/DPF 5.1<br>None are applicable.            |  |
| PO 5.2<br>Play equipment is located to maximise opportunities for passive surveillance.  |  | DTS/DPF 5.2<br>None are applicable.            |  |
| PO 5.3<br>Landscaping provided in open space and recreation facilities maximises opportunities for casual surveillance throughout the park.  |  | DTS/DPF 5.3<br>None are applicable.            |  |
| PO 5.4<br>Fenced parks and playgrounds have more than one entrance or exit to minimise potential entrapment.   |  | DTS/DPF 5.4<br>None are applicable.            |  |
| PO 5.5<br>Adequate lighting is provided around toilets, telephones, seating, litter bins, bicycle storage, car parks and other such facilities.  |  | DTS/DPF 5.5<br>None are applicable.            |  |
| PO 5.6<br>Pedestrian and bicycle movement after dark is focused along clearly defined, adequately lit routes with observable entries and exits.  |  | DTS/DPF 5.6<br>None are applicable.            |  |
| Signage  |  |  |  |
| PO 6.1<br>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<br>None are applicable.            |  |
| Buildings and Structures   |  |  |  |
| PO 7.1<br>Buildings and car parking areas in open space areas are designed, located and of a scale to be unobtrusive.  |  | DTS/DPF 7.1<br>None are applicable.            |  |
| PO 7.2<br>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<br>None are applicable.            |  |
| PO 7.3<br>Development in open space is constructed to minimise the extent of impervious surfaces.  |  | DTS/DPF 7.3<br>None are applicable.            |  |
| PO 7.4<br>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<br>None are applicable.            |  |
| Landscaping  |  |  |  |
| PO 8.1   |  | DTS/DPF 8.1                                    |  |

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| Open space and recreation facilities provide for the planting and retention of large trees and vegetation.  | None are applicable.                           |
| PO 8.2<br>Landscaping in open space and recreation facilities provides shade and windbreaks: <ul style="list-style-type: none"> <li>(a) along cyclist and pedestrian routes;</li> <li>(b) around picnic and barbecue areas;</li> <li>(c) in car parking areas.</li> </ul> | DTS/DPF 8.2<br>None are applicable.            |
| PO 8.3<br>Landscaping in open space facilitates habitat for local fauna and facilitates biodiversity.   | DTS/DPF 8.3<br>None are applicable.            |
| PO 8.4<br>Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.  | DTS/DPF 8.4<br>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<br>Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres: <ul style="list-style-type: none"> <li>(a) as primary locations for shopping, administrative, cultural, entertainment and community services</li> <li>(b) as a focus for regular social and business gatherings</li> <li>(c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.</li> </ul>  | DTS/DPF 1.1<br>None are applicable.                         |
| PO 1.2<br>Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities: <ul style="list-style-type: none"> <li>(a) that support the needs of local residents and workers, particularly in underserved locations</li> <li>(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.</li> </ul> | DTS/DPF 1.2<br>None are applicable.                         |

### Resource Extraction

#### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

| Performance Outcome   | Deemed-to-Satisfy Criteria / Designated Performance Feature |
|---|---|
| Land Use and Intensity  |   |
| PO 1.1<br>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<br>None are applicable.                         |
| PO 1.2<br>Resource extraction activities avoid damage to cultural sites or artefacts.   | DTS/DPF 1.2<br>None are applicable.                         |
| Water Quality   |   |
| PO 2.1<br>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<br>None are applicable.                         |
| Separation Treatments, Buffers and Landscaping  |   |
| PO 3.1<br>Resource extraction activities minimise adverse impacts upon sensitive receivers through incorporation of separation distances and/or mounding/vegetation.  | DTS/DPF 3.1<br>None are applicable.                         |
| PO 3.2<br>Resource extraction activities are screened from view from adjacent land by perimeter landscaping and/or mounding.  | DTS/DPF 3.2<br>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<br>Ensure land is suitable for use when land use changes to a more sensitive use. | DTS/DPF 1.1<br>Development satisfies (a), (b), (c) or (d):<br><br>(a) does not involve a change in the use of land<br>(b) involves a change in the use of land that does not constitute a change to a more sensitive use<br>(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)<br>(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:<br>(i) a site contamination audit report has been prepared under Part 10A of the <i>Environment Protection Act 1993</i> in relation to the land within the previous 5 years which states that:<br>A. site contamination does not exist (or no longer exists) at the land<br>or<br>B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) |



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|          | <p>C. or 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)</p> <p>and</p> <p>(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).</p> |

## 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<br>Tourism development complements and contributes to local, natural, cultural or historical context where:<br><br>(a) it supports immersive natural experiences<br>(b) it showcases South Australia's landscapes and produce<br>(c) its events and functions are connected to local food, wine and nature. | DTS/DPF 1.1<br>None are applicable.  |
| PO 1.2<br>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<br>None are applicable.  |
| Caravan and Tourist Parks  |  |
| PO 2.1<br>Potential conflicts between long-term residents and short-term tourists are minimised through suitable siting and design measures.   | DTS/DPF 2.1<br>None are applicable.  |
| PO 2.2<br>Occupants are provided privacy and amenity through landscaping and fencing.  | DTS/DPF 2.2<br>None are applicable.  |
| PO 2.3<br>Communal open space and centrally located recreation facilities are provided for guests and visitors.  | DTS/DPF 2.3<br>12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation. |
| PO 2.4<br>Perimeter landscaping is used to enhance the amenity of the locality.  | DTS/DPF 2.4<br>None are applicable.  |
| PO 2.5<br>Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.   | DTS/DPF 2.5<br>None are applicable.  |
| PO 2.6<br>Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.   | DTS/DPF 2.6<br>None are applicable.  |

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| Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972  |  |
| PO 3.1<br>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<br>None are applicable.            |
| PO 3.2<br>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<br>None are applicable.            |
| PO 3.3<br>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<br>None are applicable.            |
| PO 3.4<br>Tourist accommodation is designed to prevent conversion to private dwellings through: <ul style="list-style-type: none"> <li>(a) comprising a minimum of 10 accommodation units</li> <li>(b) clustering separated individual accommodation units</li> <li>(c) being of a size unsuitable for a private dwelling</li> <li>(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.</li> </ul> | DTS/DPF 3.4<br>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<br>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<br>None are applicable.                         |
| PO 1.2<br>Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.   | DTS/DPF 1.2<br>None are applicable.                         |
| PO 1.3<br>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<br>None are applicable.                         |
| PO 1.4<br>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<br>All vehicle manoeuvring occurs onsite.       |
| Sightlines  |   |

