Council Assessment Panel
Agenda & Reports

20 March 2023

Our Vision

A City which values its heritage, cultural diversity, sense of place and natural environment.

A progressive City which is prosperous, sustainable and socially cohesive, with a strong community spirit.

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
Socials /cityofnpsp @cityofnpsp

City of Norwood Payneham & St Peters

15 March 2023

To all Members of the Council Assessment Panel:

- Mr Terry Mosel (Presiding Member)
- Mr Mark Adcock
- Ms Christel Mex
- Ms Jenny Newman
- Mr Ross Bateup

NOTICE OF MEETING

I wish to advise that pursuant to Clause 7.4 of the Terms of Reference, the next Ordinary Meeting of the Norwood Payneham & St Peters Council Assessment Panel, will be held in the Council Chambers, Norwood Town Hall, 175 The Parade, Norwood, on:

Monday 20 March 2023, commencing at 7.00pm.

Please advise Kate Talbot on 8366 4562 or email ktalbot@npsp.sa.gov.au if you are unable to attend this meeting or will be late.

Yours faithfully

Geoff Parsons
ASSESSMENT MANAGER

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Email townhall@npsp.sa.gov.au
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City of Norwood Payneham & St Peters

Page No.

VENUE Council Chambers, Norwood Town Hall

HOUR

PRESENT

Panel Members

Staff

APOLOGIES

ABSENT

1. COMMENCEMENT AND WELCOME

2. APOLOGIES

3. CONFIRMATION OF THE MINUTES OF THE MEETING OF THE COUNCIL ASSESSMENT PANEL HELD ON 18 JANUARY 2023

4. DECLARATION OF INTERESTS

5. DEVELOPMENT APPLICATIONS – PDI ACT

5.1 DEVELOPMENT NUMBER 22042366 – FERNANDO D'APOLLONIO – 139 SIXTH AVENUE, JOSLIN

DEVELOPMENT NO.:	22042366
APPLICANT:	Fernando D'Apollonio
ADDRESS:	139 SIXTH AV JOSLIN SA 5070
NATURE OF DEVELOPMENT:	Demolition of dwelling and ancillary buildings
ZONING INFORMATION:	**Zones:** • Established Neighbourhood **Overlays:** • Airport Building Heights (Regulated) • Historic Area • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Urban Tree Canopy **Technical Numeric Variations (TNVs):** • Minimum Frontage (Minimum frontage for a detached dwelling is 18m) • Minimum Site Area (Minimum site area for a detached dwelling is 600 sqm) • Maximum Building Height (Levels) (Maximum building height is 1 level) • Site Coverage (Maximum site coverage is 50 per cent)
LODGEMENT DATE:	22 Dec 2022
RELEVANT AUTHORITY:	Assessment panel/Assessment manager at City of Norwood, Payneham and St. Peters
PLANNING & DESIGN CODE VERSION:	22 Dec 2022
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
REFERRALS STATUTORY:	N/A
REFERRALS NON-STATUTORY:	David Brown, Heritage Advisor
RECOMMENDING OFFICER:	Kieran Fairbrother Senior Urban Planner

CONTENTS:

DETAILED DESCRIPTION OF PROPOSAL:

The proposed development comprises the demolition of the existing dwelling on the site, along with all ancillary buildings/structures.

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 139 SIXTH AV JOSLIN SA 5070
Title ref.: CT 5803/271 **Plan Parcel:** F135979 AL28 **Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

Shape:	rectangular
Frontage width:	16.76m
Depth:	47.85m
Area:	802m^2

The subject land is located on the south-eastern side of Sixth Avenue, Joslin. The subject land contains a modified circa-1920's single-storey dwelling, with the architectural style of the dwelling not readily apparent (see **Attachment 1** and **Attachment 7** for more discussion on this). The land is serviced by a double-width crossover from Sixth Avenue which leads to a carport adjacent the northern side of the dwelling. The front garden contains low-density vegetation and lawn, and is bound along the front boundary by a low masonry and metal fence.

Locality

The locality is considered to be comprised by Sixth Avenue and Fifth Avenue, specifically the sections of both bound by Lambert Road to the northeast and Winchester Street to the southwest, as well as both sides of Lambert Road and Winchester Street that are between Sixth Avenue and Fifth Avenue. This locality comprises the northern pocket of the Historic Area Overlay in this part of Joslin and forms the boundary between that and the Character Area Overlay (see **Attachment 3**).

The locality is characterised predominantly by single-storey detached dwellings on large allotments, but also includes some two-storey dwellings (with the second storey contained at the rear) and residential flat buildings. The majority of the dwellings within this locality are Representative Buildings (see **Attachment 3**), with the subject land being one of only a few sites on the southeast side of Sixth Avenue not being identified as such.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  Demolition
  Demolition: Code Assessed - Performance Assessed

- **OVERALL APPLICATION CATEGORY:**
  Code Assessed - Performance Assessed

- **REASON**
  P&D Code

PUBLIC NOTIFICATION REQUIRED

Yes

- **REASON**

  P&D Code – Established Neighbourhood Zone – Table 5 (Item 6) – the application involves the demolition of a building (other than an ancillary building) in an Historic Area Overlay.

- **LIST OF REPRESENTATIONS**

  Two (2) representations were received during the public notification period.

Given Name	Family Name	Address	Position	Wishes to be heard?
Richard	Underdown	141 Sixth Avenue, Joslin	Support, with concerns	No
Mark	Fensham	102 Fifth Avenue, Joslin	Opposed	Yes

- **SUMMARY**

  The first representor's concerns revolved around civil matters such as replacement fencing and ensuring there is no damage caused to his property as a result of the demolition.

  The second representor's reasons for opposing the development can be summarised as follows:
  - An application for demolition only is an insufficient application;
  - The demolition application should be accompanied by a proposal for a new dwelling;
  - Concerns that the allotment will be left vacant and unkempt post-demolition for an indeterminate amount of time; and
  - That the demolition should only be approved subsequent to, or conditional upon, the Applicant receiving approval for a replacement dwelling.

AGENCY REFERRALS

- N/A

INTERNAL REFERRALS

- David Brown

PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in **Appendix 1**.

Demolition

Performance Outcome 7.1 of the Historic Area Overlay states:

> *Buildings and structures, or features thereof, that demonstrate the historic characteristics as expressed in the Historic Area Statement are not demolished, unless:*
>
> *(a) the front elevation of the building has been substantially altered and cannot be reasonably restored in a manner consistent with the building's original style*
> *or*
> *(b) the structural integrity or safe conditions of the original building is beyond reasonable repair.*

Performance Outcome 7.3 of the Historic Area Overlay states:

> *Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.*

The Historic Area Statement lists dwellings constructed between "1900s-1930s" as being those that contribute to the historic character of the Area. More specifically, the Historic Area Statement identifies "bungalows, Edwardian (such as Queen Anne), Federation dwelling styles [and] some Tudor style dwellings" as being important to the character of this locality.

The information provided to the Council by the Valuer-General's Office dates the construction of the dwelling at c1925. However, there is some uncertainty as to the architectural style of the dwelling due to the extent of modifications made to it.

The applicant supplemented their application with a Heritage Impact Statement by DASH Architects (see **Attachment 1**). In its report, DASH Architects opined that the original dwelling was "likely a relatively simple flat front red brick dwelling with Old English and possibly Bungalow influences", estimating its date of construction at c1920.

The application was referred to the Council's Heritage Advisor, David Brown, for comment (see **Attachment 7**). David Brown was of the opinion that the dwelling was "most likely constructed as [a] simple late Edwardian double fronted brick cottage", possibly "built during or immediately after the war" and potentially influenced by "the Arts and Crafts/Old English period".

Despite the uncertainty surrounding the architectural style of the dwelling, both Mr Brown and the applicant's heritage advisor agree that the dwelling may at some time have been of the style that would contribute to this Historic Area. In any case, the current dwelling does not conform with the values described in the Historic Area Statement (Performance Outcome 7.3). Consequently, the question turns to whether the dwelling could be reasonably restored in a manner consistent with its original style such that is does demonstrate the historic characteristics of the area and therefore contributes to the Historic Area.

As highlighted earlier, the front elevation of the dwelling has been substantially altered. At some stage in its earlier life, it is likely that the dwelling had a front verandah which has subsequently been removed and replaced with a brick colonnade. The brick façade of the building has also been painted over. It would not be an unreasonable burden on the Applicant for the brick colonnade to be removed and the paint stripped from the front façade. However, significant investigation would be required to determine the original architectural style of the dwelling, to then determine what level of reinstatement works are required thereafter. At this stage the extent of these works and any future costs associated with such are unknown. Further, Mr Brown advised that "even in a restored state the house would not be an overly elegant addition to the streetscape".

When considering the proposed demolition against Performance Outcome 7.3, it is relevant to consider that the current dwelling does not conform with the values described in the Historic Area Statement.

When considering the proposed demolition against Performance Outcome 7.1(a), it is relevant to consider that it cannot be said with any certainty that the dwelling demonstrates the historic characteristics as expressed in the Historic Area Statement. The dwelling was most likely constructed in the 1920s, and it likely was of an architectural style identified in the Historic Area Statement albeit with some other influences. Accordingly – and not discounting the fact that the front elevation of the building has been substantially altered beyond recognition – it is considered that the demolition of this building is consistent with Performance Outcomes 7.1(a) and 7.3 of the Historic Area Overlay.

Finally, it is worth noting the following in respect of the representation submitted for this development application. Pursuant to section 3(1) of the *Planning, Development and Infrastructure Act 2016*, demolition of a building is a form of development. Further, the demolition of a building within a Historic Area Overlay is development for which approval is required by virtue of Clause 10(1) of Schedule 4 of the *Planning, Development and Infrastructure (General) Regulations 2017*. Consequently, an application solely for the demolition of a building is a valid and sufficient development application. Additionally, it is a well-established principle that a planning authority cannot seek to alter the nature of a development application by way of requesting amendments or through the imposition of conditions. Accordingly, the Council Assessment Panel cannot require the applicant to obtain approval for a replacement dwelling on the land before determining the current application for demolition that is before the Panel.

RECOMMENDATION

It is recommended that the Council Assessment Panel/SCAP resolve that:

1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and

2. Development Application Number 22042366, by Fernando D'Apollonio is granted Planning Consent subject to the following conditions:

CONDITIONS

Planning Consent

1. The development granted Planning Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).

ADVISORY NOTES

Planning Consent

Advisory Note 1
Appeal Rights - General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

Advisory Note 2
Consents issued for this Development Application will remain valid for the following periods of time:

1. Planning Consent is valid for 24 months following the date of issue, within which time Development Approval must be obtained;

2. Development Approval is valid for 24 months following the date of issue, within which time works must have substantially commenced on site;
3. Works must be substantially completed within 3 years of the date on which Development Approval is issued.

If an extension is required to any of the above-mentioned timeframes a request can be made for an extension of time by emailing the Planning Department at townhall@npsp.sa.gov.au. Whether or not an extension of time will be granted will be at the discretion of the relevant authority.

Advisory Note 3
No work can commence on this development unless a Development Approval has been obtained. If one or more Consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

Advisory Note 4
The Applicant is reminded of its responsibilities under the *Environment Protection Act 1993*, to not harm the environment. Specifically, paint, plaster, concrete, brick wastes and wash waters should not be discharged into the stormwater system, litter should be appropriately stored on site pending removal, excavation and site disturbance should be limited, entry/exit points to the site should be managed to prevent soil being carried off site by vehicles, sediment barriers should be used (particularly on sloping sites), and material stockpiles should all be placed on site and not on the footpath or public roads or reserves. Further information is available by contacting the EPA.

Advisory Note 5
The granting of this consent does not remove the need for the beneficiary to obtain all other consents which may be required by any other legislation.

The Applicant's attention is particularly drawn to the requirements of the *Fences Act 1975* regarding notification of any neighbours affected by new boundary development or boundary fencing. Further information is available in the 'Fences and the Law' booklet available through the Legal Services Commission.

Advisory Note 6
The Applicant is advised that construction noise is not allowed:
1. on any Sunday or public holiday; or
2. after 7pm or before 7am on any other day

Advisory Note 7
The Applicant is advised that any works undertaken on Council owned land (including but not limited to works relating to crossovers, driveways, footpaths, street trees and stormwater connections) will require the approval of the Council pursuant to the *Local Government Act 1999* prior to any works being undertaken. Further information may be obtained by contacting Council's Public Realm Compliance Officer on 8366 4513.

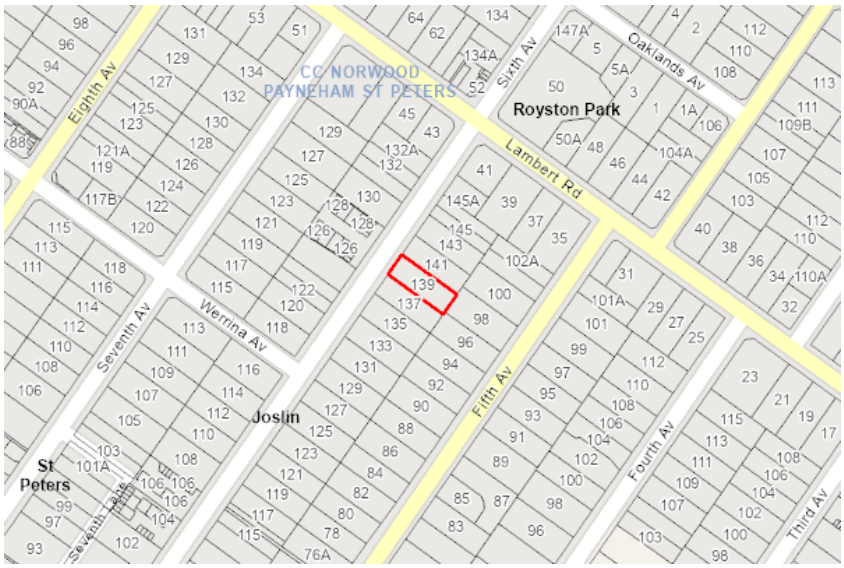
Advisory Note 8
The Applicant is advised that the condition of the footpath, kerbing, vehicular crossing point, street tree(s) and any other Council infrastructure located adjacent to the subject land will be inspected by the Council prior to the commencement of building work and at the completion of building work. Any damage to Council infrastructure that occurs during construction must be rectified as soon as practicable and in any event, no later than four (4) weeks after substantial completion of the building work. The Council reserves its right to recover all costs associated with remedying any damage that has not been repaired in a timely manner from the appropriate person.

Advisory Note 9
The Council has not surveyed the subject land and has, for the purpose of its assessment, assumed that all dimensions and other details provided by the Applicant are correct and accurate.

Address: **139 SIXTH AV JOSLIN SA 5070**

Click to view a detailed interactive SAILIS in SAILIS

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



Property Zoning Details

Local Variation (TNV)
Minimum Frontage *(Minimum frontage for a detached dwelling is 18m)*
Minimum Site Area *(Minimum site area for a detached dwelling is 600 sqm)*
Maximum Building Height (Levels) *(Maximum building height is 1 level)*
Site Coverage *(Maximum site coverage is 50 per cent)*
Overlay
Airport Building Heights (Regulated) *(All structures over 110 metres)*
Historic Area *(NPSP4)*
Prescribed Wells Area
Regulated and Significant Tree
Stormwater Management
Urban Tree Canopy
Zone
Established Neighbourhood

Property Policy Information for above selection

Demolition - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Established Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.
DO 2	Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths,

	front yards, and space between crossovers.

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

Class of Development **(Column A)**	**Exceptions** **(Column B)**
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. All development undertaken by: (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.	Except development involving any of the following: 1. residential flat building(s) of 3 or more building levels 2. the demolition of a State or Local Heritage Place 3. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) ancillary accommodation (c) building work on railway land (d) carport (e) deck (f) dwelling (g) dwelling addition (h) fence (i) outbuilding (j) pergola (k) private bushfire shelter (l) residential flat building (m) retaining wall (n) shade sail	Except development that: 1. exceeds the maximum building height specified in Established Neighbourhood Zone DTS/DPF 4.1 or 2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the

Appendix 1

(o) solar photovoltaic panels (roof mounted) (p) swimming pool or spa pool (q) verandah (r) water tank.	adjoining allotment).
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that: 1. does not satisfy Established Neighbourhood Zone DTS/DPF 1.2 or 2. exceeds the maximum building height specified in Established Neighbourhood Zone DTS/DPF 4.1 or 3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
5. Any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) recreation area (d) replacement building (e) temporary accommodation in an area affected by bushfire (f) tree damaging activity.	None specified.
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Appendix 1

Historic Area Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
PO 1.1 All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.	DTS/DPF 1.1 None are applicable.
Demolition	
PO 7.1 Buildings and structures, or features thereof, that demonstrate the historic characteristics as expressed in the Historic Area Statement are not demolished, unless: (a) the front elevation of the building has been substantially altered and cannot be reasonably restored in a manner consistent with the building's original style or (b) the structural integrity or safe condition of the original building is beyond reasonable repair.	DTS/DPF 7.1 None are applicable.
PO 7.2 Partial demolition of a building where that portion to be demolished does not contribute to the historic character of the streetscape.	DTS/DPF 7.2 None are applicable.
PO 7.3 Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.	DTS/DPF 7.3 None are applicable.
Ruins	
PO 8.1 Development conserves and complements features and ruins associated with former activities of significance.	DTS/DPF 8.1 None are applicable.

Historic Area Statements

<table>
<tr><th>Statement#</th><th>Statement</th></tr>
<tr><td colspan="2">Historic Areas affecting City of Norwood, Payneham and St Peters</td></tr>
<tr><td>NPSP4</td><td>
Joslin / Royston Park Historic Area Statement (NPSP4)

The Historic Area Overlay identifies localities that comprise characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.

The preparation of an Historic Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.
<table>
<tr><td>Eras, themes and context</td><td>1900s-1930s. Detached dwellings.

Joslin/Royston Park Historic Area is divided into two separate locations:

the area around First and Second Avenue, north of Lambert Road, in the suburb of Royston Park, and the area centred around Fourth, Fifth and Sixth Avenues in the suburb of Joslin.</td></tr>
<tr><td>Allotments, subdivision and built form patterns</td><td>Regular pattern of large allotments.</td></tr>
<tr><td>Architectural styles, detailing and built form features</td><td>Single storey detached dwellings. Bungalows. Edwardian (such as Queen Anne) and Federation dwelling styles. Some Tudor style dwellings with a steeper roof pitch, tiled roof and heavy columns.</td></tr>
<tr><td>Building height</td><td>Single-storey, two storeys in some locations.</td></tr>
<tr><td>Materials</td><td>Stone dwelling walls and original joinery.</td></tr>
<tr><td>Fencing</td><td>Front fencing (including any secondary street frontage up to the alignment to the fain face of the dwelling) generally low in height up to 1.2m (masonry), 1.5m (wrought iron, brush or timber and wire) and 2m (masonry pillars), allowing views to dwelling. Original design and materials, such timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing for cottages, villas and other Victorian dwellings.

Timber picket, timber paling or woven crimped wire, or corrugated iron or mini orb within timber framing for Edwardian dwellings.

Timber paling, wire mesh and timber or tube framing, woven crimped wire, or masonry with galvanised steel ribbon for Bungalow and Tudor house styles.

Side and rear fences in traditional materials such as timber, corrugated iron or well-detailed masonry.</td></tr>
<tr><td>Setting, landscaping, streetscape and public realm features</td><td>Area characterised by regularity of the wide, tree lined avenues.

Landscaped garden setting, particularly in front of dwelling; Streets lined with distinctive street trees.</td></tr>
<tr><td>Representative</td><td>Identified - refer to SA planning database.</td></tr>
</table>
</td></tr>
</table>

Appendix 1

Buildings	

Procedural Matters (PM) - Referrals

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

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

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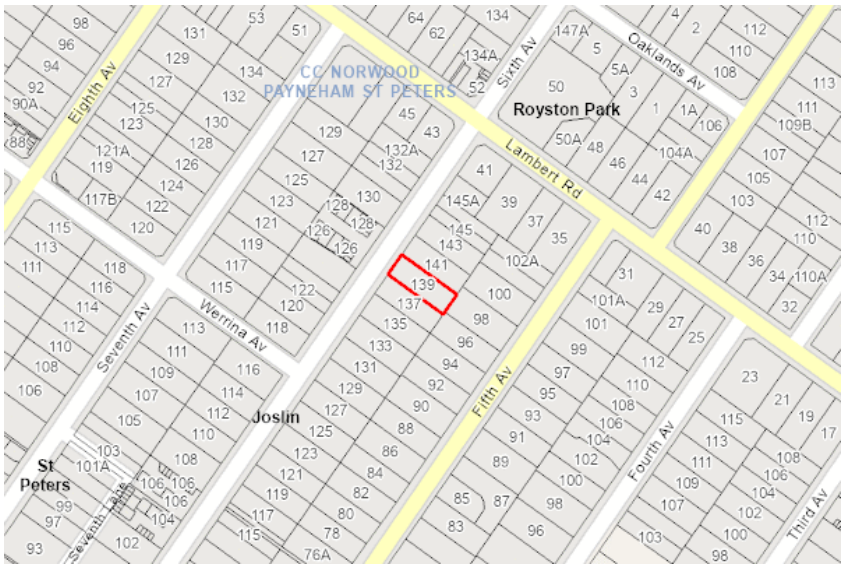

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Zone
Established Neighbourhood

Property Policy Information for above selection

Demolition - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Established Neighbourhood Zone

Assessment Provisions (AP)

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	front yards, and space between crossovers.