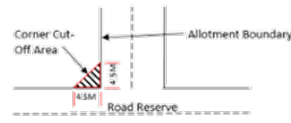
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| PO 2.1         | Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.  | DTS/DPF 2.1                                    | None are applicable.  |
| PO 2.2         | Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.  | DTS/DPF 2.2                                    | None are applicable.  |
| Vehicle Access |  |  |   |
| PO 3.1         | Safe and convenient access minimises impact or interruption on the operation of public roads.  | DTS/DPF 3.1                                    | The access is: <ul style="list-style-type: none"> <li>(a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land</li> <li>or</li> <li>(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.</li> </ul>  |
| PO 3.2         | Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.   | DTS/DPF 3.2                                    | None are applicable.  |
| PO 3.3         | Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.  | DTS/DPF 3.3                                    | None are applicable.  |
| PO 3.4         | Access points are sited and designed to minimise any adverse impacts on neighbouring properties.   | DTS/DPF 3.4                                    | None are applicable.  |
| PO 3.5         | Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets. | DTS/DPF 3.5                                    | Vehicle access to designated car parking spaces satisfy (a) or (b): <ul style="list-style-type: none"> <li>(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</li> <li>(b) where newly proposed, is set back: <ul style="list-style-type: none"> <li>(i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner</li> <li>(ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance</li> <li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ul> </li> </ul> |
| PO 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: <ul style="list-style-type: none"> <li>(a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided</li> <li>(b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> <li>(i) a single access point no greater than 6m in width is provided</li> <li>or</li> <li>(ii) not more than two access points with a width of 3.5m each are provided.</li> </ul> </li> </ul>   |
| 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: <ul style="list-style-type: none"> <li>(a) 80 km/h road - 110m</li> <li>(b) 70 km/h road - 90m</li> <li>(c) 60 km/h road - 70m</li> <li>(d) 50km/h or less road - 50m.</li> </ul>   |
| PO 3.8         |  | DTS/DPF 3.8                                    |   |

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| Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated. |  | None are applicable.                           |   |
| PO 3.9  | 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:<br><br>(a) availability of on-street car parking<br>(b) shared use of other parking areas<br>(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<br>(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:<br><br>(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<br>(b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply<br>(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.  |

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| 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                                   | <p>Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:</p>   |
| 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                                   | <p>Heavy vehicle parking occurs in accordance with the following:</p> <ul style="list-style-type: none"> <li>(a) the site is not located within a Neighbourhood-type zone (except a Rural Living Zone)</li> <li>(b) the site is a minimum of 0.4 ha</li> <li>(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</li> <li>(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</li> <li>(e) the vehicle parking area achieves the following setbacks: <ul style="list-style-type: none"> <li>(i) behind the building line or 30m, whichever is greater</li> <li>(ii) 20m from the secondary street if it is a State Maintained Road</li> <li>(iii) 10m from the secondary street if it is a local road</li> <li>(iv) 10m from side and rear boundaries</li> </ul> </li> <li>(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</li> <li>(g) does not include refrigerated trailers or vehicles</li> <li>(h) vehicles only enter and exit the property in accordance with the following hours: <ul style="list-style-type: none"> <li>(i) Monday to Saturday 6:00am and 9:30pm</li> <li>(ii) Sunday and public holidays between 9:30 am and 7:00 pm</li> </ul> </li> <li>(i) the handling or trans-shipment of freight is not carried out on the property.</li> </ul> |
| 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                                   | <p>Heavy vehicles:</p> <ul style="list-style-type: none"> <li>(a) can enter and exit the site in a forward direction; and</li> <li>(b) operate within the statutory mass and dimension limited for General Access Vehicles (as prescribed by the National Heavy Vehicle Regulator).</li> </ul>  |



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| PO 11.3<br>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<br>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)<br><br>Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.  |
|---|---|
| <b>Residential Development</b>  |   |
| Detached Dwelling   | Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling.<br><br>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.<br><br>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.<br><br>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.<br><br>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.<br><br>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.<br><br>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.<br><br>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.<br><br>Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.   |
| <b>Aged / Supported Accommodation</b>   |   |
| Retirement facility   | Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.<br><br>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.<br><br>0.2 spaces per dwelling for visitor parking.  |
| Supported accommodation   | 0.3 spaces per bed.   |
| <b>Residential Development (Other)</b>  |   |
| 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.<br><br>Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling.<br><br>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.   |
| <b>Tourist</b>  |   |
| Caravan and tourist park  | Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation.<br><br>Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation.<br><br>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.  |
| <b>Commercial Uses</b>  |   |
| Auction room/ depot   | 1 space per 100m <sup>2</sup> 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 100m <sup>2</sup> of gross leasable floor area  |

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|  |  | In all other cases, 4 spaces per 100m <sup>2</sup> of gross leasable floor area.   |
| Retail fuel outlet   |  | 3 spaces per 100m <sup>2</sup> gross leasable floor area.  |
| Service trade premises   |  | 2.5 spaces per 100m <sup>2</sup> of gross leasable floor area  |
| Shop (no commercial kitchen)   |  | 1 space per 100m <sup>2</sup> of outdoor area used for display purposes.<br>5.5 spaces per 100m <sup>2</sup> of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.   |
| Shop (in the form of a bulky goods outlet)                           |  | 5 spaces per 100m <sup>2</sup> of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.   |
| Shop (in the form of a restaurant or involving a commercial kitchen) |  | 2.5 spaces per 100m <sup>2</sup> of gross leasable floor area.<br>Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat.<br>Premises with take-away service but with no seats - 12 spaces per 100m <sup>2</sup> of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point.<br>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 100m <sup>2</sup> of total floor area.<br>For a hall/meeting hall, 0.2 spaces per seat.<br>In all other cases, 10 spaces per 100m <sup>2</sup> 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.<br>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.<br>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<br>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.<br>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 2m <sup>2</sup> of total floor area in a public bar plus 1 space for every 6m <sup>2</sup> of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.  |
| Indoor recreation facility   |  | 6.5 spaces per 100m <sup>2</sup> of total floor area for a Fitness Centre<br>4.5 spaces per 100m <sup>2</sup> of total floor area for all other Indoor recreation facilities.  |
| Industry/Employment Uses   |  |  |
| Fuel depot   |  | 1.5 spaces per 100m <sup>2</sup> total floor area<br>1 spaces per 100m <sup>2</sup> of outdoor area used for fuel depot activity purposes.   |
| Industry   |  | 1.5 spaces per 100m <sup>2</sup> of total floor area.  |
| Store  |  | 0.5 spaces per 100m <sup>2</sup> of total floor area.  |
| Timber yard  |  | 1.5 spaces per 100m <sup>2</sup> of total floor area   |
| Warehouse  |  | 1 space per 100m <sup>2</sup> of outdoor area used for display purposes.<br>0.5 spaces per 100m <sup>2</sup> total floor area.   |
| Other Uses   |  |  |
| Funeral Parlour  |  | 1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.   |
| Radio or Television Station  |  | 5 spaces per 100m <sup>2</sup> of total building floor area.   |

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

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

| Class of Development | Car Parking Rate | Designated Areas |
|----------------------|------------------|------------------|
|----------------------|------------------|------------------|

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|---|---|---|--|
|   | Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type. |   |  |
|   | Minimum number of spaces  | Maximum number of spaces  |  |
| Development generally                                       |   |   |  |
| All classes of development                                  | No minimum.   | No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:<br><br>1 space for each dwelling with a total floor area less than 75 square metres<br><br>2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres<br><br>3 spaces for each dwelling with a total floor area greater than 150 square metres.<br><br>Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings. | Capital City Zone<br><br>City Main Street Zone<br><br>City Riverbank Zone<br><br>Adelaide Park Lands Zone<br><br>Business Neighbourhood Zone (within the City of Adelaide)<br><br>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<br><br>Urban Corridor (Boulevard) Zone<br><br>Urban Corridor (Business) Zone<br><br>Urban Corridor (Living) Zone<br><br>Urban Corridor (Main Street ) Zone<br><br>Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)   |
| 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<br><br>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<br><br>Suburban Activity Centre Zone when the site is also in a high frequency public transit area<br><br>Suburban Business Zone when the site is also in a high frequency public transit area<br><br>Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area<br><br>Suburban Main Street Zone when the site is also in a high frequency public transit area<br><br>Urban Activity Centre Zone |
| Non-residential development excluding tourist accommodation | 3 spaces per 100 square metres of gross leasable floor area<br><br>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, Brompton or Hindmarsh)  |
| 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<br><br>Urban Activity Centre Zone when the site is also in a high frequency public transit area<br><br>Urban Corridor (Boulevard) Zone<br><br>Urban Corridor (Business) Zone  |

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|  |   |  | Urban Corridor (Living) Zone<br>Urban Corridor (Main Street) Zone<br>Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)   |
| Residential development                          |   |  |  |
| Residential component of a multi-storey building | Dwelling with no separate bedroom -0.25 spaces per dwelling<br>1 bedroom dwelling - 0.75 spaces per dwelling<br>2 bedroom dwelling - 1 space per dwelling<br>3 or more bedroom dwelling - 1.25 spaces per dwelling<br>0.25 spaces per dwelling for visitor parking. | None specified.                                | City Living Zone<br><br>Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham<br><br>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<br><br>Urban Activity Centre Zone when the site is also in a high frequency public transit area<br><br>Urban Corridor (Boulevard) Zone<br>Urban Corridor (Business) Zone<br>Urban Corridor (Living) Zone<br>Urban Corridor (Main Street) Zone<br>Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh) |
| Residential component of a multi-storey building | 0.75 per dwelling   | None specified                                 | Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)  |
| Residential flat building                        | Dwelling with no separate bedroom -0.25 spaces per dwelling<br>1 bedroom dwelling - 0.75 spaces per dwelling<br>2 bedroom dwelling - 1 space per dwelling<br>3 or more bedroom dwelling - 1.25 spaces per dwelling<br>0.25 spaces per dwelling for visitor parking. | None specified.                                | City Living Zone<br><br>Urban Activity Centre Zone when the site is also in a high frequency public transit area<br><br>Urban Corridor (Boulevard) Zone<br>Urban Corridor (Business) Zone<br>Urban Corridor (Living) Zone<br>Urban Corridor (Main Street) Zone<br>Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)  |
| Residential flat building                        | 0.75 per dwelling   | None specified                                 | Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)  |
| Detached dwelling                                | 0.75 per dwelling   | None specified                                 | Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)  |
| Row dwelling                                     | 0.75 per dwelling   | None specified                                 | Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)  |
| Semi-detached dwelling                           | 0.75 per dwelling   | None specified                                 | Urban Neighbourhood Zone (in Bowden, Brompton or Hindmarsh)  |

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.   |

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|  |  | For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.   |   |
| Hospital   |  | 1 space per 15 beds plus 1 space per 30 beds for visitors.  |   |
| Indoor recreation facility                       |  | 1 space per 4 employees plus 1 space per 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                              |  | <b>Designated Area</b>  | <b>Relevant part of the State</b>   |
|  |  |   | <b>The bicycle parking rate applies to a designated area relevant part of the State described below</b> |
|  |  | All zones   | City of Adelaide  |
|  |  | Business Neighbourhood Zone   | Metropolitan Adelaide   |
|  |  | Strategic Innovation Zone   |   |
|  |  | Suburban Activity Centre Zone   |   |
|  |  | Suburban Business Zone  |   |
|  |  | Suburban Main Street Zone   |   |
|  |  | Urban Activity Centre Zone  |   |
|  |  | Urban Corridor (Boulevard) Zone   |   |
|  |  | Urban Corridor (Business) Zone  |   |
|  |  | Urban Corridor (Living) Zone  |   |
|  |  | Urban Corridor (Main Street ) Zone  |   |
|  |  | Urban Neighbourhood Zone  |   |

Waste Treatment and Management Facilities

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

| Performance Outcome   | Deemed-to-Satisfy Criteria / Designated Performance Feature |
|---|---|
| Siting  |   |
| PO 1.1<br>Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all | DTS/DPF 1.1<br>None are applicable.                         |



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| closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions. |  |  |   |
| 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:<br><br>(a) containing potential groundwater and surface water contaminants within waste operations areas<br>(b) diverting clean stormwater away from waste operations areas and potentially contaminated areas<br>(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:<br><br>(a) avoid intersecting underground waters;<br>(b) avoid inundation by flood waters;<br>(c) ensure lagoon contents do not overflow;<br>(d) include a liner designed to prevent leakage.  | DTS/DPF 2.3                                    | None are applicable.  |
| PO 2.4  | Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.   | DTS/DPF 2.4                                    | Waste operations areas are set back 100m or more from watercourse banks.  |
| Amenity   |  |  |   |
| PO 3.1  | Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.  | DTS/DPF 3.1                                    | None are applicable.  |
| PO 3.2  | Access routes to waste treatment and management facilities via residential streets is avoided.   | DTS/DPF 3.2                                    | None are applicable.  |
| PO 3.3  | Litter control measures minimise the incidence of windblown litter.  | DTS/DPF 3.3                                    | None are applicable.  |
| PO 3.4  | Waste treatment and management facilities are designed to minimise adverse impacts on both the site and surrounding areas from weed and vermin infestation.  | DTS/DPF 3.4                                    | None are applicable.  |
| Access  |  |  |   |
| PO 4.1  | Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction.   | DTS/DPF 4.1                                    | None are applicable.  |
| PO 4.2  | Suitable access for emergency vehicles is provided to and within waste treatment or management sites.  | DTS/DPF 4.2                                    | None are applicable.  |
| Fencing and Security  |  |  |   |
| PO 5.1  | Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.  | DTS/DPF 5.1                                    | Chain wire mesh or pre-coated painted metal fencing 2m or more in height is erected along the perimeter of the waste treatment or waste management facility site. |
| Landfill  |  |  |   |
| PO 6.1  | Landfill gas emissions are managed in an environmentally acceptable manner.  | DTS/DPF 6.1                                    | None are applicable.  |
| 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.                               |