Table 5 - Procedural Matters (PM) - Notification

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

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1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
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Appendix 1

(o) solar photovoltaic panels (roof mounted) (p) swimming pool or spa pool (q) verandah (r) water tank.	adjoining allotment).
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that: 1. does not satisfy Established Neighbourhood Zone DTS/DPF 1.2 or 2. exceeds the maximum building height specified in Established Neighbourhood Zone DTS/DPF 4.1 or 3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
5. Any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) recreation area (d) replacement building (e) temporary accommodation in an area affected by bushfire (f) tree damaging activity.	None specified.
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Appendix 1

Historic Area Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
PO 1.1 All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.	DTS/DPF 1.1 None are applicable.
Demolition	
PO 7.1 Buildings and structures, or features thereof, that demonstrate the historic characteristics as expressed in the Historic Area Statement are not demolished, unless: (a) the front elevation of the building has been substantially altered and cannot be reasonably restored in a manner consistent with the building's original style or (b) the structural integrity or safe condition of the original building is beyond reasonable repair.	DTS/DPF 7.1 None are applicable.
PO 7.2 Partial demolition of a building where that portion to be demolished does not contribute to the historic character of the streetscape.	DTS/DPF 7.2 None are applicable.
PO 7.3 Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.	DTS/DPF 7.3 None are applicable.
Ruins	
PO 8.1 Development conserves and complements features and ruins associated with former activities of significance.	DTS/DPF 8.1 None are applicable.

Historic Area Statements

<table>
<tr><th>Statement#</th><th>Statement</th></tr>
<tr><td colspan="2">Historic Areas affecting City of Norwood, Payneham and St Peters</td></tr>
<tr><td>NPSP4</td><td>
Joslin / Royston Park Historic Area Statement (NPSP4)

The Historic Area Overlay identifies localities that comprise characteristics of an identifiable historic, economic and / or social theme of recognised importance. They can comprise land divisions, development patterns, built form characteristics and natural features that provide a legible connection to the historic development of a locality.

These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of an Historic Area.

The preparation of an Historic Impact Statement can assist in determining potential additional attributes of an Historic Area where these are not stated in the below table.
<table>
<tr><td>Eras, themes and context</td><td>1900s-1930s. Detached dwellings.

Joslin/Royston Park Historic Area is divided into two separate locations:

the area around First and Second Avenue, north of Lambert Road, in the suburb of Royston Park, and the area centred around Fourth, Fifth and Sixth Avenues in the suburb of Joslin.</td></tr>
<tr><td>Allotments, subdivision and built form patterns</td><td>Regular pattern of large allotments.</td></tr>
<tr><td>Architectural styles, detailing and built form features</td><td>Single storey detached dwellings. Bungalows. Edwardian (such as Queen Anne) and Federation dwelling styles. Some Tudor style dwellings with a steeper roof pitch, tiled roof and heavy columns.</td></tr>
<tr><td>Building height</td><td>Single-storey, two storeys in some locations.</td></tr>
<tr><td>Materials</td><td>Stone dwelling walls and original joinery.</td></tr>
<tr><td>Fencing</td><td>Front fencing (including any secondary street frontage up to the alignment to the fain face of the dwelling) generally low in height up to 1.2m (masonry), 1.5m (wrought iron, brush or timber and wire) and 2m (masonry pillars), allowing views to dwelling. Original design and materials, such timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing for cottages, villas and other Victorian dwellings.

Timber picket, timber paling or woven crimped wire, or corrugated iron or mini orb within timber framing for Edwardian dwellings.

Timber paling, wire mesh and timber or tube framing, woven crimped wire, or masonry with galvanised steel ribbon for Bungalow and Tudor house styles.

Side and rear fences in traditional materials such as timber, corrugated iron or well-detailed masonry.</td></tr>
<tr><td>Setting, landscaping, streetscape and public realm features</td><td>Area characterised by regularity of the wide, tree lined avenues.

Landscaped garden setting, particularly in front of dwelling; Streets lined with distinctive street trees.</td></tr>
<tr><td>Representative</td><td>Identified - refer to SA planning database.</td></tr>
</table>
</td></tr>
</table>

Appendix 1

Buildings	

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

Attachment 1

MASTERPLAN
TOWN + COUNTRY PLANNERS SINCE 1977

PLANNING REPORT

Demolition of Dwelling and Associated Structures

AT: 139 Sixth Avenue, Joslin

FOR: Mr Fernando D'Apollonio

1.0 INTRODUCTION

MasterPlan SA has been engaged by Mr Fernando D'Apollonio ('our client') to review the proposal and prepare a planning report to accompany the lodgement of an application for the demolition of the dwelling and associated structures at 139 Sixth Avenue, Joslin ('the subject site').

Our planning report has been informed by and should be read in conjunction with the following documents:

- Site Plan, prepared by MasterPlan (**Appendix A**);
- Certificate of Title Register Search (**Appendix B**);
- Locality Plan, prepared by MasterPlan (**Appendix C**);
- Demolition Plan, prepared by MasterPlan (**Appendix D**); and
- Heritage Impact Statement, prepared by DASH Architects (**Appendix E**).

The following planning report provides a description of the subject site and locality, details of the proposed development and provides an assessment against the relevant provisions of the Planning and Design Code ('the Code').

The report concludes that the proposal is appropriate and warrants Planning Consent being granted.

2.0 SUBJECT SITE

The subject site is situated within the City of Norwood Payneham and St Peters Local Government Area.

The subject land comprises Allotment 28 (street number 139) Sixth Avenue, Joslin. The subject land is described on Certificate of Title Volume 5803 Folio 271. A Certificate of Title Register Search is contained in **Appendix A**.

The site has a total area land area of approximately 784.1 square metres with a 16.76-metre frontage to Sixth Avenue. The subject site is detailed in the Site Plan contained in **Appendix B**.

The site currently comprises a single-storey dwelling and several associated structures (outbuildings).

The subject building is not a Representative Building. The subject site is not identified as being a State Heritage Place or Local Heritage Place.

There are no Significant or Regulated Trees on the subject land.

3.0 LOCALITY

The locality is detailed on the Locality Plan contained in **Appendix C**.

The physical characteristics of the suburb are covered by the Code's Historic Area Overlay (NPSP4).

The area centred around Fourth, Fifth and Sixth Avenues contain several buildings that display discernible historic character, primarily on the eastern side of Sixth Avenue.

The context of the Historic Area and Representative Buildings is detailed in **Figure 1** below.

Figure 1: Historic Area and Representative Buildings, in relation to the subject site with subject site shown in blue (SAPPA Maps).

Over time, the locality has seen the demolition of several original dwellings with the northern side of Sixth Avenue primarily characterised by later development that is generally not representative of the historic attributes expressed in the relevant Historic Area Statement.

4.0 PROPOSED DEVELOPMENT

The proposed development is summarised in **Table 1** below with a more detailed description of the proposed works outlined in the following sections.

Table 1: Proposed Development Summary

PROPOSED DEVELOPMENT SUMMARY	
Summary Description	Demolition of Dwelling and associated structures.
Development Elements	• Demolition.

The development application seeks consent to demolish the dwelling and associated structures on the subject land.

A Demolition Plan is contained in **Appendix D**.

5.0 PLANNING AND DESIGN CODE

5.1 Procedural Matters

The Code identifies and applies policies for assessment of development relative to each zone.

Table 2 below, provides a summary of the applicable zone, overlays and general development policy sections that have been identified as applying to the subject land.

Table 2: Planning and Design Code Summary

PLANNING AND DESIGN CODE	
Version and Date	2022.23 dated 8 December 2022.
Zone	Established Neighbourhood.
Overlays	Historic Area Overlay – NPSP4.

The zones, overlays and general development policies that apply may contain sections headed 'Procedural Matters', including the requirement to notify certain applications for planning consent, and referrals to prescribed bodies.

5.2 Relevant Authority

The subject land is located within the City of Norwood Payneham and St Peters Local Government Area.

As the proposed development is to be undertaken within the City of Norwood Payneham and St Peters Local Government Area then the Council Assessment Panel is considered to be the relevant authority in accordance with Section 93 (1)(a) of the *Planning, Development and Infrastructure Act 2016* unless the Council's Assessment Manager is identified during the course of the assessment as being able to act as the relevant authority.

5.3 Assessment Pathway

An assessment of the development element against the assessment pathway identified in the Code identifies that the proposed development requires assessment as Performance Assessed.

5.4 Statutory Referrals

It is our opinion that the proposal does not trigger any referrals under the relevant Overlays or planning legislation.

5.5 Public Notification

In accordance with Table 5(6) of the Established Neighbourhood Zone, demolition of a building (except an ancillary building) in a Historic Area Overlay requires notification.

6.0 ASSESSMENT

6.1 Established Neighbourhood Zone

The subject site is located within the Established Neighbourhood Zone as identified in the Code:

ESTABLISHED NEIGHBOURHOOD ZONE Desired Outcome
DO 1 A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.
DO 2 Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths, front yards, and space between crossovers.

DASH Architects has prepared a Heritage Impact Assessment in support of the proposed demolition. The Heritage Impact Assessment Report is contained in **Appendix E**. This report highlights, that the:

- The main face of the building has been modified since its construction. This modification has compromised the character of the original 1900-1930 era dwelling.
- The dwelling's setback from the street affords a front yard that is typical to the predominant streetscape patterns however, the front yard itself is overgrown and consists primarily of weeds.
- All original fencing has been removed and replaced with unsympathetic tubular steel fencing and red brick.

It is therefore considered that the existing character and appearance of the building does not contribute to the heritage character of the streetscape and locality.

6.2 Historic Area Overlay

The Historic Area Overlay – NPSP4 applies to the subject site:

HISTORIC AREA OVERLAY All Development	
Performance Outcome	Deemed-To-Satisfy/ Designated Performance Feature
PO 1.1 All development is undertaken having consideration to the historic streetscape and built form expressed in the Historic Area Statement.	DTS/DPF 1.1 None are applicable.
Demolition	
PO 7.1 Buildings and structures, or features thereof, that demonstrate the historic characteristics as expressed in the Historic Area Statement are not demolished, unless: (a) the front elevation of the building has been substantially altered and cannot be reasonably restored in a manner consistent with the building's original style or (b) the structural integrity or safe condition of the original building is beyond reasonable repair.	DTS/DPF 7.1 None are applicable.
PO 7.3 Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.	DTS/DPF 7.3 None are applicable.

As detailed in the Heritage Impact Assessment Report, prepared by DASH Architects (**Appendix E**), the site comprises a single-storey 1900-1930 era dwelling. The main face of the dwelling has been modified since its construction, with the original façade currently concealed by a later (c1980) masonry colonnade. On the basis of these modifications, the main face of the building is therefore not considered to contribute to the heritage character of the streetscape and locality.

7.0 CONCLUSION

It is our opinion, that the dwelling is not visually compatible with the elements contributing to the character of the locality.

Demolition is considered to be consistent with PO 7.3, and in turn, DO 1. This assessment is also consistent with the dwelling not being identified as a Representative building within the Historic Area Overlay – NPSP4.

For the reasons outlined above, we consider that the proposal warrants Planning Consent being granted.

Michael Richardson MPIA

Bachelor of Urban and Regional Planning (Hons)

15 December 2022

Attachment 1

APPENDIX A

Site Plan
Prepared by MasterPlan

Attachment 1

Subject Site

Site Plan

139 Sixth Street,
Joslin

Fernando Apollonio

1:400 @ A3

0 8

MASTERPLAN
TOWN + COUNTRY PLANNERS SINCE 1977

Attachment 1

APPENDIX B

Certificate of Title Register Search

LAND SERVICES SA

Product	Register Search (CT 5803/271)
Date/Time	04/11/2022 11:15AM
Customer Reference	53109
Order ID	20221104002819

REAL PROPERTY ACT, 1886
South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.

REGISTRAR-GENERAL SOUTH AUSTRALIA

Certificate of Title - Volume 5803 Folio 271

Parent Title(s) CT 1203/91

Creating Dealing(s) CONVERTED TITLE

Title Issued 31/08/2000 **Edition** 3 **Edition Issued** 18/05/2022

Estate Type

FEE SIMPLE

Registered Proprietor

TONINO D'APOLLONIO
OF 137 SIXTH AVENUE JOSLIN SA 5070
FERNANDO DANIELE D'APOLLONIO
OF 68 THIRD AVENUE ST PETERS SA 5069
AS THE EXECUTOR(S) OF
GILDO D'APOLLONIO WHO DIED 22/08/2021

Description of Land

ALLOTMENT 28 FILED PLAN 135979
IN THE AREA NAMED JOSLIN
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

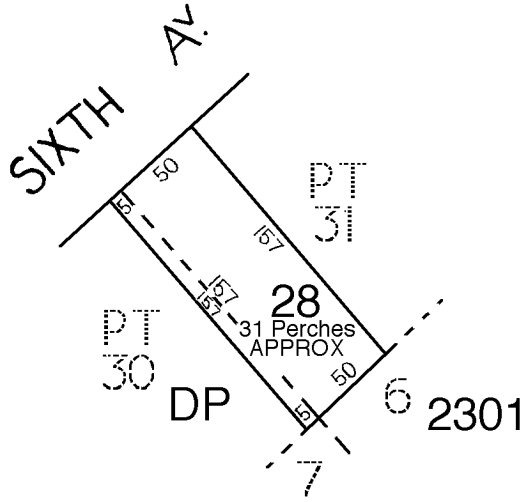
NIL

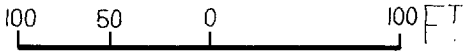
Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

Product	Register Search (CT 5803/271)
Date/Time	04/11/2022 11:15AM
Customer Reference	53109
Order ID	20221104002819

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 1203/91 **LAST PLAN REF:** DP 2301





FOR METRIC CONVERSION	
1 FOOT	= 0·3048 METRES
1 INCH	= 0·0254 METRES
1 ACRE	= 0·404686 HECTARES
1 ROOD	= 1011·7m²
1 PERCH	= 25·29 m²

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

LAND SERVICES SA

Product	Historical Search
Date/Time	04/11/2022 11:15AM
Customer Reference	53109
Order ID	20221104002819

Certificate of Title

Title Reference: CT 5803/271

Status: CURRENT

Parent Title(s): CT 1203/91

Dealing(s) Creating Title: CONVERTED TITLE

Title Issued: 31/08/2000

Edition: 3

Dealings

Lodgement Date	Completion Date	Dealing Number	Dealing Type	Dealing Status	Details
12/05/2022	18/05/2022	13784696	TRANSMISSION APPLICATION	REGISTERED	GILDO D'APOLLONIO (DECD), TONINO D'APOLLONIO (EXEC), FERNANDO DANIELE D'APOLLONIO (EXEC)
12/05/2022	18/05/2022	13784695	APPLICATION TO NOTE DEATH	REGISTERED	MARIA D'APOLLONIO (DECD), GILDO D'APOLLONIO

APPENDIX C

Locality Plan
Prepared by MasterPlan

Attachment 1

Subject Site

Established Neighbourhood

Zoning and Locality Plan

139 Sixth Street,
Joslin

Fernando Apollonio

1:2000 @ A3

0 40

MASTERPLAN
TOWN + COUNTRY PLANNERS SINCE 1977

APPENDIX D

Demolition Plan
Prepared by MasterPlan

Attachment 1

Subject Site

Structure to be Demolished

Demolition Plan

139 Sixth Street,
Joslin

Fernando Apollonio

1:200 @ A3

0 8

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APPENDIX E

Heritage Impact Statement
Prepared by DASH Architects

139 Sixth Avenue Joslin

Historic Impact Statement

DA224314 Issue –

05.12.22

1.0 Introduction

DASH Architects has been engaged by Masterplan SA Pty Ltd to undertake a review of the proposed demolition of the dwelling located at 139 Sixth Avenue, Joslin (The Subject Site). This dwelling is located within a Historic Area Overlay (Joslin / Royston Park, NPSP4). This Historic Area Overlay includes the identification of Representative Buildings. The Subject Building is not a Representative Building.

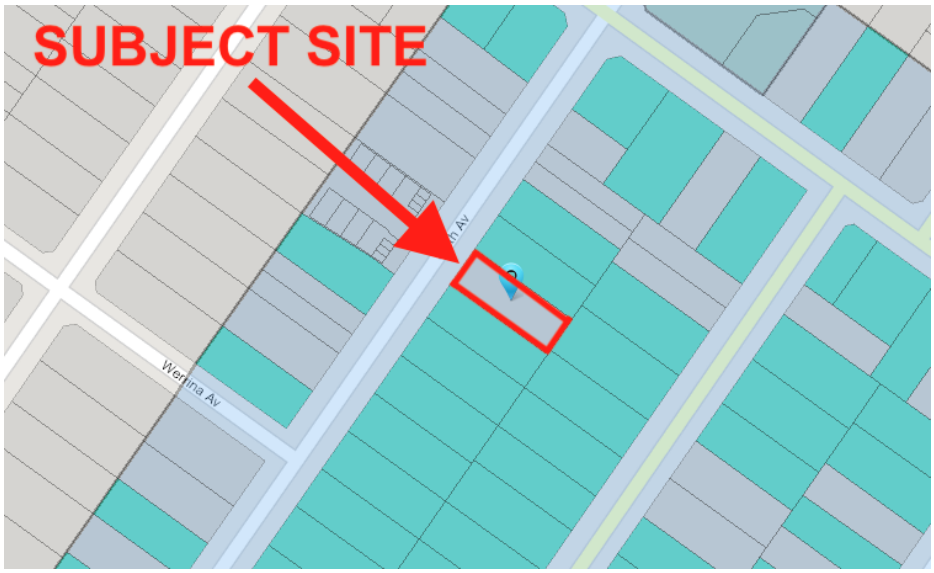


Image 1. 139 Sixth Avenue Joslin, The Subject Site. Source: SAPPA, with Historic Area Overlay (blue) and Representative buildings identified (green)

Image 2. 139 Sixth Avenue Joslin, The Subject Site

dasharchitects

L2, 141-149 Ifould Street
Adelaide SA 5000
t 8223 1655
adelaide@dasharchitects.com.au
www.dasharchitects.com.au
ABN 82 059 685 059

Image 3. 139 Sixth Avenue Joslin, The Subject Site

This heritage review has been prepared by DASH Architects. The practice was founded in 1964, and has established itself as one of South Australia's leading practices specialising in the provision of heritage architectural services.

Over the past 50 years DASH Architects has established a reputation as one of the State's leading architectural practices in the following specialist heritage fields:

- Heritage Conservation
- Heritage Assessment and Impact Assessment
- Heritage Advisory Services
- Heritage Policy Development
- Condition and Compliance Audits
- Adaptive Reuse
- Conservation Management Plans
- Expert Witnessing, and
- Professional Desktop Historical Archaeological Services.

Our expertise extends across the full range of historic character and heritage listings to include:

- Historic Character
- Local Heritage Places
- State Heritage Places
- State Heritage Areas
- Commonwealth Heritage Places (including Defence), and
- National Heritage Places.

1.1 Copyright

2.0 Planning and Design Code

The Desired Outcome DO1 of the Historic Area Overlay seeks:

Desired Outcome

DO1: Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.

Performance Outcomes that speak to the demolition of dwellings within the Overlay note:

Performance Outcome

PO7.1 Buildings and structures, or features thereof, that demonstrate the historic characteristics as expressed in the Historic Area Statement are not demolished, unless:

(a) the front elevation of the building has been substantially altered and cannot be reasonably restored in a manner consistent with the building's original style

or

(b) the structural integrity or safe condition of the original building is beyond reasonable repair.

PO7.2 Partial demolition of a building where that portion to be demolished does not contribute to the historic character of the streetscape.

PO7.3 Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.

3.0 Historic Impact Assessment

3.1 Historic Area Statement

The Historic Area Statement (HAS) for the overlay identifies the following historic attributes of importance:

Era, themes and context	1900s-1930s. Detached dwellings. Joslin/Royston Park Historic Area is divided into two separate locations: the area around First and Second Avenue, north of Lambert Road, in the suburb of Royston Park, and the area centred around Fourth, Fifth and Sixth Avenues in the suburb of Joslin.
Allotments, subdivision and built form patterns	Regular pattern of large allotments.
Architectural styles, detailing and built form feature	Single storey detached dwellings. Bungalows. Edwardian (such as Queen Anne) and Federation dwelling styles. Some Tudor style dwellings with a steeper roof pitch, tiled roof and heavy columns.
Building height	Single-storey, two storeys in some locations.
Materials	Stone dwelling walls original joinery
Fencing	Front fencing (including any secondary street frontage up to the alignment to the fain face of the dwelling) generally low in height up to 1.2m (masonry), 1.5m (wrought iron, brush or timber and wire) and 2m (masonry pillars), allowing views to dwelling. Original design and materials, such timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing for cottages, villas and other Victorian dwellings. Timber picket, timber paling or woven crimped wire, or corrugated iron or mini orb within timber framing for Edwardian dwellings. Timber paling, wire mesh and timber or tube framing, woven crimped wire, or masonry with galvanised steel ribbon for Bungalow and Tudor house styles. Side and rear fences in traditional materials such as timber, corrugated iron or well-detailed masonry.
Setting, landscaping, streetscape and public realm features	Area characterised by regularity of the wide, tree lined avenues. Landscaped garden setting, particularly in front of dwelling; Streets lined with distinctive street trees
Representative Buildings	Identified - refer to SA planning database.