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|---------------------------------------|--|--|---|
| 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<br>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<br>None are applicable.                         |
| PO 1.2<br>Workers' accommodation and settlements are sited and designed to minimise nuisance impacts on the amenity of adjacent users of land.   | DTS/DPF 1.2<br>None are applicable.                         |
| PO 1.3<br>Workers' accommodation and settlements are built with materials and colours that blend with the landscape.   | DTS/DPF 1.3<br>None are applicable.                         |
| PO 1.4   | DTS/DPF 1.4   |

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|--|--|
| Workers' accommodation and settlements are supplied with service infrastructure such as power, water and effluent disposal sufficient to satisfy the living requirements of workers. | None are applicable.                           |

## 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

#### EXTRANEEOUS 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)

■ Zone A 0 candelas

■ Zone B 50 candelas

■ Zone C 150 candelas

■ Zone D 450 candelas

■ Controlled Light Installation Area (6km buffer from runways)

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



## Concept Plan 81 EDINBURGH DEFENCE AIRFIELD LIGHTING CONSTRAINTS

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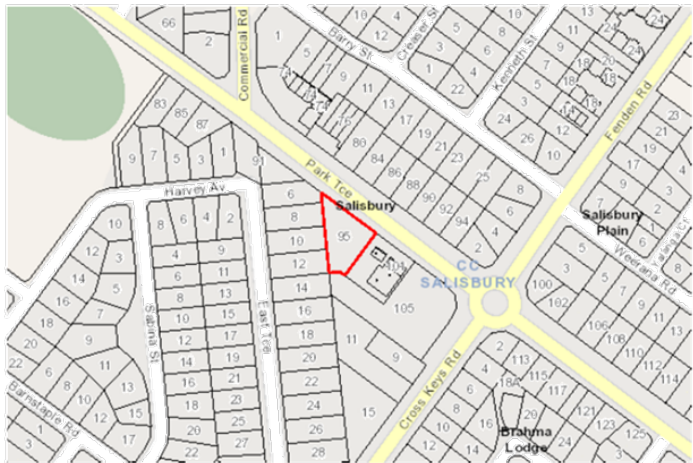
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No criteria applies to this land use. Please check the definition of the land use for further detail.



Address: 95 PARK TCE SALISBURY SA 5108

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



Property Zoning Details

Zone

Employment

Overlay

- Aircraft Noise Exposure (ANEF 20)
- Airport Building Heights (Regulated) (All structures over 15 metres)
- Advertising Near Signalised Intersections
- Building Near Airfields
- Defence Aviation Area (All structures over 90 metres)
- Hazards (Flooding - General)
- Prescribed Wells Area
- Regulated and Significant Tree
- Traffic Generating Development
- Urban Transport Routes

Local Variation (TNV)

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

Selected Development(s)

Shop

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

Shop - 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   |  |
| <p>PO 1.1</p> <p>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.</p> | <p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) Advertisement</li> <li>(b) Consulting room</li> <li>(c) Indoor recreation facility</li> <li>(d) Light industry</li> <li>(e) Motor repair station</li> <li>(f) Office</li> <li>(g) Place of worship</li> <li>(h) Research facility</li> <li>(i) Retail fuel outlet</li> <li>(j) Service trade premises</li> <li>(k) Shop</li> <li>(l) Store</li> <li>(m) Telecommunications facility</li> <li>(n) Training facility</li> <li>(o) Warehouse.</li> </ul> |
| <p>PO 1.2</p> <p>Shops provide convenient day-to-day services and amenities to local businesses and workers, support the sale of products manufactured on-site and otherwise complement the role of Activity Centres.</p>                      | <p>DTS/DPF 1.2</p> <p>Shop where one of the following applies:</p> <ul style="list-style-type: none"> <li>(a) with a gross leasable floor area up to 100m<sup>2</sup></li> <li>(b) is a bulky goods outlet</li> <li>(c) is a restaurant</li> <li>(d) is ancillary to and located on the same allotment as an industry and primarily involves the sale by retail of goods manufactured by the industry.</li> </ul>  |
| PO 1.4   | DTS/DPF 1.4  |

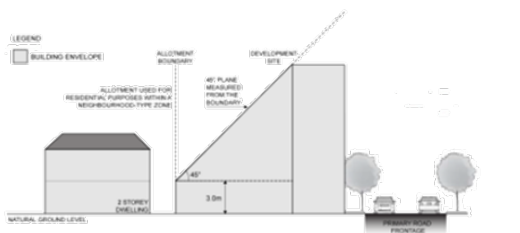
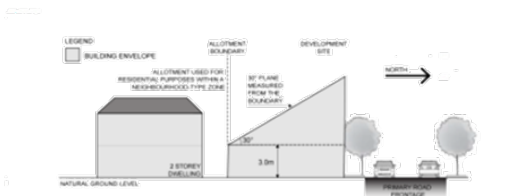
| Policy24   |  | P&D Code (in effect) Version 2024.17 12/9/2024  |  |                     |                 |   |  |  |                                       |  |  |
|--|--|---|--|---------------------|-----------------|---|--|--|---------------------------------------|--|--|
| Bulky good outlets and standalone shops are located to provide convenient access.  |  | 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<br>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<br>None are applicable.   |  |                     |                 |   |  |  |                                       |  |  |
| PO 2.2<br>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:<br><br>(a) using a variety of building finishes<br>(b) avoiding elevations that consist solely of metal cladding<br>(c) using materials with a low reflectivity<br>(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<br>None are applicable.   |  |                     |                 |   |  |  |                                       |  |  |
| Building height and setbacks   |  |   |  |                     |                 |   |  |  |                                       |  |  |
| PO 3.1<br>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<br>Buildings setback from the primary street boundary in accordance with the following table:   |  |                     |                 |   |  |  |                                       |  |  |
|  |  | <table><tr><th>Development Context</th><th>Minimum setback</th></tr><tr><td>There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.</td><td>The average setback of the existing buildings.</td></tr><tr><td>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.</td><td>The setback of the existing building.</td></tr><tr><td>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.</td><td>(a) Where the existing building shares the same primary street frontage – the setback of the existing building</td></tr></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 |
| 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 |   |  |                     |                 |   |  |  |                                       |  |  |

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|---|---|--|--|
|   |   |  | (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:  |   |  |  |
| <p>(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</p> <p>(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</p> |   |  |  |
| 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: <p>(a) where the access way is 6.5m wide or more, no requirement</p> <p>(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.</p>                          |
| 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 <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> and <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> or is generally low-rise to complement the established streetscape and local character. | DTS/DPF 3.5                                    | Building height is not greater than: <p>(a) the following:</p> <p>(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.</p> <p>In relation to DTS/DPF 3.5, in instances where:</p> |

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|---|--|
|   | <p>(c) more than one value is returned in the same field for DTS/DPF 3.5(a) refer to the <i>Maximum Building Height (Levels) Technical and Numeric Variation layer</i> or <i>Maximum Building Height (Metres) Technical and Numeric Variation layer</i> in the SA planning database to determine the applicable value relevant to the site of the proposed development</p> <p>(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.</p> |
| <p>PO 3.6</p> <p>Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.</p> | <p>DTS/DPF 3.6</p> <p>Buildings are constructed within a building envelope provided by a 45 degree plane, measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes 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.</p>    |
| <p>PO 3.7</p> <p>Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.</p>                      | <p>DTS/DPF 3.7</p> <p>Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram (except where this boundary is a street boundary):</p>    |
| PO 3.8  | DTS/DPF 3.8  |



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| 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<br><br>Landscaping is provided to enhance the visual appearance of development when viewed from public roads and thoroughfares.   | DTS/DPF 5.1<br><br>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:<br><br>(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<br>or<br>(b) in any other case - at least 1.5m wide.  |             |   |
| PO 5.2<br><br>Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.  | DTS/DPF 5.2<br><br>Landscape areas comprise:<br><br>(a) not less than 10 percent of the site<br>(b) a dimension of at least 1.5m.   |             |   |
| Concept Plans  |   |             |   |
| PO 7.1<br><br>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<br><br>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: <table><tr><th>Description</th></tr><tr><td>Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints</td></tr></table><br>In relation to DTS/DPF 7.1, in instances where:<br><br>(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.<br>(b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 7.1 is met. | Description | Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints |
| Description  |   |             |   |
| Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints  |   |             |   |

Table 5 - Procedural Matters (PM) - Notification

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

**Interpretation**

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

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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.

| <b>Class of Development<br/>(Column A)</b>  | <b>Exceptions<br/>(Column B)</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):<br>(a) advertisement<br>(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:<br><br>1. Employment Zone DTS/DPF 3.6<br>2. Employment Zone DTS/DPF 3.7. |
| 3. Any development involving any of the following (or of any combination of any of the following):<br>(a) consulting room<br>(b) light industry<br>(c) office<br>(d) motor repair station<br>(e) retail fuel outlet<br>(f) store<br>(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):<br>(a) air handling unit, air conditioning system or exhaust fan<br>(b) carport<br>(c) deck<br>(d) fence<br>(e) internal building works<br>(f) land division<br>(g) outbuilding<br>(h) pergola<br>(i) private bushfire shelter<br>(j) replacement building<br>(k) retaining wall<br>(l) shade sail<br>(m) solar photovoltaic panels (roof mounted) | None specified.   |

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|---|--|--|
|   | <ul style="list-style-type: none"> <li>(n) swimming pool or spa pool and associated swimming pool safety features</li> <li>(o) temporary accommodation in an area affected by bushfire</li> <li>(p) tree damaging activity</li> <li>(q) verandah</li> <li>(r) water tank.</li> </ul>   |  |
| 5. Any development involving any of the following (or of any combination of any of the following) within the Tunnel Protection Overlay: | <ul style="list-style-type: none"> <li>(a) storage of materials, equipment or vehicles (whether temporary or permanent) over an area exceeding 100 square metres</li> <li>(b) temporary stockpiling of soil, gravel, rock or other natural material over an area exceeding 100 square metres</li> <li>(c) excavation or ground intruding activity at a depth greater than 2.5 metres below the regulated surface level.</li> </ul> | Except where not undertaken by the Crown, a Council or an essential infrastructure provider.   |
| 6. Building for the purposes of railway activities.   |  | None specified.  |
| 7. Demolition.  |  | Except any of the following: <ol style="list-style-type: none"> <li>1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building)</li> <li>2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).</li> </ol>   |
| 8. Railway line.  |  | Except where located outside of a rail corridor or rail reserve.   |
| 9. Shop within any of the following:  | <ul style="list-style-type: none"> <li>(a) Retail Activity Centre Subzone</li> <li>(b) Roadside Service Centre Subzone.</li> </ul>   | Except shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or does not satisfy any of the following: <ol style="list-style-type: none"> <li>1. Employment Zone DTS/DPF 3.6</li> <li>2. Employment Zone DTS/DPF 3.7.</li> </ol>  |
| 10. Shop.   |  | Except: <ol style="list-style-type: none"> <li>1. where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone or</li> <li>2. shop that exceeds the maximum building height specified in Employment Zone DTS/DPF 3.5 or</li> <li>3. shop that does not satisfy Employment Zone DTS/DPF 1.2.</li> </ol> |
| 11. Telecommunications facility.  |  | Except telecommunications facility that does not satisfy Employment Zone DTS/DPF 1.3.  |

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|--|--|
| Placement of Notices - Exemptions for Performance Assessed Development |  |
| None specified.  |  |
| Placement of Notices - Exemptions for Restricted Development           |  |
| None specified.  |  |

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

| Performance Outcome   | Deemed-to-Satisfy Criteria / Designated Performance Feature   |
|---|---|
| Built Form  |   |
| PO 1.1<br>Building height does not pose a hazard to the operation of a certified or registered aerodrome. | DTS/DPF 1.1<br>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.<br><br>In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable. |

Procedural Matters (PM) - Referrals

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

| Class of Development / Activity              | Referral Body        | Purpose of Referral | Statutory Reference    |
|--|----------------------|---------------------|------------------------|
| Any of the following classes of development: | The airport-operator | To provide expert   | Development of a class |

| Policy24 |   | P&D Code (in effect) Version 2024.17 12/9/2024   |   |
|----------|---|--|---|
| (a)      | building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the <i>Airport Building Heights (Regulated) Overlay</i> | company for the relevant airport within the meaning of the <i>Airports Act 1996</i> of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the <i>Airports Act 1996</i> of the Commonwealth. | assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities. |
| (b)      | building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the <i>Airport Building Heights (Regulated) Overlay</i> .      |  | 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<br>Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.   | DTS/DPF 1.1<br>Development:<br><br>(a) primarily or wholly for residential purposes<br>(b) for non-residential purposes that does not incorporate outdoor floodlighting.   |
| PO 1.2<br>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<br>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:<br><br>(a) food packing/processing plant<br>(b) horticulture<br>(c) intensive animal husbandry<br>(d) showground<br>(e) waste management facility<br>(f) waste transfer station |



| Policy24 |  | P&D Code (in effect) Version 2024.17 12/9/2024 |   |
|----------|--|--|---|
|          |  | (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<br>Building height does not pose a hazard to the operations of Defence Aviation Areas.   | DTS/DPF 1.1<br>Building height does not exceed the relevant height specified by the <i>Defence Aviation Area Overlay</i> . |
| PO 1.2<br>Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with Defence Aviation Areas. | DTS/DPF 1.2<br>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 |
|---------------------------------|---------------|---------------------|---------------------|
|---------------------------------|---------------|---------------------|---------------------|

| Policy24 |      | P&D Code (in effect) Version 2024.17 12/9/2024 |      |
|----------|------|--|------|
| 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<br>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<br>Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than:<br><br>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<br>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<br>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                |