As suggested by Image 1 above, these historic attributes are primarily represented on the eastern side of the street, where such examples include:


141 Sixth Avenue Joslin


143 Sixth Avenue Joslin


137 Sixth Avenue Joslin


135 Sixth Avenue Joslin


133 Sixth Avenue Joslin


26 Hardy Street Goodwood

The northern side of Sixth Avenue is primarily characterised by later development that is generally not representative of the historic attributes expressed in the Historic Area Statements, with such examples including:


132 Sixth Avenue Joslin


130A & 130B Sixth Avenue Joslin


130 Sixth Avenue Joslin


126-128 Sixth Avenue Joslin

3.2 Existing Character of Dwelling

The dwelling on the Subject Site has had its front façade largely concealed by a later (c1980) masonry colonnade, and additional room. This makes an accurate assessing the original dwelling more challenging. Based on a site inspection only, it appears the original dwelling was likely a relatively simple flat fronted red brick dwelling with Old English and possibly Bungalow influences. Its date of construction was possibly c1920.

Alterations that have been undertaken to the street façade of the building since its construction appear to include:

Ref	Alteration
1	Original verandah removed
2	New c1980 masonry colonnade to the primary façade
3	New 'infill room' within later verandah
4	Likely not original roof form
5	Face masonry of remaining sections of original façade painted
6	Front fencing not original
7	c1980 tiling to later verandah
8	c1960 'D' profile gutters

Image 4. Alterations reference diagram, 139 Sixth Avenue Joslin

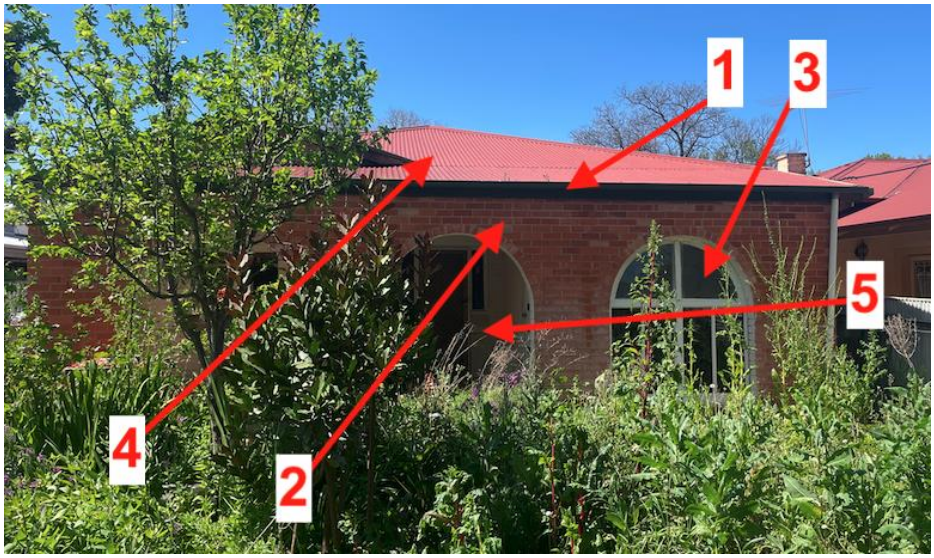


Image 5. Alterations reference diagram, 139 Sixth Avenue Joslin

Table 1 below undertakes an analysis of the Subject Site's character contribution against those attributes identified in the Overlay's Historic Area Statements.

TABLE 1: EXISTING CHARACTER ANALYSIS

Attribute	Historic Area Statement	139 Sixth Avenue Joslin	Character
Era, themes and context	1900s-1930s. Detached dwellings. Joslin/Royston Park Historic Area is divided into two separate locations: the area around First and Second Avenue, north of Lambert Road, in the suburb of Royston Park, and the area centred around Fourth, Fifth and Sixth Avenues in the suburb of Joslin.	While the dwelling on the subject site likely dates from this era the later modification to the primary façade results in its character being dominated by the c1980s alterations.	**Poor**
Allotments, subdivision and built form patterns	Regular pattern of large allotments	The Subject Site's 800sqm was standard for the historic subdivision within this locality.	**Typical**
Architectural styles, detailing and built form features	Single storey detached dwellings. Bungalows. Edwardian (such as Queen Anne) and Federation dwelling styles. Some Tudor style dwellings with a steeper roof pitch, tiled roof and heavy columns.	No 139 is single storey. Later additions make analysis of the original building more challenging, however it was likely a simple flat fronted dwelling of primarily Old English style. Some dwellings of this era incorporated wide gabled verandahs comparable to the Bungalow style, however any such feature (if present) has since been removed. The dwelling has a very flat roof, that has likely been modified. Any 'heavy columns', again a common feature to the Bungalow style, have been removed if they were ever present at all.	**Poor**

Building height	Single-storey, two storeys in some locations..	The dwelling maintains its original single storey scale	**Typical**
Materials	Stone dwelling walls original joinery	Primary building materials of the original dwelling were face pressed red bricks, rather than stone. While these 'pressed reds' are still visible to the side facades, those visible on the front façade have since been painted. Face red brick of the later colonnade are a more contemporary extruded red brick. Original window joinery remains, however most is largely concealed by the later colonnaded verandah. Any joinery associated with the original verandah has been removed.	**Poor**
Fencing	Front fencing (including any secondary street frontage up to the alignment to the fain face of the dwelling) generally low in height up to 1.2m (masonry), 1.5m (wrought iron, brush or timber and wire) and 2m (masonry pillars), allowing views to dwelling. Original design and materials, such timber picket, timber dowelling, masonry and cast iron palisade, or corrugated iron or mini orb within timber framing for cottages, villas and other Victorian dwellings. Timber picket, timber paling or woven crimped wire, or corrugated iron or mini orb within timber framing for Edwardian dwellings. Timber paling, wire mesh and timber or tube framing, woven crimped wire, or masonry with galvanised steel ribbon for Bungalow and Tudor house styles. Side and rear fences in traditional materials such as timber, corrugated iron or well-detailed masonry	All original fencing has been removed and replaced with a tubular steel and extruded red brick front wall / fence	**Poor**
Setting, landscaping, streetscape and public realm features	Area characterised by regularity of the wide, tree lined avenues. Landscaped garden setting, particularly in front of dwelling; Streets lined with distinctive street trees	The dwelling's setback from the street affords a front yard that is typical to the locality and historic subdivision and construction patterns. The front yard itself is overgrown, and consists primarily of weeds. The front driveway has been concreted.	**Typical**
Representative Buildings	Identified - refer to SA planning database	139 Sixth Avenue Joslin has not been identified as a representative building	**No**

The above analysis clearly illustrates that the values described in the Historic Area Statements that are displayed by the dwelling on the Subject Site are:

- The allotment size, and
- Its height (namely single storey), and
- Its front setback that enables a front garden to be established.

None of these attributes are particularly unique to the dwellings within the locality that date between 1900 and 1930.

3.3 Assessment

Desired Outcome

DO1: Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.

Performance Outcome

PO7.3 Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.

The Historic Area Overlay within which the 139 Sixth Avenue is located identifies sites that are considered to be representative of the *values described in the Historic Area Statements* as Representative Buildings. The Subject Site is not a Representative Building.

While the origins of the dwelling on the site date back to the identified 1900-1930 era, subsequent modifications and additions have substantially altered its appearance and the extent to which it displays any such associated historic themes. This was confirmed by the Existing Character Analysis (Table 1) that found the dwelling to be a generally poor example of the attributes that were generally common place, and not unique to historic development within the locality.

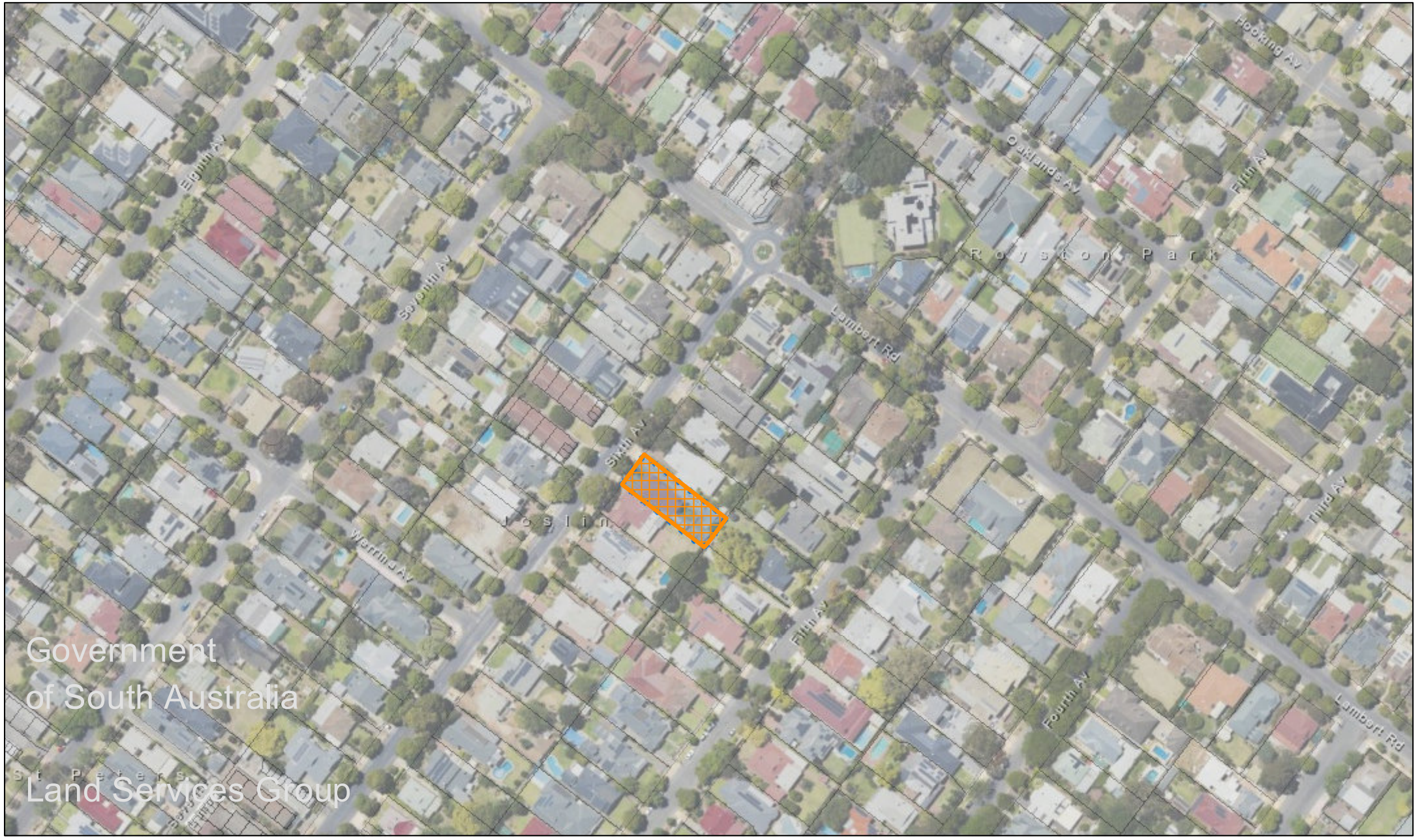
Given the existing dwelling at 139 Sixth Avenue Joslin *does not conform with the values described in the Historic Area Statement,* its demolition is considered to be consistent with PO7.3, and in turn DO1. This assessment is also consistent with the dwelling not being identified as a Representative Building within the Historic Area Overlay.

SAPPA Report

The SA Property and Planning Atlas is available on the Plan SA website: https://sappa.plan.sa.gov.au

Attachment 2

Date created:
February 14, 2023



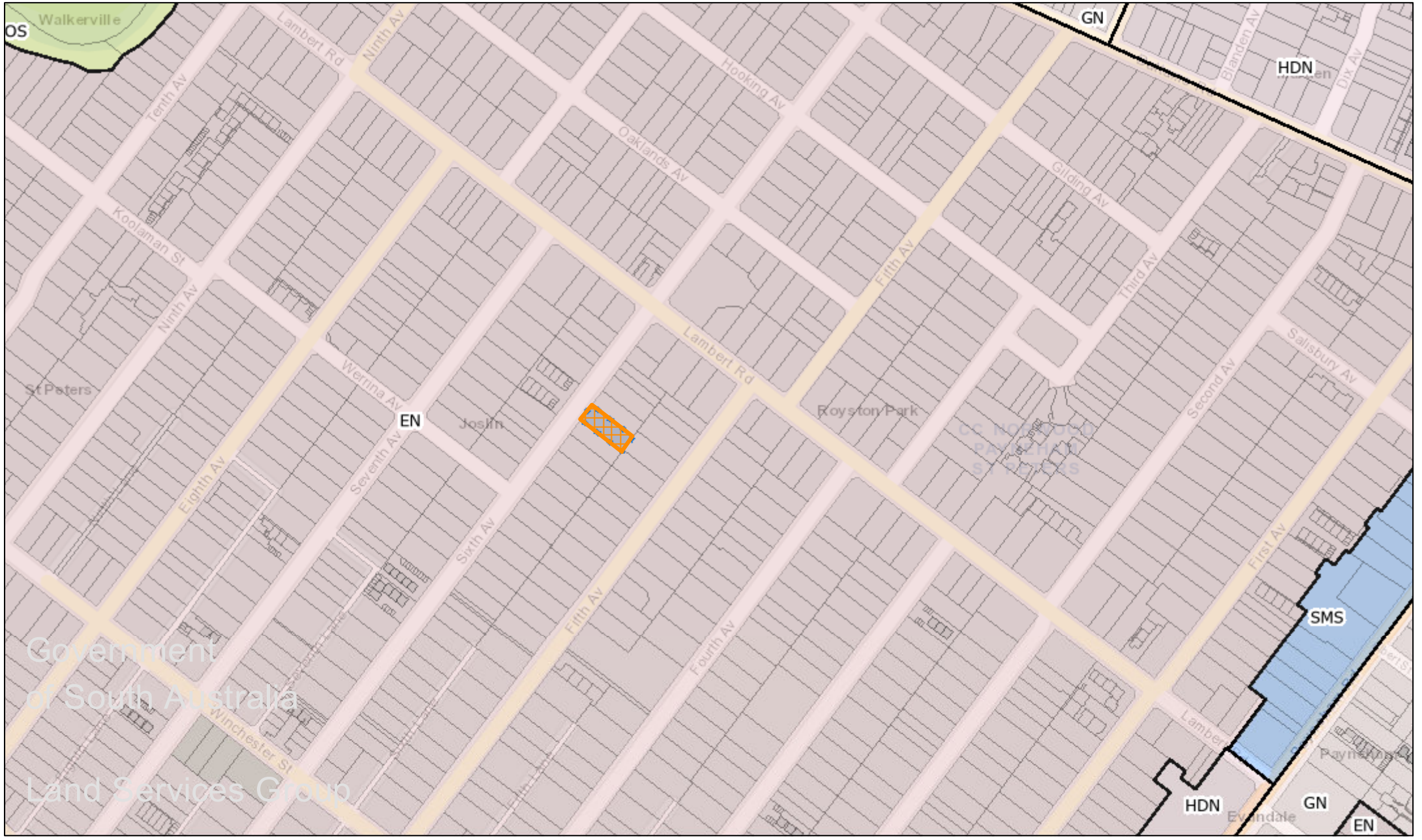
SAPPA Report

The SA Property and Planning Atlas is available on the Plan SA website: https://sappa.plan.sa.gov.au

Attachment 3

Date created:
February 14, 2023

Zoning Map



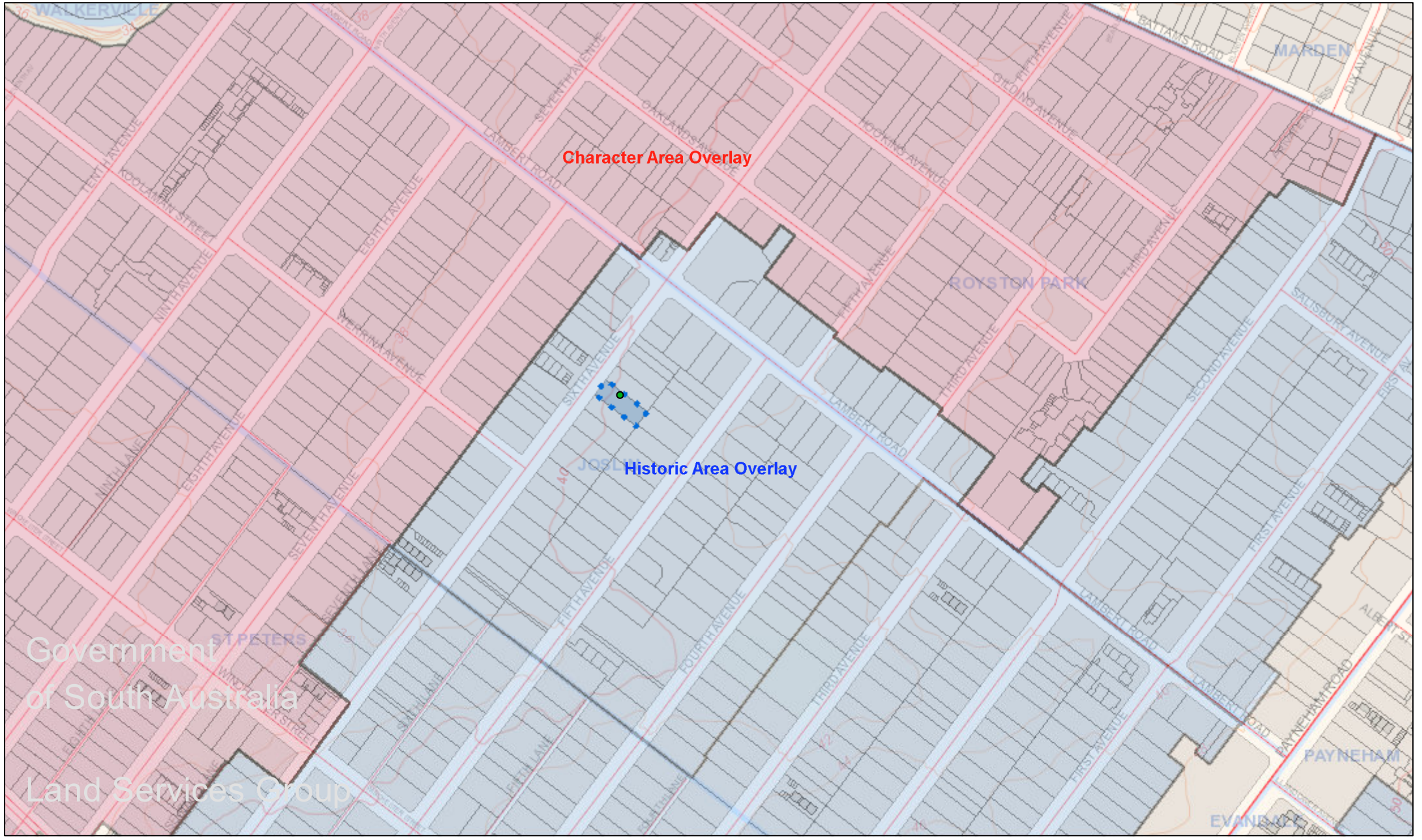
SAPPA Report

The SA Property and Planning Atlas is available on the Plan SA website: https://sappa.plan.sa.gov.au