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  |   |
| <b>PO 1.1</b><br>Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.       | <b>DTS/DPF 1.1</b><br>Access is obtained directly from a State Maintained Road where it involves any of the following types of development: <ul style="list-style-type: none"> <li>(a) building, or buildings, containing in excess of 50 dwellings</li> <li>(b) land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul> |
| <b>PO 1.2</b><br>Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.                                  | <b>DTS/DPF 1.2</b><br>Access is obtained directly from a State Maintained Road where it involves any of the following types of development: <ul style="list-style-type: none"> <li>(a) building, or buildings, containing in excess of 50 dwellings</li> <li>(b) land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul> |
| <b>PO 1.3</b><br>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. | <b>DTS/DPF 1.3</b><br>Access is obtained directly from a State Maintained Road where it involves any of the following types of development: <ul style="list-style-type: none"> <li>(a) building, or buildings, containing in excess of 50 dwellings</li> </ul>  |

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|----------|---|
|          | <ul style="list-style-type: none"> <li>(b) land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul> |

### Procedural Matters (PM) - Referrals

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

| Class of Development / Activity   | Referral Body             | Purpose of Referral   | Statutory Reference  |
|---|---------------------------|---|--|
| <p>Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road:</p> <ul style="list-style-type: none"> <li>(a) except where a proposed development has previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings</li> <li>(b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul> | 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. |

## Urban Transport Routes Overlay

### Assessment Provisions (AP)

Desired Outcome (DO)

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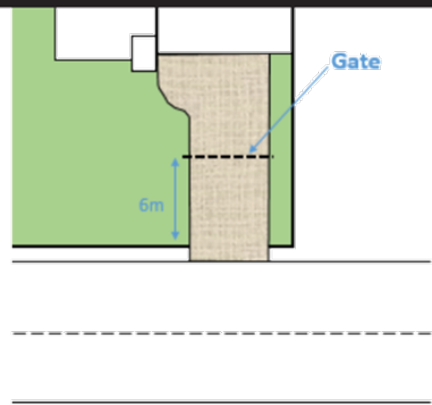
| Desired Outcome |  |
|-----------------|--|
| DO 1            | Safe and efficient operation of Urban Transport Routes for all road users. |
| DO 2            | Provision of safe and efficient access to and from Urban Transport Routes. |

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

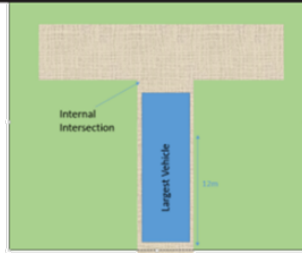
| Performance Outcome   | Deemed-to-Satisfy Criteria / Designated Performance Feature   |
|---|---|
| Access - Safe Entry and Exit (Traffic Flow)   |   |
| <p>PO 1.1</p> <p>Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.</p> | <p>DTS/DPF 1.1</p> <p>An access point satisfies (a), (b) or (c):</p> <ul style="list-style-type: none"> <li>(a) where servicing a single (1) dwelling / residential allotment: <ul style="list-style-type: none"> <li>(i) it will not result in more than one access point</li> <li>(ii) vehicles can enter and exit the site in a forward direction</li> <li>(iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees</li> <li>(iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road</li> <li>(v) it will have a width of between 3m and 4m (measured at the site boundary)</li> </ul> </li> <li>(b) where the development will result in 2 and up to 6 dwellings: <ul style="list-style-type: none"> <li>(i) it will not result in more than one access point servicing the development site</li> <li>(ii) vehicles can enter and exit the site in a forward direction</li> <li>(iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees</li> <li>(iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road</li> <li>(v) it will 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)</li> </ul> </li> <li>(c) where the development will result in 7 or more dwellings, or is a non-residential land use: <ul style="list-style-type: none"> <li>(i) it will not result in more than one access point servicing the development site</li> <li>(ii) vehicles can enter and exit the site using left turn only movements</li> <li>(iii) vehicles can enter and exit the site in a forward direction</li> </ul> </li> </ul> |



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|--|---|
|  | <ul style="list-style-type: none"> <li>(iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees</li> <li>(v) it will 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</li> <li>(vi) it will 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</li> <li>(vii) it will 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</li> <li>(viii) provides for simultaneous two-way vehicle movements at the access: <ul style="list-style-type: none"> <li>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</li> <li>and</li> <li>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.</li> </ul> </li> </ul> |
| Access - On-Site Queuing   |   |
| <p>PO 2.1</p> <p>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 on the functional performance of the road and maintain safe vehicle movements.</p> | <p>DTS/DPF 2.1</p> <p>An access point in accordance with one of the following:</p> <ul style="list-style-type: none"> <li>(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:</li> </ul>  |



- (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 longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram:

| Policy24   |  | P&D Code (in effect) Version 2024.17 12/9/2024  |  |
|--|--|---|--|
|  |  |    |  |
| Access - (Location Spacing) - Existing Access Point  |  |   |  |
| <p>PO 3.1</p> <p>Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.</p>  |  | <p>DTS/DPF 3.1</p> <p>An existing access point satisfies (a), (b) or (c):</p> <ul style="list-style-type: none"><li>(a) it will not service, or is not intended to service, more than 6 dwellings</li><li>(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</li><li>(c) is not located on a Controlled Access Road and development constitutes:<ul style="list-style-type: none"><li>(i) a change of use between an office &lt;500m<sup>2</sup> gross leasable floor area and a consulting room &lt;500m<sup>2</sup> gross leasable floor area or vice versa</li><li>(ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment</li><li>(iii) a change of use from a consulting room or office &lt;250m<sup>2</sup> gross leasable floor area to shop &lt;250m<sup>2</sup> gross leasable floor area</li><li>(iv) a change of use from a shop &lt;500m<sup>2</sup> gross leasable floor area to a warehouse &lt;500m<sup>2</sup> gross leasable floor area</li><li>(v) an office or consulting room with a &lt;500m<sup>2</sup> gross leasable floor area</li><li>(vi) a change of use from a residential dwelling to a shop, office, consulting room or personal or domestic services establishment with &lt;250m<sup>2</sup> gross leasable floor area.</li></ul></li></ul> |  |
| Access - Location (Spacing) - New Access Points  |  |   |  |
| <p>PO 4.1</p> <p>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.</p> |  | <p>DTS/DPF 4.1</p> <p>A new access point satisfies (a), (b) or (c):</p> <ul style="list-style-type: none"><li>(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:</li></ul>  |  |

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Prohibited locations shown by heavy line

TP = Tangent point

NOTE: -  
The points marked X<sub>1</sub> and X<sub>2</sub> 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<sub>2</sub>.