Attachment 3

Date created:
February 14, 2023

Overlay Map



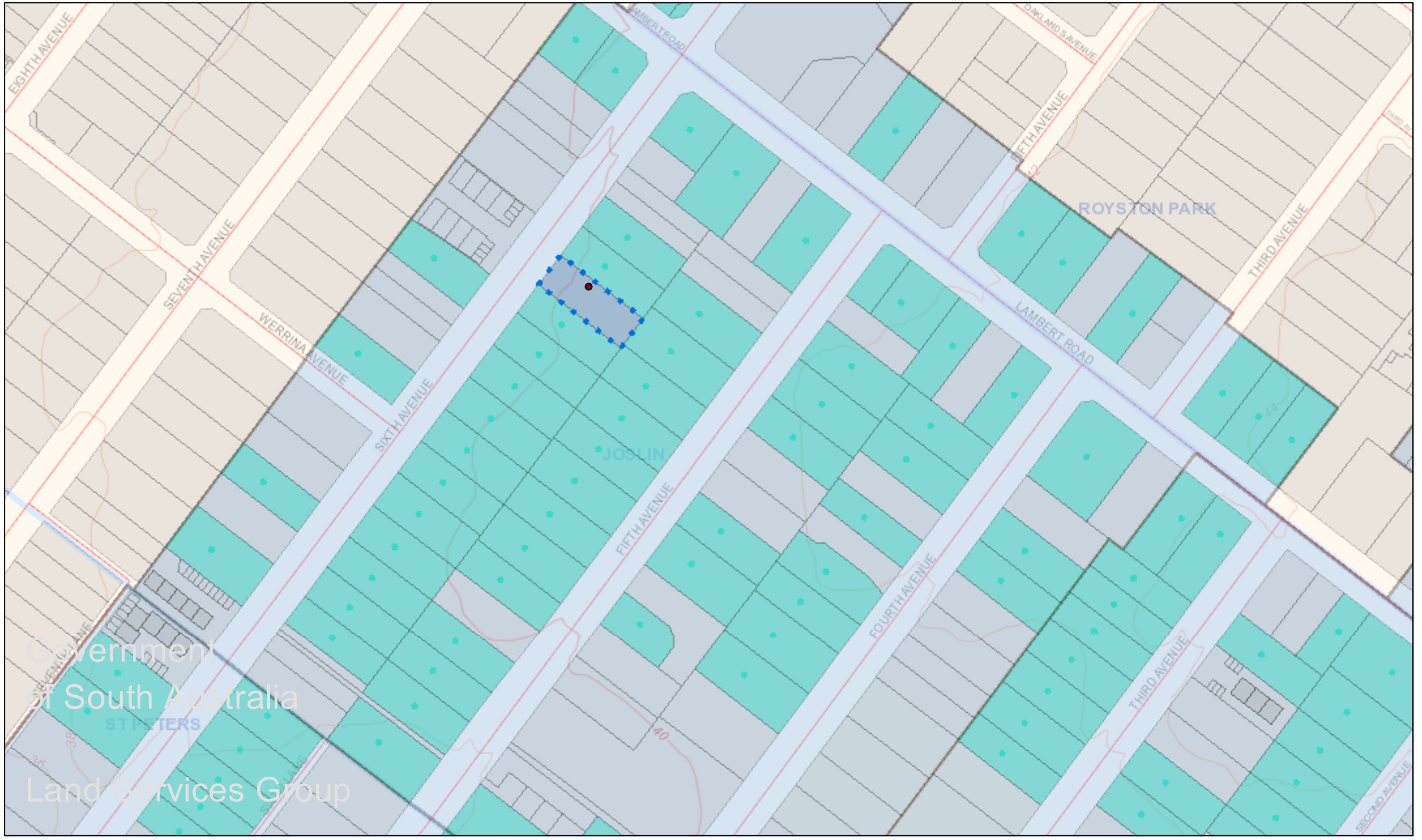
SAPPA Report

The SA Property and Planning Atlas is available on the Plan SA website: https://sappa.plan.sa.gov.au

Attachment 3

Date created:
February 14, 2023

Representative Buildings

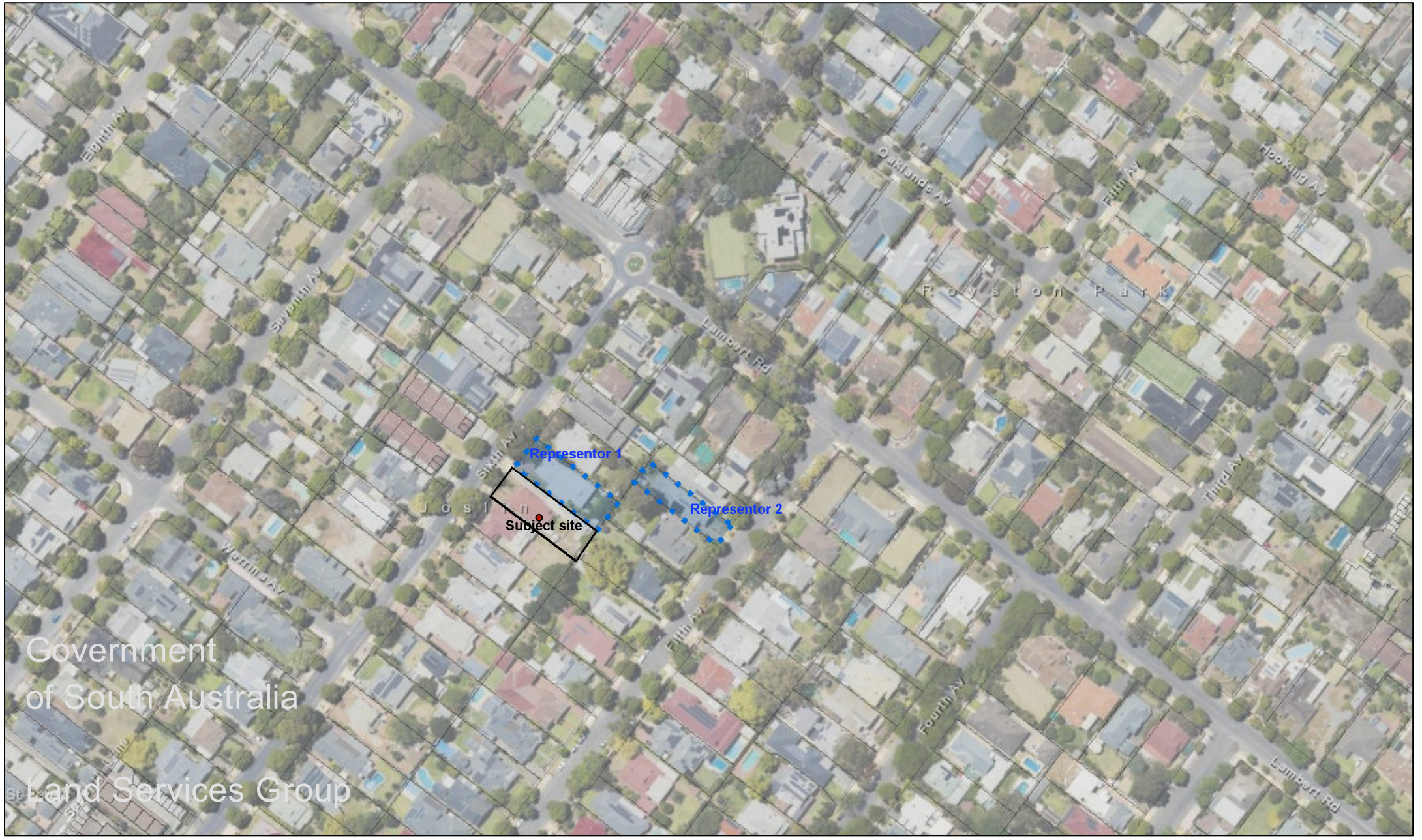


SAPPA Report

The SA Property and Planning Atlas is available on the Plan SA website: https://sappa.plan.sa.gov.au

Attachment 4

Date created:
February 14, 2023



Attachment 5

Details of Representations

Application Summary

Application ID	22042366
Proposal	Demolition of dwelling and ancillary buildings
Location	139 SIXTH AV JOSLIN SA 5070

Representations

Representor 1 - Richard Underdown

Name	Richard Underdown
Address	141 SIXTH AVENUE JOSLIN SA, 5070 Australia
Submission Date	11/01/2023 05:05 PM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
Reasons See attached representation form	

Attached Documents

RepresentationOnApplication-22042366-RichardUnderdown-4653896.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Fernando D'Apollonio *[applicant name]*
Development Number:	22042366 *[development application number]*
Nature of Development:	demolition *[development description of performance assessed elements]*
Zone/Sub-zone/Overlay:	Click here to enter text. *[zone/sub-zone/overlay of subject land]*
Subject Land:	139 Sixth Ave, Joslin, SA *[street number, street name, suburb, postcode]* *[lot number, plan number, certificate of title number, volume & folio]*
Contact Officer:	Click here to enter text. *[relevant authority name]*
Phone Number:	Click here to enter text. *[authority phone]*
Close Date:	27/01/2023 *[closing date for submissions]*

My name*: Richard Underdown

My phone number: 0408855442

My postal address*: PO Box 230 Stepney, SA, 5069

My email: runder@adam.com.au

* *Indicates mandatory information*

My position is:

- ☐ I support the development
- ☒ I support the development with some concerns (detail below)
- ☐ I oppose the development

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

I support the development. We live next door at 141 Sixth Ave Joslin, so may be directly affected.

We have no objection to the demolition and removal of the sheds on the boundary.

But we need to discuss erecting new replacement boundary fencing of an agreed suitable standard.

This fencing needs to be in place immediately or soon after demolition to ensure our property security and contain the dog we care for periodically.

Reasonable temporary fencing may be necessary as an interim measure until a suitable permanent fence can be erected. We ask the applicant to liaise with us about this before demolition.

We also request reasonable notice of when the demolition might take place so that we have time to remove our climbing plants, trellises, and other items near the boundary, including our cars in the carport.

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
  - Click here to enter text. *[list any accepted or deemed-to-satisfy elements of the development]*.

I: ☐ wish to be heard in support of my submission*

☒ do not wish to be heard in support of my submission

By: ☐ appearing personally

☐ being represented by the following person: Click here to enter text.

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

Signature: R. P. Underdown Date: 6th January 2023

Return Address *[relevant authority postal address]* or

Email: Click here to enter text. *[relevant authority email address]* or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

Representations

Attachment 5

Representor 2 - Mark Fensham

Name	Mark Fensham
Address	102 Fifth Ave JOSLIN SA, 5070 Australia
Submission Date	27/01/2023 02:42 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

A demolition of a building is not a development without a proposal for a new building. A development implies progress forward. A demolition of an existing building is not a step forward, when there is a habitable building already in existence. This application should be rejected as it stands. An application for demolition should only be granted as one of the conditions of an approval for a new construction. The applicant should submit their development application for a proposed new construction on this site. If this proposal is approved, then permission to demolish the existing building can be granted. The reason for this requirement is to ensure that the current owner is able to submit a proposal that is satisfactory to the planning processes. Otherwise, there is nothing to prevent a vacant block of land being permanently left at this site. The local community are the people to suffer the unwelcome consequences of this outcome. That is a bad result for the local neighbours. If, however, the owner is proposing to donate the land to the NPSP council for a public park, that would provide a positive benefit from the demolition of this house and the creation of a maintained green space. If the owner is intending to keep private ownership, the planning consent to demolish the house should refused.

Attached Documents

Attachment 6

MASTERPLAN
TOWN + COUNTRY PLANNERS SINCE 1977

10 February 2023

Mr Kieran Fairbrother
City of Norwood, Payneham and St. Peters

Via: PlanSA Portal

Dear Mr Fairbrother

Re: Development Application 22042366
Response to Representations

MasterPlan has been engaged by Mr Fernando D'Apollonio ('our client' or 'the applicant') to review and respond to representations received during the public notification period in respect of Development Application 22042366 for the demolition of dwelling and ancillary buildings at 139 Sixth Avenue, Joslin ('the subject site').

Public notification was required for this proposal and concluded on 27 January 2023. At the conclusion of the notification period, two (2) representations were received.

One (1) of the representations is in support of the proposed development (with some concerns) and one (1) opposes the proposed development. One (1) representor has indicated a desire to be heard by the Council Assessment Panel ('CAP') in support of their submission.

The representations are summarised in **Table 1** below.

Table 1: Details of Representations Received.

NAME	AFFECTED PROPERTY	POSITION	WISH TO BE HEARD
Richard Underdown	141 Sixth Avenue, Joslin	Support the development with some concerns	No
Mark Fensham	102 Fifth Avenue, Joslin	Oppose the development	Yes

The concerns raised by the representors in respect of the proposal can be summarised as follows:

- Dividing Fence.
- New development.

The representor at 141 Sixth Avenue, Joslin occupies a site directly adjacent to the subject allotment and is clearly affected by the proposal.

The representor at 102 Fifth Avenue, Joslin occupies a property which faces a different street and does not share any boundary with the allotment, being separated by more than one (1) whole allotment from the subject property. On our inspection of the subject site and locality, including Fifth Avenue, we do not consider that the proposed development will have a material impact on the property of the representor at 102 Fifth Avenue.

A response to each of these issues is provided **below**.

Dividing Fence

One (1) representor sought to ensure that fencing is installed, and adequate for *their* purpose.

Our client will comply with all their obligations under the *Fences Act 1975* and agrees to discuss with the representor the construction of an adequate dividing fence at our client's cost. It is also confirmed that all existing fencing between neighbours will be retained.

New Development

One (1) representor asserts that the '*demolition of a building is not development without the proposal for a new building*' and further, that '*[A]n application for demolition should only be granted as one of the conditions of an approval for a new construction*'.

It is important to note, that the *Planning, Development and Infrastructure (General) Regulations 2017*, excludes the demolition of a whole building from the definition of development, except where the building is in a zone, subzone or overlay identified under the Planning and Design Code. As the Historic Area Overlay – NPSP4 applies to the subject site, approval is required for the proposal.

The *Planning, Development and Infrastructure Act 2016*, does not require an application for the demolition of a building to be accompanied by proposal plans for a new development.

The Applicant seeks to remove the existing dwelling and ancillary buildings and prepare the subject site for reuse. The new development will be subject to a separate development application.

The Planning and Design Code Performance Outcome (PO) 7.1 and PO 7.3 relates to demolition:

> **PO 7.1 Buildings and structures, or feature thereof, that demonstrate historic characteristics are expressed in the Historic Area Statement are not demolished, unless:**
>
> **the front elevation of the building has been substantially altered and cannot be reasonably restored in a manner consistent with the building's original style**
>
> **or**
>
> **the structural integrity or safe condition of the original building is beyond reasonable repair.**
>
> **PO 7.3 Buildings or elements of buildings that do not conform with the values described in the Historic Area Statement may be demolished.**

As detailed in the Heritage Impact Assessment Report prepared by DASH Architects as appended to the Planning Report which accompanied the application, the site comprises a single-storey 1900-1930 era dwelling. The main face of the dwelling has been very significantly modified since its construction, with the original façade concealed by a later (c1980) masonry colonnade. On the basis of these modifications, the main façade of the building is not considered to contribute to the heritage character of the streetscape.

It is therefore asserted that the application for the demolition of the dwelling and ancillary buildings is consistent with the *Planning, Development and Infrastructure Act 2016* and relevant provisions of the Planning and Design Code.

Summary

It is considered that the matters raised in the representations are not a decision for the relevant authority as to planning consent. In summary, the:

- Applicant has agreed to discuss the construction of a dividing fence to fill the gap in fencing which will be left by the demolition with the representor in accordance with the *Fences Act 1975* which regulates the erection, replacement, repair and maintenance of fences.
- The *Planning, Development and Infrastructure Act 2016* does not require an application for demolition of a building to be accompanied by proposal plans for a new development.

For the reasons outlined above, we consider the proposal warrants Planning Consent being granted under delegation.

Should any further information be required to enable Council to complete its assessment of the application, please contact the writer.

Attendance at CAP Meeting

Should the decision be made to present the proposal to the CAP, our client, either personally or by their agent, will be in attendance at the meeting to respond to the verbal submission and answer any questions that the CAP has in respect of this proposal.

Please advise of the location and timing of the meeting to the writer.

Yours sincerely

Michael Richardson

Michael Richardson
MasterPlan SA Pty Ltd

cc: Mr Fernando D'Apollonio (by email).

HERITAGE IMPACT REPORT

bbarchitects

PROPERTY ADDRESS:	**139 Sixth Av Joslin**
APPLICATION NUMBER:	**22042366**
DATE:	16 January 2023
PROPOSAL:	Demolition
HERITAGE STATUS:	JOSLIN/ROYSTON PARK HISTORIC AREA OVERLAY
HERITAGE ADVISOR:	David Brown, BB Architects
PLANNER:	Kieran Fairbrother

City of Norwood Payneham & St Peters

ADVICE SOUGHT

I met with the agent on site before the sale was announced and provided them with an outline of what the applicant would have to do to pursue demolition.

DESCRIPTION

The existing house on the site is a double fronted brick building with a later unsympathetic verandah built in on the front. The original front doors and windows remain, with the front brick wall being painted. The house appears to be a version of an Edwardian double fronted cottage underneath all of the layers of modifications over the years. The site is located in the Established Neighbourhood Zone within the Joslin/Royston Park Historic Area Overlay.

The building was not previously nominated as a Contributory Item, and hence is not a Representative Building.

PROPOSAL

The proposal is to completely demolish the existing house and associated outbuildings.

COMMENTS

Currently the building does not contribute to the streetscape, but does have many elements that are noted in the Historic Area Statement. I agree in part with the DASH report, however the report does contain some inaccuracies and assumptions.

The house was most likely constructed as simple late Edwardian double fronted brick cottage with a low pitched roof. It could well have been built during or immediately after the war, hence its modest proportions and economical materials. It could also have been part of the Arts and Crafts/Old English period where all brick houses were more common.

To restore the front of the house back to original condition would be based on some conjecture, as the original verandah has been completely removed. All other important elements remain; the brick front wall could easily have the paint removed, the windows and front door are still in reasonable condition for their age. All else that would be required would be a reconstruction front verandah to return it to an authentic interpretation of the original house.

More investigation would be required to determine when the house was constructed, and hence what the likely verandah design would have been.

CONCLUSION

Even in a restored state the house would not be an overly elegant addition to the streetscape. It is quite modest, low set, and unremarkable. However, that is not what the Code asks to the proposal to be assessed against. It would be a simple enough project to restore the house to near original condition, hence retaining all original dwellings along this side of the street.

5.2 DEVELOPMENT NUMBER 22040607 - TL RITCHIE PROPERTIES PTY LTD ATF THE RITCHIE SUPERFUND – 7 WILLIAM STREET, NORWOOD

DEVELOPMENT NO.:	22040607
APPLICANT:	TL Ritchie Properties Pty Ltd ATF The Ritchie Superfund
ADDRESS:	7 WILLIAM ST NORWOOD SA 5067
NATURE OF DEVELOPMENT:	Change of use to consulting rooms
ZONING INFORMATION:	**Zones:** • Established Neighbourhood **Overlays:** • Airport Building Heights (Regulated) • Hazards (Flooding - General) • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Tree Canopy **Technical Numeric Variations (TNVs):** • Minimum Frontage (Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 8m; row dwelling is 6m; group dwelling is 18m; residential flat building is 18m) • Minimum Site Area (Minimum site area for a detached dwelling is 250 sqm; semi-detached dwelling is 250 sqm; row dwelling is 250 sqm; group dwelling is 250 sqm) • Maximum Building Height (Levels) (Maximum building height is 2 levels)
LODGEMENT DATE:	16 Dec 2022
RELEVANT AUTHORITY:	Assessment panel at City of Norwood, Payneham and St. Peters
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
REFERRALS STATUTORY:	Nil
REFERRALS NON-STATUTORY:	Nil
RECOMMENDING OFFICER:	Mark Thomson Consultant Planner

CONTENTS:

DETAILED DESCRIPTION OF PROPOSAL:

The proposal is to change the use of the land from an office to consulting rooms. The applicant intends to use the premises to provide kinesiology consulting services.

Three consulting rooms are proposed within the premises, with the other section of the building providing ancillary facilities such as storage, staff room, etc.

The applicant has advised that consultation sessions are generally one hour, with 15-minute breaks between clients.

The proposed hours of operation are between 8:30am to 6:00pm Monday to Friday.

No building work or signage is proposed. A separate development application would be required for any signage constituting development.

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 7 WILLIAM ST NORWOOD SA 5067

Title ref.: CT 5079/371	**Plan Parcel:** F100103 AL51	**Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

The subject land is a relatively flat rectangular allotment, approximately 13m wide and 33.2m deep, resulting in an area of approximately 432m^2. The primary street frontage of the property is William Street, while the rear of the site adjoins Threlfall Lane.

The land is occupied by a simple tiled gable roof building with a gross leasable floor area (GLFA) of 135m^2 which extends to both side boundaries. A front verandah extends across the entire frontage of the building.

A freestanding single car garage is located at the rear of the main building, accessed via Threlfall Lane. An uncovered car parking space is also provided at the front of the property via a driveway entering the property from William Street.

The land has been used as an office since at least 2007, which is the date of the earliest Google Streetview image available and the applicant has advised that to their knowledge it has been an office since the early 1970's. The Council holds no records of a development approval for the land to be used as an office, however it appears reasonably likely that the use precedes the introduction of a planning regime in South Australia and therefore has existing use rights.

Locality

The locality of the subject land is considered to extend approximately 100m east and west along William Street, taking it from Fullarton Road to just beyond Charles Street. It also extends north and south along Charles Street, Clarke Street and North Street, approximately 100m in each direction.

The locality contains a mix of residential and commercial properties, with the former being the predominant land use. Commercial properties within the locality are shown highlighted in red in Figure 1. Included in the mix of commercial uses are two shops on Charles Street, a two-storey office building on Charles Street, and a mix of offices, consulting rooms and retail showrooms along Fullarton Road in the Suburban Business Zone.

Figure 1. Commercial properties within the locality

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  Consulting room: Code Assessed - Performance Assessed

- **OVERALL APPLICATION CATEGORY:**
  Code Assessed - Performance Assessed

- **REASON**
  P&D Code

PUBLIC NOTIFICATION

- **REASON**
  The development application was required to be subject to public notification because it does not satisfy Designated Performance Feature 1.2 of the Established Neighbourhood Zone, which sets out several circumstances in which consulting rooms should occur within the zone. These circumstances are explained in the Land Use section of this report. The proposal does not accord with any of the circumstances.

- **LIST OF REPRESENTATIONS**

  Five representations were received, of which three expressed opposition to the development application while the remaining two expressed support with some concerns. A list of the representors is provided below.

Given Name	Family Name	Address	Position	Wishes To Be Heard
Mark	Daniel	4/8-10 North Street, Norwood	Support (with some concerns)	NO
Paul	Drysdale	1 William Street, Norwood	Opposed	NO
John	Miller	12 William Street, Norwood	Opposed	YES
Fred	Pedler	19 Charles Street, Norwood	Opposed	NO
Merenia	Vince	20 Patapinda Road, Old Noarlunga	Support (with some concerns)	NO

- **SUMMARY**

  The concerns raised by the representors are summarised below:

  - the plans are inaccurate with respect to available on-street parking;
  - on-street parking is already 'stretched';
  - increase in the amount of traffic due to client vehicle movements;
  - the gravel carpark presents a dust and stone nuisance to residents;
  - the Threlfall Avenue carpark should be allocated for staff parking only; and
  - on-street parking controls should be amended in the area.

In response to the representations, the Applicant has submitted an amended set of plans which have been professionally drawn (as opposed to the hand-drawn plans which were initially lodged) to address concerns over their inaccuracy and a report by MFY Traffic Consultants to address parking and traffic concerns.

AGENCY REFERRALS

The development application was not referred to any agencies.

INTERNAL REFERRALS

The development application was not referred to any internal referral persons.

PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in Appendix One.

Land Use

Performance Outcome 1.1 of the Established Neighbourhood Zone seeks:

"*Predominantly residential development with complementary non-residential activities compatible with the established development pattern of the neighbourhood.*"

The associated Designated Performance Feature (DPF 1.1) lists consulting rooms amongst other land uses as suitable to achieve the performance outcome.

Performance Outcome 1.2 provides more specific guidance on commercial land uses and states:

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

The associated Designated Performance Feature (DPF 1.2) provides out a range of criteria for shops, offices and consulting rooms, of which at least one should be achieved. The table below sets out each of those criteria and provides commentary on whether the proposal achieves each criteria.

Table 1. DPF 1.2 Criteria Analysis

Criteria	**Comments**
a) it is located on the same allotment and in conjunction with a dwelling where all the following are satisfied: i. does not exceed 30% of the total floor area of the associated dwelling (excluding any garage or carport) or 50m2 gross leasable floor area, whichever is the lesser ii. does not involve the display of goods in a window or about the dwelling or its curtilage	Criteria not met. The proposed consulting room is not located on the same allotment and in conjunction with a dwelling.
b) it reinstates a former shop, consulting room or office in an existing building (or portion of a building) and satisfies one of the following: i. the building is a State or Local Heritage Place ii. is in conjunction with a dwelling and there is no increase in the gross leasable floor area previously used for non-residential purposes	Criteria not met The building was originally a dwelling, not a shop, office or consulting room. In any case, it is not a heritage place, nor in conjunction with a dwelling.
c) is located more than 500m from an Activity Centre and satisfies one of the following: iii. does not exceed 100m2 gross leasable floor area (individually or combined, in a single building) where the site does not have a frontage to a State Maintained Road iv. does not exceed 200m2 gross leasable floor area (individually or combined, in a single building) where the site has a frontage to a State Maintained Road	Criteria not met. The subject land is located 350m from the nearest Activity Centre, that being the Suburban Main Street Zone on Kensington Road, on the corner of Charles Street. It is also 400m from the Suburban Main Street Zone on The Parade, on the corner of Eastry Street. Further, the proposed consulting rooms has a gross leasable floor area of approximately 135m^2 and does not face a State Maintained Road.
d) the development site abuts an Activity Centre and all the following are satisfied: v. it does not exceed 200m2 gross leasable floor area (individually or combined, in a single building) vi. the proposed development will not result in a combined gross leasable floor area (existing and proposed) of all shops, consulting rooms and offices that abut the Activity Centre in this zone exceeding the lesser of the following: A. 50% of the existing gross leasable floor area within the Activity Centre B. 1000m2.	Criteria not met The subject land does not abut an Activity Centre.

In summary, DPF 1.2 seeks to limit consulting rooms (as well as shops and office) within the Established Neighbourhood Zone to:

- small scale adjuncts to dwellings;
- re-use of historic small scale commercial buildings (eg. original corner shops);
- small scale uses located far enough away from zones dedicated to such uses that they do not compete with or erode the viability of those zones; and
- a small number of small scale uses at the edge of zones dedicated to such uses, so as not to compete with or erode the viability of those zones.

Notwithstanding that the proposal does not accord with the criteria in DPF 1.2, consideration needs to be given to whether the associated performance outcome is achieved another way. Specifically, whether the proposed reuse of the building as a consulting room improves community access to services and whether it of a scale and type which would maintain residential amenity.

Consulting rooms, like shops, offer a service to the community. By comparison, the existing use of the building as an office is less 'service' based. As such, the proposal is considered to satisfy the first part of PO 1.2.

The scale of the proposed use is considered small, notwithstanding that the GLFA of 135m^2 exceeds the 100m^2 criteria in DPF 1.2. With three (3) consulting rooms proposed, one hour consultations and 15-minute breaks between clients, the level of activity resulting from clients arriving and departing would be less than some types of consulting rooms, such as General Practitioners and also less than some shops, such as a café.

Part of the consideration as to whether the proposed use is of a scale and type which would maintain residential amenity, is whether or not car parking is adequately catered for. This is addressed in detail in the proceeding section of this report. In summary however, car parking is mostly catered for on site, with only slight reliance on on-street parking and traffic movements are relatively low.

On balance, it is considered that the proposed use is consistent with PO 1.2, in that it will improve community access to services and is of a scale and type which would maintain residential amenity.

Traffic Impact, Access and Parking

Following the public notification period and the concerns raised by representors regarding parking adequacy, the applicant sought advice from Ms Jayne Lovell of MFY Traffic Consultants.

Ms Lovell has noted that the Planning & Design Code specifies a rate of four (4) car parking spaces per consulting room, however considers this rate to be inapplicable to the proposal, due to the specific nature of the consulting rooms proposed. Ms Lovell has explained that the rate of 4 per 100 in the Code was derived on the basis that all consulting rooms are occupied simultaneously and that clients are seen 'back-to-back', resulting in an overlap between clients being seen and waiting to be seen.

A 15 minute gap between clients ensures no such overlap and therefore the amount of car parking required in practical terms equates to seven (7) spaces, comprising 4 staff (3 practitioners and 1 admin) and 3 clients.

With five (5) spaces available at the rear of the building and only four (4) staff spaces required, there is the potential for one client to park at the rear, another client to park in the off-street space at the front of the site and a third client to park in the street. In practice, clients may not be familiar with the availability of the rear car parking space, resulting in a potential demand for two on-street spaces.

MFY undertook a survey of on-street parking within what they consider to be reasonable walking distance of the property (300m) and identified 80 vacant spaces, out of a possible 265 suitable on-street spaces.

Performance Outcome 5.1 of the Transport, Access and Parking section of the General Development Policies does allow the availability of on-street parking to be taken into consideration when considering whether sufficient on-site vehicle parking is provided to meet the needs of a development. Specifically, it states:

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

a) availability of on-street car parking
b) shared use of other parking areas
c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared
d) *the adaptive reuse of a State or Local Heritage Place.*"

Given that the proposed use is in a zone which only contemplates small scale commercial uses which maintain residential amenity, it is considered that limited reliance should be placed on on-street parking (compared with a zone where commercial land uses are prevalent and on-street parking has less impacts).

That said, it is considered that the survey undertaken by MFY adequately demonstrates that the demand for one or two on-street spaces which would result from the proposal can adequately be catered for without having adverse amenity impacts within the locality.

On balance, the amount of on-site car parking is considered adequate. As the car parking adequacy is heavily reliant on the proposed 15 minute gap between appointments, it is recommended that a condition be imposed, requiring all bookings to be made with such a gap.

Ms Lovell has also considered the traffic impacts of the proposal. In relation to the rear lane, Ms Lovell has advised that the proposed change of use will result in a commensurate use of the rear parking area as would have occurred historically when the building was used as an office. As such, no change to the previous traffic conditions on Threlfall Avenue are forecast.

In relation to the surrounding road network, Ms Lovell has advised there will be a small number of additional traffic movements on the road network associated with the forecast client demand (up to six trips in a peak hour associated with three clients arriving at or leaving the site). Ms Lovell considers this traffic volume to be 'very low' with a negligible impact on the adjacent roads. While no comparison is given by Ms Lovell to the peak hour movements associated with the existing office use, it is likely that a similar number would apply. Regardless, it is agreed that the number of movements is minor and reasonable.

Waste and Other Management Considerations

Given the small scale of the proposed use, the volume of waste produced would be small and able to be managed through the typical Council kerbside collection system.

The concerns raised by one of the representors regarding dust from the unsealed rear car parking area appear to be predicated on the parking area being used by clients. With the parking area being used mostly (potentially exclusively) by staff, this is less of a concern, as movements into and out of the car parking area would be relatively few.

It is recommended that a condition be imposed, requiring staff to park at the rear of the premises. This is likely to occur regardless of whether a condition is imposed, however would ensure this remains an ongoing practice regardless of any future changes in business or management.

With up to four (4) staff projected to be on site at any given time, there would be one spare parking space at the rear, which a client could use. If that did occur, the additional impact (in terms of noise, dust etc) would be minimal and as such, it is not recommended that a condition be imposed seeking to prevent clients from parking at the rear. Similarly, it is not considered necessary to attempt to promote the use of the spare parking space by clients, such as thorough signage.

CONCLUSION

The proposal seeks to change the use of the property from a small scale office to small scale specialist consulting rooms. Small-scale consulting rooms are anticipated in the Established Neighbourhood Zone where they do not detract from residential amenity and DPF 1.2 sets out a range of quantitative criteria to assist in achieving that outcome. The proposal does not achieve those criteria.

However, the proposed consulting rooms would replace an existing commercial (office) use and is only slightly larger in floor area than the criteria in DPF 1.2. Some additional traffic would be generated by the proposal, however with appropriate scheduling of appointments with 15 minute gaps in between, the increase in traffic and on-street parking is not likely to impact on residential amenity in the locality.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and

2. Development Application Number 22040607, by TL Ritchie Properties Pty Ltd ATF The Ritchie Superfund is granted Planning Consent subject to the following conditions:

CONDITIONS

Planning Consent

1. The development granted Planning Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.

2. There shall be at least a 15 minute gap between the end of one appointment and the commencement of the next appointment in each consulting room at all times.

3. Subject to any exceptional circumstances as determined by the Assessment Manager, all staff travelling to work via car shall park in the car parking area at the rear of the premises via Threlfall Avenue.

ADVISORY NOTES

Planning Consent

Advisory Note 1
The Applicant is reminded of its responsibilities under the *Environment Protection Act 1993*, to not harm the environment. Specifically, paint, plaster, concrete, brick wastes and wash waters should not be discharged into the stormwater system, litter should be appropriately stored on site pending removal, excavation and site disturbance should be limited, entry/exit points to the site should be managed to prevent soil being carried off site by vehicles, sediment barriers should be used (particularly on sloping sites), and material stockpiles should all be placed on site and not on the footpath or public roads or reserves. Further information is available by contacting the EPA.

Advisory Note 2
The granting of this consent does not remove the need for the beneficiary to obtain all other consents which may be required by any other legislation.

The Applicant's attention is particularly drawn to the requirements of the *Fences Act 1975* regarding notification of any neighbours affected by new boundary development or boundary fencing. Further information is available in the 'Fences and the Law' booklet available through the Legal Services Commission.

Advisory Note 3
The Applicant is advised that construction noise is not allowed:
1. on any Sunday or public holiday; or
2. after 7pm or before 7am on any other day

Advisory Note 4
The Applicant is advised that any works undertaken on Council owned land (including but not limited to works relating to crossovers, driveways, footpaths, street trees and stormwater connections) will require the approval of the Council pursuant to the *Local Government Act 1999* prior to any works being undertaken. Further information may be obtained by contacting Council's Public Realm Compliance Officer on 8366 4513.

Advisory Note 5
The Applicant is advised that the condition of the footpath, kerbing, vehicular crossing point, street tree(s) and any other Council infrastructure located adjacent to the subject land will be inspected by the Council prior to the commencement of building work and at the completion of building work. Any damage to Council infrastructure that occurs during construction must be rectified as soon as practicable and in any event, no later than four (4) weeks after substantial completion of the building work. The Council reserves its right to recover all costs associated with remedying any damage that has not been repaired in a timely manner from the appropriate person.

Advisory Note 6
The Council has not surveyed the subject land and has, for the purpose of its assessment, assumed that all dimensions and other details provided by the Applicant are correct and accurate.

Advisory Note 7
Appeal Rights - General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

Advisory Note 8
Consents issued for this Development Application will remain valid for the following periods of time:
1. Planning Consent is valid for 24 months following the date of issue, within which time Development Approval must be obtained;
2. Development Approval is valid for 24 months following the date of issue, within which time works must have substantially commenced on site;
3. Works must be substantially completed within 3 years of the date on which Development Approval is issued.

If an extension is required to any of the above-mentioned timeframes a request can be made for an extension of time by emailing the Planning Department at townhall@npsp.sa.gov.au. Whether or not an extension of time will be granted will be at the discretion of the relevant authority.

Advisory Note 9
No work can commence on this development unless a Development Approval has been obtained. If one or more Consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

Address: **7 WILLIAM ST NORWOOD SA 5067**

Click to view a detailed interactive SAILIS in SAILIS

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

Property Zoning Details

Local Variation (TNV)

Minimum Frontage *(Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 8m; row dwelling is 6m; group dwelling is 18m; residential flat building is 18m)*

Minimum Site Area *(Minimum site area for a detached dwelling is 250 sqm; semi-detached dwelling is 250 sqm; row dwelling is 250 sqm; group dwelling is 250 sqm)*

Maximum Building Height (Levels) *(Maximum building height is 2 levels)*

Overlay

Airport Building Heights (Regulated) *(All structures over 45 metres)*

Hazards (Flooding - General)

Prescribed Wells Area

Regulated and Significant Tree

Stormwater Management

Traffic Generating Development

Urban Tree Canopy

Zone

Established Neighbourhood

Development Pathways

- Established Neighbourhood

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

   - Air handling unit, air conditioning system or exhaust fan
   - Brush fence
   - Building work on railway land
   - Internal building work
   - Outbuilding
   - Partial demolition of a building or structure
   - Private bushfire shelter
   - Shade sail
   - Solar photovoltaic panels (roof mounted)

- Swimming pool or spa pool
- Verandah
- 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.

   - Ancillary accommodation
   - Carport
   - Dwelling addition
   - Outbuilding
   - Replacement building
   - Temporary accommodation in an area affected by bushfire
   - Verandah

3. Code Assessed - Performance Assessed
   Performance Assessed development types listed below are those for which the Code identifies relevant policies. Additional development types that are not listed as Accepted, Deemed to Satisfy or Restricted default to a Performance assessed Pathway. Please contact your local council for more information.

   - Ancillary accommodation
   - Carport
   - Demolition
   - Detached dwelling
   - Dwelling addition
   - Fence
   - Group dwelling
   - Land division
   - Outbuilding
   - Residential flat building
   - Retaining wall
   - Row dwelling
   - Semi-detached dwelling
   - Tree-damaging activity
   - Verandah

4. Impact Assessed - Restricted
   Means that the development type requires approval. Classes of development that are classified as Restricted are listed in Table 4 of the relevant Zones.

Property Policy Information for above selection

Part 2 - Zones and Sub Zones

Established Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.
DO 2	Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths, front yards, and space between crossovers.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Predominantly residential development with complementary non-residential activities compatible with the established development pattern of the neighbourhood.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Ancillary accommodation (b) Community facility (c) Consulting room (d) Dwelling (e) Office (f) Recreation area (g) Shop.
PO 1.2 Commercial activities improve community access to services are of a scale and type to maintain residential amenity.	DTS/DPF 1.2 A shop, consulting room or office (or any combination thereof) satisfies any one of the following: (a) it is located on the same allotment and in conjunction with a dwelling where all the following are satisfied: (i) does not exceed 30% of the total floor area of the associated dwelling (excluding any garage or carport) or 50m^2 gross leasable floor area, whichever is the lesser (ii) does not involve the display of goods in a window or about the dwelling or its curtilage (b) it reinstates a former shop, consulting room or office in an existing building (or portion of a building) and satisfies one of the following: (i) the building is a State or Local Heritage Place (ii) is in conjunction with a dwelling and there is no increase in the gross leasable floor area previously used for non-residential purposes (c) is located more than 500m from an Activity Centre and satisfies one of the following: (i) does not exceed 100m^2 gross leasable floor area (individually or combined, in a single building) where the site does not have a frontage to a State Maintained Road (ii) does not exceed 200m^2 gross leasable floor area (individually or combined, in a single building) where the site has a frontage to a State Maintained Road (d) the development site abuts an Activity Centre and all the following are satisfied: (i) it does not exceed 200m^2 gross leasable floor area (individually or combined, in a single building) (ii) the proposed development will not result in a combined gross leasable floor area (existing and proposed) of all shops, consulting rooms and offices that abut the Activity Centre in this

	zone exceeding the lesser of the following: A. 50% of the existing gross leasable floor area within the Activity Centre B. 1000m^2.
PO 1.3 Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.	DTS/DPF 1.3 None are applicable.
PO 1.4 Non-residential development located and designed to improve community accessibility to services, primarily in the form of: (a) small scale commercial uses such as offices, shops and consulting rooms (b) community services such as educational establishments, community centres, places of worship, pre-schools, childcare and other health and welfare services (c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities (d) open space and recreation facilities.	DTS/DPF 1.4 None are applicable.
PO 1.5 Expansion of existing community services such as educational establishments, community facilities and pre-schools in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.	DTS/DPF 1.5 Alteration of or addition to existing educational establishments, community facilities or pre-schools where all the following are satisfied: (a) set back at least 3m from any boundary shared with a residential land use (b) building height not exceeding 1 building level (c) the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration (d) off-street vehicular parking exists or will be provided in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number.
Site Dimensions and Land Division	
PO 2.1 Allotments/sites for residential purposes are of suitable size and dimension to accommodate the anticipated dwelling form and are compatible with the prevailing development pattern in the locality.	DTS/DPF 2.1 Development will not result in more than 1 dwelling on an existing allotment or Development involves the conversion of an existing dwelling into two or more dwellings and the existing dwelling retains its original external appearance to the public road or Allotments/sites for residential purposes accord with the following:

	(a) site areas (or allotment areas in the case of land division) are not less than the following (average site area per dwelling, including common areas, applies for group dwellings or dwellings within a residential flat building): **Minimum Site Area** Minimum site area for a detached dwelling is 250 sqm; semi-detached dwelling is 250 sqm; row dwelling is 250 sqm; group dwelling is 250 sqm and (b) site frontages (or allotment frontages in the case of land division) are not less than: **Minimum Frontage** Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 8m; row dwelling is 6m; group dwelling is 18m; residential flat building is 18m In relation to DTS/DPF 2.1, in instances where: (c) more than one value is returned in the same field, refer to the *Minimum Frontage Technical and Numeric Variation* layer or *Minimum Site Area Technical and Numeric Variation* layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (d) no value is returned in (a) or (b) (i.e. there is a blank field or the relevant dwelling type is not listed), then none are applicable and the relevant development cannot be classified as deemed-to-satisfy.
PO 2.2 Development creating new allotments/sites in conjunction with retention of an existing dwelling ensures the site of the existing dwelling remains fit for purpose.	DTS/DPF 2.2 Where the site of a dwelling does not comprise an entire allotment: (a) the balance of the allotment accords with the requirements specified in Established Neighbourhood Zone DTS/DPF 2.1, with 10% reduction in minimum site area where located in a Character Area Overlay or Historic Area Overlay (b) if there is an existing dwelling on the allotment that will remain on the allotment after completion of the development it will not contravene: (i) private open space requirements specified in Design in Urban Areas Table 1 - Private Open Space (ii) car parking requirements specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number.
Site coverage	
PO 3.1 Building footprints are consistent with the character and pattern of the neighbourhood and provide sufficient space around buildings to limit visual impact, provide an attractive outlook and	DTS/DPF 3.1 Development does not result in site coverage exceeding: In instances where:

access to light and ventilation.	(a) no value is returned (i.e. there is a blank field), then a maximum 50% site coverage applies (b) more than one value is returned in the same field, refer to the Site Coverage Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development.
Building Height	
PO 4.1 Buildings contribute to the prevailing character of the neighbourhood and complements the height of nearby buildings.	DTS/DPF 4.1 Building height (excluding garages, carports and outbuildings) is no greater than: (a) the following: **Maximum Building Height (Levels)** Maximum building height is 2 levels (b) in all other cases (i.e. there are blank fields for both maximum building height (metres) and maximum building height (levels)) - 2 building levels up to a height of 9m. In relation to DTS/DPF 4.1, in instances where: (c) more than one value is returned in the same field, refer to the *Maximum Building Height (Levels) Technical and Numeric Variation layer or Maximum Building Height (Meters) Technical and Numeric Variation* layer in the SA planning database to determine the applicable value relevant to the site of the proposed development. (d) only one value is returned for DTS/DPF 4.1(a) (i.e. there is one blank field), then the relevant height in metres or building levels applies with no criteria for the other.
PO 4.2 Additions and alterations do not adversely impact on the streetscape character.	DTS/DPF 4.2 Additions and alterations: (a) are fully contained within the roof space of a building with no external alterations made to the building elevation facing the primary street or (b) meet all of the following: (i) do not include any development forward of the front façade building line (ii) where including a second or subsequent building level addition, does not project beyond a 45 degree angle measured from ground level at the building line of the existing building.
Primary Street Setback	
PO 5.1 Buildings are set back from primary street boundaries consistent with the existing streetscape.	DTS/DPF 5.1 The building line of a building is set back from the primary street boundary: (a) at least the average setback to the building line of

	existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment) (b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building or (c) in all other cases, no DTS/DPF is applicable.
Secondary Street Setback	
PO 6.1 Buildings are set back from secondary street boundaries (not being a rear laneway) to maintain the established pattern of separation between buildings and public streets and reinforce streetscape character.	DTS/DPF 6.1 Building walls are set back from the secondary street boundary (other than a rear laneway): (a) no less than: or (b) 900mm, whichever is greater or (c) if a dwelling on any adjoining allotment is closer to the secondary street, the distance of that dwelling from the boundary with the secondary street. In instances where no value is returned in DTS/DPF 6.1(a) (i.e. there is a blank field), then it is taken that the value for DTS/DPF 6.1(a) is zero.
Boundary Walls	
PO 7.1 Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties.	DTS/DPF 7.1 Dwellings do not incorporate side boundary walls where a side boundary setback value is returned in (a) below: (a) or (b) where no side boundary setback value is returned in (a) above, and except where the dwelling is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur only on one side boundary and satisfy (i) or (ii) below: (i) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height (ii) side boundary walls do not: A. exceed 3.2m in height from the lower of the natural or finished ground level B. exceed 8m in length C. when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary