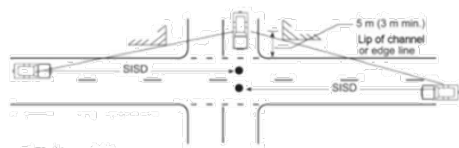
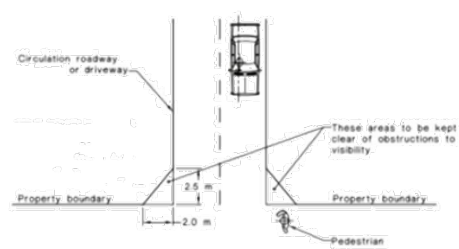
(b) where the development site is intended to serve between 1 and 6 dwellings, the new access:

- (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) is located a 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 10m for all other cases | 73m   |
| 70 km/h         | 40m  | 92m   |
| 80 km/h         | 50m  | 114m  |
| 90 km/h         | 65m  | 139m  |
| 100 km/h        | 80m  | 165m  |
| 110 km/h        | 100m   | 193m  |

Access - Location (Sight Lines)

| Policy24   |                                    | P&D Code (in effect) Version 2024.17 12/9/2024  |  |             |                                    |  |                 |     |     |         |     |     |         |     |      |         |      |      |         |      |      |         |      |      |          |      |      |         |      |      |
|--|------------------------------------|---|--|-------------|------------------------------------|--|-----------------|-----|-----|---------|-----|-----|---------|-----|------|---------|------|------|---------|------|------|---------|------|------|----------|------|------|---------|------|------|
| <p>PO 5.1</p> <p>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.</p> |                                    | <p>DTS/DPF 5.1</p> <p>An access point satisfies (a) and (c) or (b) and (c):</p> <p>(a) the development site does or is intended to serve between 1 and 6 dwellings and utilises an existing access point</p> <p>or</p> <p>(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):</p> <table><thead><tr><th>Speed Limit</th><th>Access point serving 1-6 dwellings</th><th>Access point serving all other development</th></tr></thead><tbody><tr><td>40 km/h or less</td><td>47m</td><td>73m</td></tr><tr><td>50 km/h</td><td>63m</td><td>97m</td></tr><tr><td>60 km/h</td><td>81m</td><td>123m</td></tr><tr><td>70 km/h</td><td>100m</td><td>151m</td></tr><tr><td>80 km/h</td><td>121m</td><td>181m</td></tr><tr><td>90 km/h</td><td>144m</td><td>226m</td></tr><tr><td>100 km/h</td><td>169m</td><td>262m</td></tr><tr><td>110km/h</td><td>195m</td><td>300m</td></tr></tbody></table>  <p>and</p> <p>(c) pedestrian sightlines in accordance with the following diagram:</p>  |  | 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 |
| 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  |  |             |                                    |  |                 |     |     |         |     |     |         |     |      |         |      |      |         |      |      |         |      |      |          |      |      |         |      |      |
| Access – Mud and Debris  |                                    |   |  |             |                                    |  |                 |     |     |         |     |     |         |     |      |         |      |      |         |      |      |         |      |      |          |      |      |         |      |      |
| <p>PO 6.1</p> <p>Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.</p>  |                                    | <p>DTS/DPF 6.1</p> <p>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).</p>  |  |             |                                    |  |                 |     |     |         |     |     |         |     |      |         |      |      |         |      |      |         |      |      |          |      |      |         |      |      |
| Access - Stormwater  |                                    |   |  |             |                                    |  |                 |     |     |         |     |     |         |     |      |         |      |      |         |      |      |         |      |      |          |      |      |         |      |      |
| <p>PO 7.1</p> <p>Access points are designed to minimise negative impact on</p>   |                                    | <p>DTS/DPF 7.1</p> <p>Development does not:</p>   |  |             |                                    |  |                 |     |     |         |     |     |         |     |      |         |      |      |         |      |      |         |      |      |          |      |      |         |      |      |



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| roadside drainage of water.  |  | <div><div>(a)</div>decrease the capacity of an existing drainage point</div> <div><div>(b)</div>restrict or prevent the flow of stormwater through an existing drainage point and system</div> <div><div>(c)</div>result in access points becoming stormwater flow paths directly onto the road.</div>   |  |
| Building on Road Reserve   |  |  |  |
| PO 8.1<br>Buildings or structures that encroach onto, above or below road reserves are designed and sited to minimise impact on safe movements by all road users.  |  | DTS/DPF 8.1<br>Buildings or structures are not located on, above or below the road reserve.  |  |
| Public Road Junctions  |  |  |  |
| PO 9.1<br>New junctions with a public road (including the opening of unmade public road junctions) or modifications to existing road junctions are located and designed to ensure safe operating conditions are maintained on the State Maintained Road. |  | DTS/DPF 9.1<br>Development does not comprise any of the following: <div><div>(a)</div>creating a new junction with a public road</div> <div><div>(b)</div>opening an unmade public road junction</div> <div><div>(c)</div>modifying an existing public road junction.</div>  |  |
| Corner Cut-Offs  |  |  |  |
| PO 10.1<br>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<br>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: <div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></d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|  |

### Procedural Matters (PM) - Referrals

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

| Class of Development / Activity   | Referral Body             | Purpose of Referral  | Statutory Reference  |
|---|---------------------------|--|--|
| 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: | 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 Planning, Development and Infrastructure (General) Regulations 2017 applies. |

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|--|--|--|--|
| (a) creation of a new access or junction   |  | Commissioner of Highways as described in the Planning and Design Code. |  |
| (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). |  |  |  |

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

Design

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

| Performance Outcome  | Deemed-to-Satisfy Criteria / Designated Performance Feature   |
|--|---|
| All development  |   |
| External Appearance  |   |
| <p>PO 1.4</p> <p>Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:</p> <ul style="list-style-type: none"><li>(a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces</li><li>(b) screening rooftop plant and equipment from view</li><li>(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.</li></ul> | <p>DTS/DPF 1.4</p> <p>Development does not incorporate any structures that protrude beyond the roofline.</p>  |
| <p>PO 1.5</p> <p>The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.</p>   | <p>DTS/DPF 1.5</p> <p>None are applicable.</p>  |
| On-site Waste Treatment Systems  |   |
| <p>PO 6.1</p> <p>Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.</p>  | <p>DTS/DPF 6.1</p> <p>Effluent disposal drainage areas do not:</p> <ul style="list-style-type: none"><li>(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</li></ul> |

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|-----------------------|---|---|----------------------|
|                       |   | (b) use an area also used as a driveway   |                      |
|                       |   | (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas. |                      |
| Carparking Appearance |   |   |                      |
| PO 7.1                | Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as:  | DTS/DPF 7.1   | None are applicable. |
|                       | (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.  |   |                      |
| 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. |