	D. encroach within 3m of any other existing or proposed boundary walls on the subject land.
PO 7.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a low density suburban streetscape character.	DTS/DPF 7.2 Dwellings in a semi-detached, row or terrace arrangement are setback from side boundaries shared with allotments outside the development site at least the minimum distance identified in Established Neighbourhood Zone DTS/DPF 8.1.
Side Boundary Setback	
PO 8.1 Buildings are set back from side boundaries to provide: (a) separation between buildings in a way that complements the established character of the locality (b) access to natural light and ventilation for neighbours.	DTS/DPF 8.1 Other than walls located on a side boundary in accordance with Established Neighbourhood Zone DTS/DPF 7.1, building walls are set back from the side boundary: (a) no less than: (b) in all other cases (i.e. there is a blank field), then: (i) at least 900mm where the wall is up to 3m (ii) other than for a south facing wall, at least 900mm plus 1/3 of the wall height above 3m (iii) at least 1.9m plus 1/3 of the wall height above 3m for south facing walls.
Rear Boundary Setback	
PO 9.1 Buildings are set back from rear boundaries to provide: (a) separation between dwellings in a way that complements the established character of the locality (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation.	DTS/DPF 9.1 Other than in relation to an access lane way, buildings are set back from the rear boundary at least: (a) 4m for the first building level (b) 6m for any second building level.
Appearance	
PO 10.1 Garages and carports are designed and sited to be discrete and not dominate the appearance of the associated dwelling when viewed from the street.	DTS/DPF 10.1 Garages and carports facing a street (other than an access lane way): (a) are set back at least 0.5m behind the building line of the associated dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a total garage door / opening width not exceeding 30% of the allotment or site frontage, to a maximum width of 7m.
PO 10.2 The appearance of development as viewed from public roads is sympathetic to the wall height, roof forms and roof pitches of the predominant housing stock in the locality.	DTS/DPF 10.2 None are applicable.

Ancillary buildings and structures	
PO 11.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	DTS/DPF 11.1 Ancillary buildings and structures: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m^2 (c) are constructed, added to or altered so that they are situated at least (i) 500mm behind the building line of the dwelling to which they are ancillary or (ii) 900mm from a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street has a total door/opening not exceeding 7m or 30% of the site frontage (whichever is the lesser) when facing a primary street or secondary street (e) if situated on a boundary (not being a boundary with a primary street or secondary street), a length not exceeding 8m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary not exceeding 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 abut the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end), and where located to the side of the associated dwelling, have a wall height or post height no higher than the wall height of the associated dwelling (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, are pre-colour treated or painted in a non-reflective colour. (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table: **Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** | **Minimum percentage of site**

	<table><tr><th></th><th></th></tr><tr><td><150</td><td>10%</td></tr><tr><td>150-200</td><td>15%</td></tr><tr><td>201-450</td><td>20%</td></tr><tr><td>>450</td><td>25%</td></tr></table> (ii) the amount of existing soft landscaping prior to the development occurring.
PO 11.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.	DTS/DPF 11.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Advertisements	
PO 12.1 Advertisements identify the associated business activity, and do not detract from the residential character of the locality.	DTS/DPF 12.1 Advertisements relating to a lawful business activity associated with a residential use do not exceed 0.3m2 and mounted flush with a wall or fence.

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.

2. All development undertaken by: (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.	Except development involving any of the following: 1. residential flat building(s) of 3 or more building levels 2. the demolition of a State or Local Heritage Place 3. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) ancillary accommodation (c) building work on railway land (d) carport (e) deck (f) dwelling (g) dwelling addition (h) fence (i) outbuilding (j) pergola (k) private bushfire shelter (l) residential flat building (m) retaining wall (n) shade sail (o) solar photovoltaic panels (roof mounted) (p) swimming pool or spa pool (q) verandah (r) water tank.	Except development that: 1. exceeds the maximum building height specified in Established Neighbourhood Zone DTS/DPF 4.1 or 2. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that: 1. does not satisfy Established Neighbourhood Zone DTS/DPF 1.2 or 2. exceeds the maximum building height specified in Established Neighbourhood Zone DTS/DPF 4.1 or 3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 8m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).

5. Any of the following (or of any combination of any of the following): (a) internal building works (b) land division (c) recreation area (d) replacement building (e) temporary accommodation in an area affected by bushfire (f) tree damaging activity.	None specified.
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operation of a certified or registered aerodrome.	DTS/DPF 1.1 Buildings are located outside the area identified as 'All structures' (no height limit is prescribed) and do not exceed the height specified in the Airport Building Heights (Regulated) Overlay which applies to the subject site as shown on the SA

	Property and Planning Atlas. In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.
PO 1.2 Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with a certified or registered aerodrome.	DTS/DPF 1.2 Development does not include exhaust stacks.

Procedural Matters (PM) - Referrals

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

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

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use	
PO 1.1 Buildings housing vulnerable people, community services facilities, key infrastructure and emergency services are sited away from flood areas enable uninterrupted operation of services and reduce likelihood of entrapment.	DTS/DPF 1.1 Pre-schools, educational establishments, retirement and supported accommodation, emergency services facilities, hospitals and prisons located outside the 1% AEP flood event.

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

Procedural Matters (PM) - Referrals

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

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

Prescribed Wells Area Overlay

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 All development, but in particular involving any of the following: (a) horticulture	DTS/DPF 1.1 Development satisfies either of the following: (a) the applicant has a current water licence in which

(b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commercial forestry has a lawful, sustainable and reliable water supply that does not place undue strain on water resources in prescribed wells areas.	sufficient spare capacity exists to accommodate the water needs of the proposed use or (b) the proposal does not involve the taking of water for which a licence would be required under the *Landscape South Australia Act 2019*.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the *Landscape South Australia Act 2019:* (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commerical forestry.	The Chief Executive of the Department of the Minister responsible for the administration of the *Landscape South Australia Act 2019*.	To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably.	Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
Commercial forestry that requires a forest water licence under Part 8 Division 6 of the *Landscape South Australia Act 2019.*			

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

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

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

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

Tree Retention and Health	
PO 1.1 Regulated trees are retained where they: (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species and / or (c) provide an important habitat for native fauna.	DTS/DPF 1.1 None are applicable.
PO 1.2 Significant trees are retained where they: (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area.	DTS/DPF 1.2 None are applicable.
PO 1.3 A tree damaging activity not in connection with other development satisfies (a) and (b): (a) tree damaging activity is only undertaken to: (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or (vi) maintain the aesthetic appearance and structural integrity of the tree	DTS/DPF 1.3 None are applicable.

(b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective.	
PO 1.4 A tree-damaging activity in connection with other development satisfies all the following: (a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible (b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.	DTS/DPF 1.4 None are applicable.
Ground work affecting trees	
PO 2.1 Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.	DTS/DPF 2.1 None are applicable.
Land Division	
PO 3.1 Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.	DTS/DPF 3.1 Land division where: (a) there are no regulated or significant trees located within or adjacent to the plan of division or (b) the application demonstrates that an area exists to accommodate subsequent development of proposed allotments after an allowance has been made for a tree protection zone around any regulated tree within and adjacent to the plan of division.

Procedural Matters (PM) - Referrals

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

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

Stormwater Management Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development incorporates water sensitive urban design techniques to capture and re-use stormwater.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Residential development is designed to capture and re-use stormwater to: (a) maximise conservation of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage stormwater runoff quality.	DTS/DPF 1.1 Residential development comprising detached, semi-detached or row dwellings, or less than 5 group dwellings or dwellings within a residential flat building: (a) includes rainwater tank storage: (i) connected to at least: A. in relation to a detached dwelling (not in a battle-axe arrangement), semi-detached dwelling or row dwelling, 60% of the roof area B. in all other cases, 80% of the roof area (ii) connected to either a toilet, laundry cold water outlets or hot water service for sites less than 200m^2 (iii) connected to one toilet and either the laundry cold water outlets or hot water service for sites of 200m^2 or greater (iv) with a minimum total capacity in accordance with Table 1 (v) where detention is required, includes a 20-25 mm diameter slow release orifice at the bottom of the detention component of the tank (b) incorporates dwelling roof area comprising at least 80% of the site's impervious area Table 1: Rainwater Tank **Site size (m^2)** / **Minimum retention volume (Litres)** / **Minimum detention volume (Litres)** <200 / 1000 / 1000 200-400 / 2000 / Site perviousness <30%: 1000 Site perviousness ≥30%: N/A >401 / 4000 / Site perviousness <35%: 1000 Site perviousness ≥35%: N/A

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 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments

	(b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m^2 or more (c) retail development with a gross floor area of 2,000m^2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m^2 or more (e) industry with a gross floor area of 20,000m^2 or more (f) educational facilities with a capacity of 250 students 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.

Urban Tree Canopy Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	Residential development preserves and enhances urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Trees are planted or retained to contribute to an urban tree canopy.	DTS/DPF 1.1 Tree planting is provided in accordance with the following: **Site size per dwelling (m^2) / Tree size* and number required per dwelling** \<450 — 1 small tree 450-800 — 1 medium tree or 2 small trees >800 — 1 large tree or 2 medium trees or 4 small trees *refer Table 1 Tree Size **Table 1 Tree Size** Small — 4 m — 2m — $10m^2$ and min. dimension of 1.5m Medium — 6 m — 4 m — $30m^2$ and min. dimension of 2m Large — 12 m — 8m — $60m^2$ and min. dimension of 4m The discount in Column D of Table 2 discounts the number of trees required to be planted in DTS/DPF 1.1 where existing tree(s) are retained on the subject land that meet the criteria in Columns A, B and C of Table 2, and are not a species identified in Regulation 3F(4)(b) of the Planning Development and Infrastructure (General) Regulations 2017. **Table 2 Tree Discounts**

Retained tree height (Column A)	Retained tree spread (Column B)	Retained soil area around tree within development site (Column C)	Discount applied (Column D)
4-6m	2-4m	$10m^2$ and min. dimension of 1.5m	2 small trees (or 1 medium tree)
6-12m	4-8m	$30m^2$ and min. dimension of 3m	2 medium trees (or 4 small trees)
>12m	>8m	$60m^2$ and min. dimension of 6m	2 large trees (or 4 medium trees, or 8 small trees)

Note: In order to satisfy DTS/DPF 1.1, payment may be made in accordance with a relevant off-set scheme established by the Minister under section 197 of the Planning, Development and Infrastructure Act 2016, provided the provisions and requirements of that scheme are satisfied. For the purposes of section 102(4) of the Planning, Development and Infrastructure Act 2016, an applicant may elect for any of the matters in DTS/DPF 1.1 to be reserved.

Procedural Matters (PM) - Referrals

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

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

Part 4 - General Development Policies

Advertisements

Assessment Provisions (AP)

Desired Outcome	
DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create hazard.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following: (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: A. do not have any part rising above parapet height B. are not attached to the roof of the building (c) where they are not flush with a wall: (i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (ii) if attached to a two-storey building: A. has no part located above the finished floor level of the second storey of the building B. does not protrude beyond the outer limits of any verandah structure below C. does not have a sign face that exceeds 1m2 per side. (d) if located below canopy level, are flush with a wall (e) if located at canopy level, are in the form of a fascia sign (f) if located above a canopy: (i) are flush with a wall (ii) do not have any part rising above parapet height (iii) are not attached to the roof of the building. (g) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (h) if attached to a two-storey building, have no part located above the finished floor level of the second storey of the building (i) where they are flush with a wall, do not, in combination

	with any other existing sign, cover more than 15% of the building facade to which they are attached.
PO 1.2 Advertising hoardings do not disfigure the appearance of the land upon which they are situated or the character of the locality.	DTS/DPF 1.2 Where development comprises an advertising hoarding, the supporting structure is: (a) concealed by the associated advertisement and decorative detailing or (b) not visible from an adjacent public street or thoroughfare, other than a support structure in the form of a single or dual post design.
PO 1.3 Advertising does not encroach on public land or the land of an adjacent allotment.	DTS/DPF 1.3 Advertisements and/or advertising hoardings are contained within the boundaries of the site.
PO 1.4 Where possible, advertisements on public land are integrated with existing structures and infrastructure.	DTS/DPF 1.4 Advertisements on public land that meet at least one of the following: (a) achieves Advertisements DTS/DPF 1.1 (b) are integrated with a bus shelter.
PO 1.5 Advertisements and/or advertising hoardings are of a scale and size appropriate to the character of the locality.	DTS/DPF 1.5 None are applicable.
Proliferation of Advertisements	
PO 2.1 Proliferation of advertisements is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.1 No more than one freestanding advertisement is displayed per occupancy.
PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.

untidiness.	
Amenity Impacts	
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by: (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings.	DTS/DPF 5.3 Advertisements satisfy all of the following: (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram 
PO 5.4 Advertisements and/or advertising hoardings do not create a hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	DTS/DPF 5.4 Advertisements and/or advertising hoardings are not located along or adjacent to a road having a speed limit of 80km/h or more.
PO 5.5 Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5 Where the advertisement or advertising hoarding is: (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m (d) 70 or 80 km/h road - 8.5m.

PO 5.6 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 5.6 Advertising: (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
Horse Keeping	
PO 2.1 Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.	DTS/DPF 2.1 None are applicable.
PO 2.2 Stables, horse shelters or associated yards are sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	DTS/DPF 2.2 Stables, horse shelters and associated yards are sited in accordance with all of the following: (a) 30m or more from any sensitive receivers (existing or approved) on land in other ownership (b) where an adjacent allotment is vacant and in other

	ownership, 30m or more from the boundary of that allotment.
PO 2.3 All areas accessible to horses are separated from septic tank effluent disposal areas to protect the integrity of that system. Stable flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 2.3 Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.
PO 2.4 To minimise environmental harm and adverse impacts on water resources, stables, horse shelters and associated yards are appropriately set back from a watercourse.	DTS/DPF 2.4 Stables, horse shelters and associated yards are set back 50m or more from a watercourse.
PO 2.5 Stables, horse shelters and associated yards are located on slopes that are stable to minimise the risk of soil erosion and water runoff.	DTS/DPF 2.5 Stables, horse shelters and associated yards are not located on land with a slope greater than 10% (1-in-10).
Kennels	
PO 3.1 Kennel flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 3.1 The floors of kennels satisfy all of the following: (a) are constructed of impervious concrete (b) are designed to be self-draining when washed down.
PO 3.2 Kennels and exercise yards are designed and sited to minimise noise nuisance to neighbours through measures such as: (a) adopting appropriate separation distances (b) orientating openings away from sensitive receivers.	DTS/DPF 3.2 Kennels are sited 500m or more from the nearest sensitive receiver on land in other ownership.
PO 3.3 Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.	DTS/DPF 3.3 Kennels are sited in association with a permanent dwelling on the land.
Wastes	
PO 4.1 Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.	DTS/DPF 4.2 Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.

Aquaculture

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land-based Aquaculture	
PO 1.1 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1 Land-based aquaculture and associated components are located to satisfy all of the following: (a) 200m or more from a sensitive receiver in other ownership (b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers.
PO 1.2 Land-based aquaculture and associated components are sited and designed to prevent surface flows from entering ponds in a 1% AEP sea flood level event.	DTS/DPF 1.2 None are applicable.
PO 1.3 Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	DTS/DPF 1.3 None are applicable.
PO 1.4 Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4 None are applicable.
PO 1.5 Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5 None are applicable.
PO 1.6 Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6 None are applicable.
PO 1.7	DTS/DPF 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.	None are applicable.
Marine Based Aquaculture	
PO 2.1 Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including: (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1 None are applicable.
PO 2.2 Marine aquaculture is sited in areas with adequate water current to disperse sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	DTS/DPF 2.2 None are applicable.
PO 2.3 Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.	DTS/DPF 2.3 None are applicable.
PO 2.4 Marine aquaculture (other than inter-tidal aquaculture) is located an appropriate distance seaward of the high water mark.	DTS/DPF 2.4 Marine aquaculture development is located 100m or more seaward of the high water mark.
PO 2.5 Marine aquaculture is sited and designed to not obstruct or interfere with: (a) areas of high public use (b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports (c) areas of outstanding visual or environmental value (d) areas of high tourism value (e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties (f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water.	DTS/DPF 2.5 None are applicable.
PO 2.6 Marine aquaculture is sited and designed to minimise interference and obstruction to the natural processes of the coastal and marine environment.	DTS/DPF 2.6 None are applicable.
PO 2.7 Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as:	DTS/DPF 2.7 None are applicable.

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

species.	
PO 4.2 Marine aquaculture is designed to facilitate the relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows.	DTS/DPF 4.2 None are applicable.
PO 4.3 Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	DTS/DPF 4.3 None are applicable.
PO 4.4 Aquaculture operations incorporate measures for the removal and disposal of litter, disused material, shells, debris, detritus, dead animals and animal waste to prevent pollution of waters, wetlands, or the nearby coastline.	DTS/DPF 4.4 None are applicable.

Beverage Production in Rural Areas

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Odour and Noise	
PO 1.1 Beverage production activities are designed and sited to minimise odour impacts on rural amenity.	DTS/DPF 1.1 None are applicable.
PO 1.2 Beverage production activities are designed and sited to minimise noise impacts on sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Fermentation, distillation, manufacturing, storage, packaging and bottling activities occur within enclosed buildings to improve the	DTS/DPF 1.3 None are applicable.

visual appearance within a locality and manage noise associated with these activities.	
PO 1.4 Breweries are designed to minimise odours emitted during boiling and fermentation stages of production.	DTS/DPF 1.4 Brew kettles are fitted with a vapour condenser.
PO 1.5 Beverage production solid wastes are stored in a manner that minimises odour impacts on sensitive receivers in other ownership.	DTS/DPF 1.5 Solid waste from beverage production is collected and stored in sealed containers and removed from the site within 48 hours.
Water Quality	
PO 2.1 Beverage production wastewater management systems (including wastewater irrigation) are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.1 Wastewater management systems are set back 50m or more from the banks of watercourses and bores.
PO 2.2 The storage or disposal of chemicals or hazardous substances is undertaken in a manner to prevent pollution of water resources.	DTS/DPF 2.2 None are applicable.
PO 2.3 Stormwater runoff from areas that may cause contamination due to beverage production activities (including vehicle movements and machinery operations) is drained to an onsite stormwater treatment system to manage potential environmental impacts.	DTS/DPF 2.3 None are applicable.
PO 2.4 Stormwater runoff from areas unlikely to cause contamination by beverage production and associated activities (such as roof catchments and clean hard-paved surfaces) is diverted away from beverage production areas and wastewater management systems.	DTS/DPF 2.4 None are applicable.
Wastewater Irrigation	
PO 3.1 Beverage production wastewater irrigation systems are designed and located to not contaminate soil and surface and ground water resources or damage crops.	DTS/DPF 3.1 None are applicable.
PO 3.2 Beverage production wastewater irrigation systems are designed and located to minimise impact on amenity and avoid spray drift onto adjoining land.	DTS/DPF 3.2 Beverage production wastewater is not irrigated within 50m of any dwelling in other ownership.
PO 3.3 Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as: (a) waterlogged areas (b) land within 50m of a creek, swamp or domestic or stock water bore	DTS/DPF 3.3 None are applicable.

(c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined aquifer.	

Bulk Handling and Storage Facilities

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Bulk handling and storage facilities are sited and designed to minimise risks of adverse air quality and noise impacts on sensitive receivers.	DTS/DPF 1.1 Facilities for the handling, storage and dispatch of commodities in bulk (excluding processing) meet the following minimum separation distances from sensitive receivers: (a) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals), where the handling of these materials into or from vessels does not exceed 100 tonnes per day: 300m or more from residential premises not associated with the facility (b) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300m or more from residential premises not associated with the facility (c) bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500m or more (d) coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more b. capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes: 1000m or more.
Buffers and Landscaping	

PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site.	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface.
Slipways, Wharves and Pontoons	
PO 4.1 Slipways, wharves and pontoons used for the handling of bulk materials (such as fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters.	DTS/DPF 4.1 None are applicable.

Clearance from Overhead Powerlines

Assessment Provisions (AP)

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

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

Design

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.

(b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting is incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes (e) contribute to biodiversity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant	DTS/DPF 3.2 None are applicable.

and weed species.	
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding	DTS/DPF 7.1 None are applicable.

(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.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient	DTS/DPF 8.3 None are applicable.

exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and Walls	
PO 9.1 Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (in building 3 storeys or less)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building

	levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
All Residential development	
Front elevations and passive surveillance	
PO 11.1 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 11.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street.
PO 11.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 11.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and amenity	
PO 12.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 12.1 A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.
PO 12.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 12.2 None are applicable.
Ancillary Development	
PO 13.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	DTS/DPF 13.1 Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street

(ii) when facing a primary street or secondary street, has a total door / opening not exceeding:

A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser

B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width

(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:

(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary

and

(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent

(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary

(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure

(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)

(i) have a roof height where no part of the roof is more than 5m above the natural ground level

(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour

(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:

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

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)	Minimum percentage of site
<150	10%
150-200	15%
201-450	20%
>450	25%

(ii) the amount of existing soft landscaping prior to the development occurring.

PO 13.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision or car parking requirements and do not result in over-development of the site.	DTS/DPF 13.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 13.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa is positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 13.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Garage appearance	
PO 14.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 14.1 Garages and carports facing a street: (a) are situated so that no part of the garage or carport is in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening not exceeding 7m in width (d) have a garage door /opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
Massing	
PO 15.1 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 15.1 None are applicable
Dwelling additions	
PO 16.1 Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.	DTS / DPF 16.1 Dwelling additions: (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical height of 2m or more (iv) less Private Open Space than specified in Design Table 1 - Private Open Space (v) less on-site parking than specified in Transport Access and Parking Table 1 - General Off-Street

	Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (vi) upper level windows facing side or rear boundaries unless: A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or B. have sill heights greater than or equal to 1.5m above finished floor level or C. incorporate screening to a height of 1.5m above finished floor level (vii) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land B. 1.7m above finished floor level in all other cases.
Private Open Space	
PO 17.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 17.1 Private open space is provided in accordance with Design Table 1 - Private Open Space.
Water Sensitive Design	
PO 18.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 18.1 Residential development creating a common driveway / access that services 5 or more dwellings achieves the following stormwater runoff outcomes: (a) 80 per cent reduction in average annual total suspended solids (b) 60 per cent reduction in average annual total phosphorus (c) 45 per cent reduction in average annual total nitrogen.
PO 18.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 18.2 Development creating a common driveway / access that services 5 or more dwellings: (a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased or captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an

	18.1% AEP 30-minute storm; and (b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.
Car parking, access and manoeuvrability	
PO 19.1 Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 19.2 Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
PO 19.3 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.	DTS/DPF 19.3 Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.
PO 19.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 19.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
PO 19.5 Driveways are designed to enable safe and convenient vehicle	DTS/DPF 19.5 Driveways are designed and sited so that:

movements from the public road to on-site parking spaces.	(a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1:4 on average (b) they are aligned relative to the street boundary so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the street boundary (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site
PO 19.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 19.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.
Design of Transportable Dwellings	
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): (a) are not transportable or (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Group dwelling, residential flat buildings and battle-axe development	
Amenity	
PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 Dwellings have a minimum internal floor area in accordance with the following table:

Number of bedrooms	**Minimum internal floor area**
Studio	35m^2
1 bedroom	50m^2

	2 bedroom: 65m^2 3+ bedrooms: 80m^2 and any dwelling over 3 bedrooms provides an additional 15m^2 for every additional bedroom
PO 22.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 22.2 None are applicable.
PO 22.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 22.3 None are applicable.
PO 22.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 22.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.
Communal Open Space	
PO 23.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 23.1 None are applicable.
PO 23.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 23.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 23.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 23.3 None are applicable.
PO 23.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 23.4 None are applicable.
PO 23.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 23.5 None are applicable.

Carparking, access and manoeuvrability	
PO 24.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 24.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 24.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 24.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 24.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 24.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 24.4 Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.	DTS/DPF 24.4 Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.
PO 24.5 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 24.5 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 24.6 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 24.6 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft Landscaping	
PO 25.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 25.1 Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 25.2	DTS/DPF 25.2

Soft landscaping is provided that improves the appearance of common driveways.	Where a common driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 26.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 26.1 None are applicable.
PO 26.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 26.2 None are applicable.
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 26.3 None are applicable.
PO 26.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 26.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 26.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 26.5 None are applicable.
PO 26.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 26.6 None are applicable.
Supported accommodation and retirement facilities	
Siting and Configuration	
PO 27.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 27.1 None are applicable.
Movement and Access	
PO 28.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places	DTS/DPF 28.1 None are applicable.

(c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	
Communal Open Space	
PO 29.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 29.1 None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 29.6 None are applicable.
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.

PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 28.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.
PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 32.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-	DTS/DPF 32.1 None are applicable.

site on a regular basis.	

Table 1 - Private Open Space

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

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance

	Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste 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	DTS/DPF 2.3

Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.

On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7	DTS/DPF 7.7

Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.

Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	

External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.
PO 12.8	DTS/DPF 12.8

Building services, plant and mechanical equipment are screened from the public realm.	None are applicable.
Landscaping	
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.

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

Tree size and site area definitions	
Small tree	4-6m mature height and 2-4m canopy spread
Medium tree	6-12m mature height and 4-8m canopy spread
Large tree	12m mature height and >8m canopy spread
Site area	The total area for development site, not average area per dwelling

PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.

Environmental	
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.
Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings	DTS/DPF 16.1 None are applicable.

so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	
All residential development	
Front elevations and passive surveillance	
PO 17.1 Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 17.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street.
PO 17.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 17.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and Amenity	
PO 18.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 18.1 A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.
PO 18.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 18.2 None are applicable.
Ancillary Development	
PO 19.1 Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.	DTS/DPF 19.1 Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary

street, has a total door / opening not exceeding:

A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser

B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width

(e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless:

(i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary

and

(ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent

(f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary

(g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure

(h) have a wall height or post height not exceeding 3m above natural ground level (and not including a gable end)

(i) have a roof height where no part of the roof is more than 5m above the natural ground level

(j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour

(k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:

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

Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)	Minimum percentage of site
<150	10%
150-200	15%
201-450	20%
>450	25%

(ii) the amount of existing soft landscaping prior to the development occurring.

PO 19.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.	DTS/DPF 19.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 19.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 19.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Residential Development - Low Rise	
External appearance	
PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 20.1 Garages and carports facing a street: (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
PO 20.2 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	DTS/DPF 20.2 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway: (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation,

	with a maximum of 80% of the building elevation in a single material or finish.
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable
Private Open Space	
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.
Landscaping	
PO 22.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: **Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** / **Minimum percentage of site** <150 / 10% 150-200 / 15% >200-450 / 20% >450 / 25% (b) at least 30% of any land between the primary street boundary and the primary building line.
Car parking, access and manoeuvrability	
PO 23.1 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space

	(ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 23.2 Uncovered car parking space are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 23.3 Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 23.3 Driveways and access points satisfy (a) or (b): (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
PO 23.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 23.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 23.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 23.5 Driveways are designed and sited so that:

	(a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 24.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1 Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	
PO 25.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 25.1 Buildings satisfy (a) or (b): (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
PO 26.1 Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.	DTS/DPF 26.1 Buildings: (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing

	the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.	DTS/DPF 28.2 Balconies utilise one or a combination of the following design elements: (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3 Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3 Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4 Dwellings are provided with sufficient space for storage to meet likely occupant needs.	DTS/DPF 28.4 Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5 Light wells: (a) are not used as the primary source of outlook for living rooms (b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms

	(c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.
PO 28.6 Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	DTS/DPF 28.6 None are applicable.
PO 28.7 Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7 None are applicable.
Dwelling Configuration	
PO 29.1 Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.	DTS/DPF 29.1 Buildings containing in excess of 10 dwellings provide at least one of each of the following: (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least $50m^2$ (c) 2 bedroom dwelling / apartment with a floor area of at least $65m^2$ (d) 3+ bedroom dwelling / apartment with a floor area of at least $80m^2$, and any dwelling over 3 bedrooms provides an additional $15m^2$ for every additional bedroom.
PO 29.2 Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.	DTS/DPF 29.2 None are applicable.
Common Areas	
PO 30.1 The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.	DTS/DPF 30.1 Common corridor or circulation areas: (a) have a minimum ceiling height of 2.7m (b) provide access to no more than 8 dwellings (c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core.
Group Dwellings, Residential Flat Buildings and Battle axe Development	
Amenity	
PO 31.1 Dwellings are of a suitable size to provide a high standard of amenity for occupants.	DTS/DPF 31.1 Dwellings have a minimum internal floor area in accordance with the following table: **Number of bedrooms** / **Minimum internal floor area** Studio / $35m^2$

	1 bedroom	50m^2
	2 bedroom	65m^2
	3+ bedrooms	80m^2 and any dwelling over 3 bedrooms provides an additional 15m^2 for every additional bedroom

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

Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 33.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 33.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 33.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 33.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 33.4 Residential driveways that service more than one dwelling or a dwelling on a battle-axe site are designed to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 33.4 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 33.5 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 33.5 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft landscaping	
PO 34.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 34.1 Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 34.2 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 34.2 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the

	driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 35.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 35.1 None are applicable.
PO 35.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 35.2 None are applicable.
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 35.3 None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1 Residential development creating a common driveway / access includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 36.1 None are applicable.
PO 36.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 36.2 None are applicable.
Supported Accommodation and retirement facilities	
Siting, Configuration and Design	

PO 37.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 37.1 None are applicable.
PO 37.2 Universal design features are incorporated to provide options for people living with disabilities or limited mobility and / or to facilitate ageing in place.	DTS/DPF 37.2 None are applicable.
Movement and Access	
PO 38.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40, and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 38.1 None are applicable.
Communal Open Space	
PO 39.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 39.1 None are applicable.
PO 39.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 39.2 None are applicable.
PO 39.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 39.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 39.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 39.4 None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise	DTS/DPF 39.6 None are applicable.

overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	
Site Facilities / Waste Storage	
PO 40.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric-powered vehicles.	DTS/DPF 40.1 None are applicable.
PO 40.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 40.2 None are applicable.
PO 40.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 40.3 None are applicable.
PO 40.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.	DTS/DPF 40.4 None are applicable.
PO 40.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 40.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 40.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 40.6 None are applicable.
PO 40.7 Services, including gas and water meters, are conveniently located and screened from public view.	DTS/DPF 40.7 None are applicable.
Student Accommodation	
PO 41.1 Student accommodation is designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents, including an internal layout and facilities that are designed to provide sufficient space and amenity for the requirements of student life and promote social interaction.	DTS/DPF 41.1 Student accommodation provides: (a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units (b) common or shared facilities to enable a more efficient use of space, including: (i) shared cooking, laundry and external drying facilities (ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space (iii) common storage facilities at the rate of $8m^3$ for

	every 2 dwellings or students (iv) common on-site parking in accordance with Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (v) bicycle parking at the rate of one space for every 2 students.
PO 41.2 Student accommodation is designed to provide easy adaptation of the building to accommodate an alternative use of the building in the event it is no longer required for student housing.	DTS/DPF 41.2 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 42.1 Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 42.1 None are applicable.
PO 42.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 42.2 None are applicable.
PO 42.3 Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.	DTS/DPF 42.3 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 43.1 None are applicable.

Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

Table 1 - Private Open Space

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

	Three + bedroom dwelling	15 m^2 / minimum dimension 2.6m

Forestry

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Commercial forestry plantations are established where there is no detrimental effect on the physical environment or scenic quality of the rural landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Commercial forestry plantations are established on slopes that are stable to minimise the risk of soil erosion.	DTS/DPF 1.2 Commercial forestry plantations are not located on land with a slope exceeding 20% (1-in-5).
PO 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	DTS/DPF 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from any sensitive receiver.
PO 1.4 Commercial forestry plantations are separated from reserves gazetted under the *National Parks and Wildlife Act 1972* and/or *Wilderness Protection Act 1992* to minimise fire risk and potential for weed infestation.	DTS/DPF 1.4 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from a reserve gazetted under the *National Parks and Wildlife Act 1972* and/or *Wilderness Protection Act 1992*.
Water Protection	
PO 2.1 Commercial forestry plantations incorporate artificial drainage lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.	DTS/DPF 2.1 None are applicable.

<table>
<tr><td>PO 2.2

Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.</td><td>DTS/DPF 2.2

Commercial forestry plantations:

(a) do not involve cultivation (excluding spot cultivation) in drainage lines
(b) are set back 20m or more from the banks of any major watercourse (a third order or higher watercourse), lake, reservoir, wetland or sinkhole (with direct connection to an aquifer)
(c) are set back 10m or more from the banks of any first or second order watercourse or sinkhole (with no direct connection to an aquifer).</td></tr>
<tr><td colspan="2">Fire Management</td></tr>
<tr><td>PO 3.1

Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.</td><td>DTS/DPF 3.1

Commercial forestry plantations provide:

(a) 7m or more wide external boundary firebreaks for plantations of 40ha or less
(b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha
(c) 20m or more wide external boundary firebreaks, or 10m with an additional 10m or more of fuel-reduced plantation, for plantations of 100ha or greater.</td></tr>
<tr><td>PO 3.2

Commercial forestry plantations incorporate appropriate fire management access tracks.</td><td>DTS/DPF 3.2

Commercial forestry plantation fire management access tracks:

(a) are incorporated within all firebreaks
(b) are 7m or more wide with a vertical clearance of 4m or more
(c) are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles
(d) partition the plantation into units of 40ha or less in area.</td></tr>
<tr><td colspan="2">Power-line Clearances</td></tr>
<tr><td>PO 4.1

Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.</td><td>DTS/DPF 4.1

Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:

<table>
<tr><th>Voltage of transmission line</th><th>Tower or Pole</th><th>Minimum horizontal clearance distance between plantings and transmission lines</th></tr>
<tr><td>500 kV</td><td>Tower</td><td>38m</td></tr>
<tr><td>275 kV</td><td>Tower</td><td>25m</td></tr>
<tr><td>132 kV</td><td>Tower</td><td>30m</td></tr>
</table>
</td></tr>
</table>

	132 kV	Pole	20m
	66 kV	Pole	20m
	Less than 66 kV	Pole	20m

Housing Renewal

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Residential development provides a range of housing choices.	DTS/DPF 1.1 Development comprises one or more of the following: (a) detached dwellings (b) semi-detached dwellings (c) row dwellings (d) group dwellings (e) residential flat buildings.
PO 1.2 Medium-density housing options or higher are located in close proximity to public transit, open space and/or activity centres.	DTS/DPF 1.2 None are applicable.
Building Height	
PO 2.1 Buildings generally do not exceed 3 building levels unless in locations close to public transport, centres and/or open space.	DTS/DPF 2.1 Building height (excluding garages, carports and outbuildings) does not exceed 3 building levels and 12m and wall height does not exceed 9m (not including a gable end).
PO 2.2 Medium or high rise residential flat buildings located within or at the interface with zones which restrict heights to a maximum of 2	DTS/DPF 2.2 None are applicable.

building levels transition down in scale and height towards the boundary of that zone, other than where it is a street boundary.	
Primary Street Setback	
PO 3.1 Buildings are set back from the primary street boundary to contribute to an attractive streetscape character.	DTS/DPF 3.1 Buildings are no closer to the primary street (excluding any balcony, verandah, porch, awning or similar structure) than 3m.
Secondary Street Setback	
PO 4.1 Buildings are set back from secondary street boundaries to maintain separation between building walls and public streets and contribute to a suburban streetscape character.	DTS/DPF 4.1 Buildings are set back at least 900mm from the boundary of the allotment with a secondary street frontage.
Boundary Walls	
PO 5.1 Boundary walls are limited in height and length to manage visual impacts and access to natural light and ventilation.	DTS/DPF 5.1 Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, dwellings with side boundary walls are sited on only one side boundary and satisfy (a) or (b): (a) adjoin or abut a boundary wall of a building on adjoining land for the same length and height (b) do not: (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, a maximum 45% of the length of the boundary (iv) encroach within 3 metres of any other existing or proposed boundary walls on the subject land.
PO 5.2 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 5.2 Dwellings in a semi-detached or row arrangement are set back 900mm or more from side boundaries shared with allotments outside the development site, except for a carport or garage.
Side Boundary Setback	
PO 6.1 Buildings are set back from side boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours.	DTS/DPF 6.1 Other than walls located on a side boundary, buildings are set back from side boundaries: (a) at least 900mm where the wall height is up to 3m (b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m (c) at least 1.9m plus 1/3 of the wall height above 3m for walls facing a southern side boundary.
Rear Boundary Setback	
PO 7.1 Buildings are set back from rear boundaries to provide:	DTS/DPF 7.1 Dwellings are set back from the rear boundary:

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

<table>
<tr><td colspan="2">Outlook and amenity</td></tr>
<tr><td>PO 9.1

Living rooms have an external outlook to provide a high standard of amenity for occupants.</td><td>DTS/DPF 9.1

A living room of a dwelling incorporates a window with an external outlook towards the street frontage or private open space.</td></tr>
<tr><td>PO 9.2

Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.</td><td>DTS/DPF 9.2

None are applicable.</td></tr>
<tr><td colspan="2">Private Open Space</td></tr>
<tr><td>PO 10.1

Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.</td><td>DTS/DPF 10.1

Private open space is provided in accordance with the following table:
<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^2 located behind the building line

Minimum adjacent to a living room: 16m^2 with a minimum dimension 3m</td></tr>
<tr><td rowspan="4">Dwelling (above ground level)</td><td>Studio</td><td>4m^2 / minimum dimension 1.8m</td></tr>
<tr><td>One bedroom dwelling</td><td>8m^2 / minimum dimension 2.1m</td></tr>
<tr><td>Two bedroom dwelling</td><td>11m^2 / minimum dimension 2.4m</td></tr>
<tr><td>Three + bedroom dwelling</td><td>15 m^2 / minimum dimension 2.6m</td></tr>
</table></td></tr>
<tr><td>PO 10.2

Private open space positioned to provide convenient access from internal living areas.</td><td>DTS/DPF 10.2

At least 50% of the required area of private open space is accessible from a habitable room.</td></tr>
<tr><td>PO 10.3

Private open space is positioned and designed to:

(a) provide useable outdoor space that suits the needs of occupants;</td><td>DTS/DPF 10.3

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

(b) take advantage of desirable orientation and vistas; and (c) adequately define public and private space.	
Visual privacy	
PO 11.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 11.1 Upper level windows facing side or rear boundaries shared with another residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5m above the finished floor.
PO 11.2 Development mitigates direct overlooking from upper level balconies and terraces to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 11.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Landscaping	
PO 12.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 12.1 Residential development incorporates pervious areas for soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2) — Minimum percentage of site <150 — 10% <200 — 15% 200-450 — 20% >450 — 25% (b) at least 30% of land between the road boundary and the building line.

Water Sensitive Design	
PO 13.1 Residential development is designed to capture and use stormwater to: (a) maximise efficient use of water resources (b) manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded (c) manage runoff quality to maintain, as close as practical, pre-development conditions.	DTS/DPF 13.1 None are applicable.
Car Parking	
PO 14.1 On-site car parking is provided to meet the anticipated demand of residents, with less on-site parking in areas in close proximity to public transport.	DTS/DPF 14.1 On-site car parking is provided at the following rates per dwelling: (a) 2 or fewer bedrooms - 1 car parking space (b) 3 or more bedrooms - 2 car parking spaces.
PO 14.2 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.2 Residential parking spaces enclosed by fencing, walls or other obstructions with the following internal dimensions (separate from any waste storage area): (a) single parking spaces: (i) a minimum length of 5.4m (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.5m (iii) minimum garage door width of 2.4m per space.
PO 14.3 Uncovered car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 14.3 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 Visitor car parking for group and residential flat buildings incorporating 4 or more dwellings is provided on-site at a minimum ratio of 0.25 car parking spaces per dwelling.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	

PO 15.1 Development minimises overshadowing of the private open spaces of adjoining land by ensuring that ground level open space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	DTS/DPF 15.1 None are applicable.
Waste	
PO 16.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1 A waste bin storage area is provided behind the primary building line that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space).; and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection.	DTS/DPF 16.2 None are applicable.
Vehicle Access	
PO 17.1 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.	DTS/DPF 17.1 None are applicable.
PO 17.2 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 17.2 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure

	dedicating a pedestrian crossing.
PO 17.3 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 17.3 Driveways are designed and sited so that: (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not more than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 17.4 Driveways and access points are designed and distributed to optimise the provision of on-street parking.	DTS/DPF 17.4 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: 1. minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) 2. Minimum car park length of 5.4m where a vehicle can enter or exit a space directly 3. minimum car park length of 6m for an intermediate space located between two other parking spaces.
PO 17.5 Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	DTS/DPF 17.5 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 17.6 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 17.6 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre
PO 17.7 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 17.7 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Storage	
PO 18.1 Dwellings are provided with sufficient and accessible space for	DTS/DPF 18.1 Dwellings are provided with storage at the following rates and

storage to meet likely occupant needs.	50% or more of the storage volume is provided within the dwelling: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
Earthworks	
PO 19.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 19.1 The development does not involve: (a) excavation exceeding a vertical height of 1m or (b) filling exceeding a vertical height of 1m or (c) a total combined excavation and filling vertical height exceeding 2m.
Service connections and infrastructure	
PO 20.1 Dwellings are provided with appropriate service connections and infrastructure.	DTS/DPF 20.1 The site and building: (a) have the ability to be connected to a permanent potable water supply (b) have the ability to be connected to a sewerage system, or a wastewater system approved under the *South Australian Public Health Act 2011* (c) have the ability to be connected to electricity supply (d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes (e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the *Electricity Act 1996*.
Site contamination	
PO 21.1 Land that is suitable for sensitive land uses to provide a safe environment.	DTS/DPF 21.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination does not exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that A. site contamination does not exist (or no longer exists) at the land or

	B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1 The visual impact of above-ground infrastructure networks and services (excluding high voltage transmission lines), renewable energy facilities (excluding wind farms), energy storage facilities and ancillary development is minimised from townships, scenic routes and public roads by:	DTS/DPF 2.1 None are applicable.