## 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<br>Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.  | DTS/DPF 11.1<br>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<br>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:<br><br><ul style="list-style-type: none"> <li>(a) it is wholly located and contained within the allotment of the development it will service</li> <li>(b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources</li> <li>(c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.</li> </ul> | DTS/DPF 12.1<br>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:<br><br><ul style="list-style-type: none"> <li>(a) the system is wholly located and contained within the allotment of development it will service; and</li> <li>(b) the system will comply with the requirements of the South Australian Public Health Act 2011.</li> </ul> |
| PO 12.2<br>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<br>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   |                      |                    |                 |  |        |  |  |   |
|--|---|----------------------|--------------------|-----------------|--|--------|--|--|---|
| Hours of Operation   |   |                      |                    |                 |  |        |  |  |   |
| <p>PO 2.1</p> <p>Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the development</li> <li>(b) measures to mitigate off-site impacts</li> <li>(c) the extent to which the development is desired in the zone</li> <li>(d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.</li> </ul> | <p>DTS/DPF 2.1</p> <p>Development operating within the following hours:</p> <table border="1"> <thead> <tr> <th>Class of Development</th><th>Hours of operation</th></tr> </thead> <tbody> <tr> <td>Consulting room</td><td>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday</td></tr> <tr> <td>Office</td><td>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday</td></tr> <tr> <td>Shop, other than any one or combination of the following:<br/><ul style="list-style-type: none"> <li>(a) restaurant</li> <li>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</li> </ul></td><td>7am to 9pm, Monday to Friday<br/>8am to 5pm, Saturday and Sunday</td></tr> </tbody> </table> | Class of Development | Hours of operation | Consulting room | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday | Office | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday | Shop, other than any one or combination of the following:<br><ul style="list-style-type: none"> <li>(a) restaurant</li> <li>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</li> </ul> | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday and Sunday |
| Class of Development   | Hours of operation  |                      |                    |                 |  |        |  |  |   |
| Consulting room  | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday  |                      |                    |                 |  |        |  |  |   |
| Office   | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday  |                      |                    |                 |  |        |  |  |   |
| Shop, other than any one or combination of the following:<br><ul style="list-style-type: none"> <li>(a) restaurant</li> <li>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</li> </ul>   | 7am to 9pm, Monday to Friday<br>8am to 5pm, Saturday and Sunday   |                      |                    |                 |  |        |  |  |   |
| Activities Generating Noise or Vibration   |   |                      |                    |                 |  |        |  |  |   |
| <p>PO 4.1</p> <p>Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</p>   | <p>DTS/DPF 4.1</p> <p>Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.</p>  |                      |                    |                 |  |        |  |  |   |
| <p>PO 4.2</p> <p>Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <ul style="list-style-type: none"> <li>(a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</li> </ul>                | <p>DTS/DPF 4.2</p> <p>None are applicable.</p>  |                      |                    |                 |  |        |  |  |   |

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| <div>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</div> <div>(c) housing plant and equipment within an enclosed structure or acoustic enclosure</div> <div>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</div>  |   |                     |                   |  |   |
|--|---|---------------------|-------------------|--|---|
| <div>PO 4.5</div> <div>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).</div>  | <div>DTS/DPF 4.5</div> <div>None are applicable.</div>  |                     |                   |  |   |
| <div>PO 4.6</div> <div>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.</div>   | <div>DTS/DPF 4.6</div> <div>Development incorporating music includes noise attenuation measures that will achieve the following noise levels:</div> <table><tr><th>Assessment location</th><th>Music noise level</th></tr><tr><td>Externally at the nearest existing or envisaged noise sensitive location</td><td>Less than 8dB above the level of background noise (L<sub>90,15min</sub>) in any octave band of the sound spectrum (LOCT10,15 &lt; LOCT90,15 + 8dB)</td></tr></table> | Assessment location | Music noise level | Externally at the nearest existing or envisaged noise sensitive location | Less than 8dB above the level of background noise (L <sub>90,15min</sub> ) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB) |
| Assessment location  | Music noise level   |                     |                   |  |   |
| Externally at the nearest existing or envisaged noise sensitive location   | Less than 8dB above the level of background noise (L <sub>90,15min</sub> ) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)   |                     |                   |  |   |
| Air Quality  |   |                     |                   |  |   |
| <div>PO 5.2</div> <div>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:</div> <div>(a) incorporating appropriate treatment technology before exhaust emissions are released</div> <div>(b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.</div> | <div>DTS/DPF 5.2</div> <div>None are applicable.</div>  |                     |                   |  |   |
| Light Spill  |   |                     |                   |  |   |
| <div>PO 6.1</div> <div>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</div>   | <div>DTS/DPF 6.1</div> <div>None are applicable.</div>  |                     |                   |  |   |

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 |
|---|---|
| <p>PO 1.1</p> <p>Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres:</p> <ul style="list-style-type: none"> <li>(a) as primary locations for shopping, administrative, cultural, entertainment and community services</li> <li>(b) as a focus for regular social and business gatherings</li> <li>(c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.</li> </ul>  | <p>DTS/DPF 1.1</p> <p>None are applicable.</p>              |
| <p>PO 1.2</p> <p>Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities:</p> <ul style="list-style-type: none"> <li>(a) that support the needs of local residents and workers, particularly in underserved locations</li> <li>(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.</li> </ul> | <p>DTS/DPF 1.2</p> <p>None are applicable.</p>              |

## 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  |  |
| <p>PO 1.4</p> <p>Development is sited and designed so that loading, unloading</p> | <p>DTS/DPF 1.4</p> <p>All vehicle manoeuvring occurs onsite.</p> |

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|---|--|--|---|
| and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths. |  |  |   |
| Vehicle Access  |  |  |   |
| PO 3.1  | Safe and convenient access minimises impact or interruption on the operation of public roads.  | DTS/DPF 3.1                                    | The access is: <ul style="list-style-type: none"><li>(a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or</li><li>(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.</li></ul>  |
| PO 3.5  | 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): <ul style="list-style-type: none"><li>(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</li><li>(b) where newly proposed, is set back:<ul style="list-style-type: none"><li>(i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner</li><li>(ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance</li><li>(iii) 6m or more from the tangent point of an intersection of 2 or more roads</li><li>(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li></ul></li></ul> |
| 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   | 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:   |

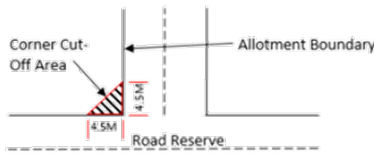
| Policy24                                    |  | P&D Code (in effect) Version 2024.17 12/9/2024  |  |
|---|--|---|--|
| may support a reduced on-site rate such as: |  | <p>(a) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area</p> <p>(b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply</p> <p>(c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.</p> |  |
|   |  | 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.  |
|   |  | 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  | <p>Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:</p>  |

Table 1 - General Off-Street Car Parking Requirements

| 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. |  |
| Commercial Uses   |  |
| Shop (no commercial kitchen)  | 5.5 spaces per 100m <sup>2</sup> of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. |



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|--|---|
|  | 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) | <p>Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat.</p> <p>Premises with take-away service but with no seats - 12 spaces per 100m2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point.</p> <p>Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.</p> |

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

| Class of Development  | Car Parking Rate  |  | Designated Areas   |
|---|---|--|--|
|   | Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type. |  |  |
|   | Minimum number of spaces  | Maximum number of spaces                         |  |
| 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<br><br>Urban Corridor (Boulevard) Zone<br><br>Urban Corridor (Business) Zone<br><br>Urban Corridor (Living) Zone<br><br>Urban Corridor (Main Street ) Zone<br><br>Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh) |