(a) utilising features of the natural landscape to obscure views where practicable (b) siting development below ridgelines where practicable (c) avoiding visually sensitive and significant landscapes (d) using materials and finishes with low-reflectivity and colours that complement the surroundings (e) using existing vegetation to screen buildings (f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.	
PO 2.2 Pumping stations, battery storage facilities, maintenance sheds and other ancillary structures incorporate vegetation buffers to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.2 None are applicable.
PO 2.3 Surfaces exposed by earthworks associated with the installation of storage facilities, pipework, penstock, substations and other ancillary plant are reinstated and revegetated to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.3 None are applicable.
Rehabilitation	
PO 3.1 Progressive rehabilitation (incorporating revegetation) of disturbed areas, ahead of or upon decommissioning of areas used for renewable energy facilities and transmission corridors.	DTS/DPF 3.1 None are applicable.
Hazard Management	
PO 4.1 Infrastructure and renewable energy facilities and ancillary development located and operated to not adversely impact maritime or air transport safety, including the operation of ports, airfields and landing strips.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for energy generation, power storage and transmission are separated as far as practicable from dwellings, tourist accommodation and frequently visited public places (such as viewing platforms / lookouts) to reduce risks to public safety from fire or equipment malfunction.	DTS/DPF 4.2 None are applicable.
PO 4.3 Bushfire hazard risk is minimised for renewable energy	DTS/DPF 4.3 None are applicable.

facilities by providing appropriate access tracks, safety equipment and water tanks and establishing cleared areas around substations, battery storage and operations compounds.	
Electricity Infrastructure and Battery Storage Facilities	
PO 5.1 Electricity infrastructure is located to minimise visual impacts through techniques including: (a) siting utilities and services: (i) on areas already cleared of native vegetation (ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity (b) grouping utility buildings and structures with non-residential development, where practicable.	DTS/DPF 5.1 None are applicable.
PO 5.2 Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.	DTS/DPF 5.2 None are applicable.
PO 5.3 Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.	DTS/DPF 5.3 None are applicable.
Telecommunication Facilities	
PO 6.1 The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.	DTS/DPF 6.1 None are applicable.
PO 6.2 Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.	DTS/DPF 6.2 None are applicable.
PO 6.3 Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods: (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose	DTS/DPF 6.3 None are applicable.

or all of the following: (b) using existing buildings and landscape features to obscure or interrupt views of a facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services (c) using materials and finishes that complement the environment (d) screening using landscaping and vegetation, particularly for equipment shelters and huts.	
Renewable Energy Facilities	
PO 7.1 Renewable energy facilities are located as close as practicable to existing transmission infrastructure to facilitate connections and minimise environmental impacts as a result of extending transmission infrastructure.	DTS/DPF 7.1 None are applicable.
Renewable Energy Facilities (Wind Farm)	
PO 8.1 Visual impact of wind turbine generators on the amenity of residential and tourist development is reduced through appropriate separation.	DTS/DPF 8.1 Wind turbine generators are: (a) set back at least 2000m from the base of a turbine to any of the following zones: (i) Rural Settlement Zone (ii) Township Zone (iii) Rural Living Zone (iv) Rural Neighbourhood Zone with an additional 10m setback per additional metre over 150m overall turbine height (measured from the base of the turbine). (b) set back at least 1500m from the base of the turbine to non-associated (non-stakeholder) dwellings and tourist accommodation
PO 8.2 The visual impact of wind turbine generators on natural landscapes is managed by: (a) designing wind turbine generators to be uniform in colour, size and shape (b) coordinating blade rotation and direction (c) mounting wind turbine generators on tubular towers as opposed to lattice towers.	DTS/DPF 8.2 None are applicable.
PO 8.3 Wind turbine generators and ancillary development minimise potential for bird and bat strike.	DTS/DPF 8.3 None are applicable.
PO 8.4 Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to	DTS/DPF 8.4 No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.

<table>
<tr><td>aircraft operations.</td><td></td></tr>
<tr><td>PO 8.5

Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.</td><td>DTS/DPF 8.5

None are applicable.</td></tr>
<tr><td colspan="2">Renewable Energy Facilities (Solar Power)</td></tr>
<tr><td>PO 9.1

Ground mounted solar power facilities generating 5MW or more are not located on land requiring the clearance of areas of intact native vegetation or on land of high environmental, scenic or cultural value.</td><td>DTS/DPF 9.1

None are applicable.</td></tr>
<tr><td>PO 9.2

Ground mounted solar power facilities allow for movement of wildlife by:

(a) incorporating wildlife corridors and habitat refuges
(b) avoiding the use of extensive security or perimeter fencing or incorporating fencing that enables the passage of small animals without unreasonably compromising the security of the facility.</td><td>DTS/DPF 9.2

None are applicable.</td></tr>
<tr><td>PO 9.3

Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.</td><td>DTS/DPF 9.3

Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following criteria:

<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[1]</th></tr>
<tr><td>50MW></td><td>80ha+</td><td>30m</td><td>500m</td><td>2km</td></tr>
<tr><td>10MW<50MW</td><td>16ha-<80ha</td><td>25m</td><td>500m</td><td>1.5km</td></tr>
<tr><td>5MW<10MW</td><td>8ha to <16ha</td><td>20m</td><td>500m</td><td>1km</td></tr>
<tr><td>1MW<5MW</td><td>1.6ha to <8ha</td><td>15m</td><td>500m</td><td>500m</td></tr>
<tr><td>100kW<1MW</td><td>0.5ha<1.6ha</td><td>10m</td><td>500m</td><td>100m</td></tr>
<tr><td><100kW</td><td><0.5ha</td><td>5m</td><td>500m</td><td>25m</td></tr>
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</td></tr>
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	Notes: 1. Does not apply when the site of the proposed ground mounted solar power facility is located within one of these zones.
PO 9.4 Ground mounted solar power facilities incorporate landscaping within setbacks from adjacent road frontages and boundaries of adjacent allotments accommodating non-host dwellings, where balanced with infrastructure access and bushfire safety considerations.	DTS/DPF 9.4 None are applicable.
Hydropower / Pumped Hydropower Facilities	
PO 10.1 Hydropower / pumped hydropower facility storage is designed and operated to minimise the risk of storage dam failure.	DTS/DPF 10.1 None are applicable.
PO 10.2 Hydropower / pumped hydropower facility storage is designed and operated to minimise water loss through increased evaporation or system leakage, with the incorporation of appropriate liners, dam covers, operational measures or detection systems.	DTS/DPF 10.2 None are applicable.
PO 10.3 Hydropower / pumped hydropower facilities on existing or former mine sites minimise environmental impacts from site contamination, including from mine operations or water sources subject to such processes, now or in the future.	DTS/DPF 10.3 None are applicable.
Water Supply	
PO 11.1 Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1 Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
PO 11.2 Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.	DTS/DPF 11.2 A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.
Wastewater Services	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements

the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.	of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.
Temporary Facilities	
PO 13.1 In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste, makes provision for a temporary on-site waste storage enclosure to minimise the incidence of wind-blown litter.	DTS/DPF 13.1 A waste collection and disposal service is used to dispose of the volume of waste at the rate it is generated.
PO 13.2 Temporary facilities to support the establishment of renewable energy facilities (including borrow pits, concrete batching plants, laydown, storage, access roads and worker amenity areas) are sited and operated to minimise environmental impact.	DTS/DPF 13.2 None are applicable.

Intensive Animal Husbandry and Dairies

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to not unreasonably impact on the environment or amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to prevent the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
PO 1.3 Intensive animal husbandry and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.3 None are applicable.
PO 1.4 Dairies and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.4 Dairies, associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities are located 500m or more from the nearest sensitive receiver in other ownership.
PO 1.5 Lagoons for the storage or treatment of milking shed effluent is adequately separated from roads to minimise impacts from odour on the general public.	DTS/DPF 1.5 Lagoons for the storage or treatment of milking shed effluent are set back 20m or more from public roads.
Waste	
PO 2.1 Storage of manure, used litter and other wastes (other than waste water lagoons) is sited, designed, constructed and managed to: (a) avoid attracting and harbouring vermin (b) avoid polluting water resources (c) be located outside 1% AEP flood event areas.	DTS/DPF 2.1 None are applicable.
Soil and Water Protection	
PO 3.1 To avoid environmental harm and adverse effects on water resources, intensive animal husbandry operations are	DTS/DPF 3.1 Intensive animal husbandry operations are set back:

appropriately set back from: (a) public water supply reservoirs (b) major watercourses (third order or higher stream) (c) any other watercourse, bore or well used for domestic or stock water supplies.	(a) 800m or more from a public water supply reservoir (b) 200m or more from a major watercourse (third order or higher stream) (c) 100m or more from any other watercourse, bore or well used for domestic or stock water supplies.
PO 3.2 Intensive animal husbandry operations and dairies incorporate appropriately designed effluent and run-off facilities that: (a) have sufficient capacity to hold effluent and runoff from the operations on site (b) ensure effluent does not infiltrate and pollute groundwater, soil or other water resources.	DTS/DPF 3.2 None are applicable.

Interface between Land Uses

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.
Hours of Operation	
PO 2.1 Non-residential development does not unreasonably impact the	DTS/DPF 2.1 Development operating within the following hours:

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.

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

Overshadowing

PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in: a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following: a. for ground level private open space, the smaller of the following: i. half the existing ground level open space or ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m) b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone	DTS/DPF 3.3 None are applicable.

(b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	
PO 3.4 Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.	DTS/DPF 3.4 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.3 The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer	DTS/DPF 4.5 None are applicable.

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).	
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: **Assessment location**: Externally at the nearest existing or envisaged noise sensitive location **Music noise level**: Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)
Air Quality	
PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.	DTS/DPF 5.1 None are applicable.
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.
Light Spill	
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.
PO 6.2 External lighting is not hazardous to motorists and cyclists.	DTS/DPF 6.2 None are applicable.
Solar Reflectivity / Glare	
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.

Electrical Interference	
PO 8.1 Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.	DTS/DPF 8.1 The building or structure: (a) is no greater than 10m in height, measured from existing ground level or (b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.
Interface with Rural Activities	
PO 9.1 Sensitive receivers are located and designed to mitigate impacts from lawfully existing horticultural and farming activities (or lawfully approved horticultural and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.	DTS/DPF 9.1 None are applicable.
PO 9.2 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.2 None are applicable.
PO 9.3 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.3 Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.
PO 9.4 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage and disposal facilities and do not prejudice the continued operation of these activities.	DTS/DPF 9.4 Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other ownership.
PO 9.5 Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day

	(c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes (e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.
PO 9.6 Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.	DTS/DPF 9.6 None are applicable.
PO 9.7 Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.	DTS/DPF 9.7 None are applicable.
Interface with Mines and Quarries (Rural and Remote Areas)	
PO 10.1 Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.	DTS/DPF 10.1 Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the *Mining Act 1971*.

Land Division

Assessment Provisions (AP)

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

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

All land division	
Allotment configuration	
PO 1.1 Land division creates allotments suitable for their intended use.	DTS/DPF 1.1 Division of land satisfies (a) or (b): (a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the *Development Act 1993* or *Planning, Development and Infrastructure Act 2016* where the allotments are used or are proposed to be used solely for residential purposes (b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.
PO 1.2 Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.	DTS/DPF 1.2 None are applicable.
Design and Layout	
PO 2.1 Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	DTS/DPF 2.1 None are applicable.
PO 2.2 Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	DTS/DPF 2.2 None are applicable.
PO 2.3 Land division maximises the number of allotments that face public open space and public streets.	DTS/DPF 2.3 None are applicable.
PO 2.4 Land division is integrated with site features, adjacent land uses, the existing transport network and available infrastructure.	DTS/DPF 2.4 None are applicable.
PO 2.5 Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.	DTS/DPF 2.5 None are applicable.
PO 2.6 Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	DTS/DPF 2.6 None are applicable.
PO 2.7 Land division results in legible street patterns connected to the surrounding street network.	DTS/DPF 2.7 None are applicable.
PO 2.8 Land division is designed to preserve existing vegetation of value	DTS/DPF 2.8 None are applicable.

including native vegetation and regulated and significant trees.	
Roads and Access	
PO 3.1 Land division provides allotments with access to an all-weather public road.	DTS/DPF 3.1 None are applicable.
PO 3.2 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Land division does not impede access to publicly owned open space and/or recreation facilities.	DTS/DPF 3.3 None are applicable.
PO 3.4 Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	DTS/DPF 3.4 None are applicable.
PO 3.5 Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	DTS/DPF 3.5 None are applicable.
PO 3.6 Road reserves accommodate stormwater drainage and public utilities.	DTS/DPF 3.6 None are applicable.
PO 3.7 Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	DTS/DPF 3.7 None are applicable.
PO 3.8 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.8 None are applicable.
PO 3.9 Roads, open space and thoroughfares provide safe and convenient linkages to the surrounding open space and transport network.	DTS/DPF 3.9 None are applicable.
PO 3.10 Public streets are designed to enable tree planting to provide shade and enhance the amenity of streetscapes.	DTS/DPF 3.10 None are applicable.
PO 3.11 Local streets are designed to create low-speed environments that are safe for cyclists and pedestrians.	DTS/DPF 3.11 None are applicable.
Infrastructure	

PO 4.1 Land division incorporates public utility services within road reserves or dedicated easements.	DTS/DPF 4.1 None are applicable.
PO 4.2 Waste water, sewage and other effluent is capable of being disposed of from each allotment without risk to public health or the environment.	DTS/DPF 4.2 Each allotment can be connected to: (a) a waste water treatment plant that has the hydraulic volume and pollutant load treatment and disposal capacity for the maximum predicted wastewater volume generated by subsequent development of the proposed allotment or (b) a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.
PO 4.3 Septic tank effluent drainage fields and other waste water disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 4.3 Development is not built on, or encroaches within, an area that is or will be, required for a sewerage system or waste control system.
PO 4.4 Constructed wetland systems, including associated detention and retention basins, are sited and designed to ensure public health and safety is protected, including by minimising potential public health risks arising from the breeding of mosquitoes.	DTS/DPF 4.4 None are applicable.
PO 4.5 Constructed wetland systems, including associated detention and retention basins, are sited and designed to allow sediments to settle prior to discharge into watercourses or the marine environment.	DTS/DPF 4.5 None are applicable.
PO 4.6 Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.	DTS/DPF 4.6 None are applicable.
Minor Land Division (Under 20 Allotments)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1	DTS/DPF 7.1

Land division creating a new road or common driveway includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	None are applicable.
PO 7.2 Land division designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 7.2 None are applicable.
Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	DTS/DPF 8.2 The handle of a battle-axe development: (a) has a minimum width of 4m or (b) where more than 3 allotments are proposed, a minimum width of 5.5m.
PO 8.3 Battle-axe allotments and/or common land are of a suitable size and dimension to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 8.3 Battle-axe development allows a B85 passenger vehicle to enter and exit parking spaces in no more than a three-point turn manoeuvre.
PO 8.4 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 8.4 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Major Land Division (20+ Allotments)	
Open Space	
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.
PO 9.2 Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	DTS/DPF 9.2 None are applicable.
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.

Water Sensitive Design	
PO 10.1 Land division creating 20 or more residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.1 None are applicable.
PO 10.2 Land division creating 20 or more non-residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.2 None are applicable.
PO 10.3 Land division creating 20 or more allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 10.3 None are applicable.
Solar Orientation	
PO 11.1 Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.	DTS/DPF 11.1 None are applicable.

Marinas and On-Water Structures

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Navigation and Safety	

PO 1.1 Safe public access is provided or maintained to the waterfront, public infrastructure and recreation areas.	DTS/DPF 1.1 None are applicable.
PO 1.2 The operation of wharves is not impaired by marinas and on-water structures.	DTS/DPF 1.2 None are applicable.
PO 1.3 Navigation and access channels are not impaired by marinas and on-water structures.	DTS/DPF 1.3 None are applicable.
PO 1.4 Commercial shipping lanes are not impaired by marinas and on-water structures.	DTS/DPF 1.4 Marinas and on-water structures are set back 250m or more from commercial shipping lanes.
PO 1.5 Marinas and on-water structures are located to avoid interfering with the operation or function of a water supply pumping station.	DTS/DPF 1.5 On-water structures are set back: (a) 3km or more from upstream water supply pumping station take-off points (b) 500m or more from downstream water supply pumping station take-off points.
PO 1.6 Maintenance of on-water infrastructure, including revetment walls, is not impaired by marinas and on-water structures.	DTS/DPF 1.6 None are applicable.
Environmental Protection	
PO 2.1 Development is sited and designed to facilitate water circulation and exchange.	DTS/DPF 2.1 None are applicable.

Open Space and Recreation

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Recreation facilities are compatible with surrounding land uses and activities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.	DTS/DPF 1.2 None are applicable.
Design and Siting	
PO 2.1 Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1 None are applicable.
PO 2.2 Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	DTS/DPF 2.2 None are applicable.
PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.
Pedestrians and Cyclists	
PO 3.1 Open space incorporates: (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes; (b) safe crossing points where pedestrian routes intersect the road network; (c) easily identified access points.	DTS/DPF 3.1 None are applicable.
Usability	
PO 4.1 Land allocated for open space is suitable for its intended active and passive recreational use taking into consideration its gradient and potential for inundation.	DTS/DPF 4.1 None are applicable.
Safety and Security	
PO 5.1 Open space is overlooked by housing, commercial or other development to provide casual surveillance where possible.	DTS/DPF 5.1 None are applicable.
PO 5.2 Play equipment is located to maximise opportunities for passive surveillance.	DTS/DPF 5.2 None are applicable.

PO 5.3 Landscaping provided in open space and recreation facilities maximises opportunities for casual surveillance throughout the park.	DTS/DPF 5.3 None are applicable.
PO 5.4 Fenced parks and playgrounds have more than one entrance or exit to minimise potential entrapment.	DTS/DPF 5.4 None are applicable.
PO 5.5 Adequate lighting is provided around toilets, telephones, seating, litter bins, bicycle storage, car parks and other such facilities.	DTS/DPF 5.5 None are applicable.
PO 5.6 Pedestrian and bicycle movement after dark is focused along clearly defined, adequately lit routes with observable entries and exits.	DTS/DPF 5.6 None are applicable.
Signage	
PO 6.1 Signage is provided at entrances to and within the open space and recreation facilities to provide clear orientation to major points of interest such as the location of public toilets, telephones, safe routes, park activities and the like.	DTS/DPF 6.1 None are applicable.
Buildings and Structures	
PO 7.1 Buildings and car parking areas in open space areas are designed, located and of a scale to be unobtrusive.	DTS/DPF 7.1 None are applicable.
PO 7.2 Buildings and structures in open space areas are clustered where practical to ensure that the majority of the site remains open.	DTS/DPF 7.2 None are applicable.
PO 7.3 Development in open space is constructed to minimise the extent of impervious surfaces.	DTS/DPF 7.3 None are applicable.
PO 7.4 Development that abuts or includes a coastal reserve or Crown land used for scenic, conservation or recreational purposes is located and designed to have regard to the purpose, management and amenity of the reserve.	DTS/DPF 7.4 None are applicable.
Landscaping	
PO 8.1 Open space and recreation facilities provide for the planting and retention of large trees and vegetation.	DTS/DPF 8.1 None are applicable.
PO 8.2 Landscaping in open space and recreation facilities provides	DTS/DPF 8.2 None are applicable.

shade and windbreaks: (a) along cyclist and pedestrian routes; (b) around picnic and barbecue areas; (c) in car parking areas.	
PO 8.3 Landscaping in open space facilitates habitat for local fauna and facilitates biodiversity.	DTS/DPF 8.3 None are applicable.
PO 8.4 Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.	DTS/DPF 8.4 None are applicable.

Out of Activity Centre Development

Assessment Provisions (AP)

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

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

Resource Extraction

Assessment Provisions (AP)

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

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

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

Site Contamination

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Ensure land is suitable for use when land use changes to a more sensitive use.	DTS/DPF 1.1 Development satisfies (a), (b), (c) or (d): (a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination is unlikely to exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that- A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).

Tourism Development

Assessment Provisions (AP)

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

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

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

are sufficient to serve the full occupancy of the development.	
PO 2.6 Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	DTS/DPF 2.6 None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 3.1 Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	DTS/DPF 3.1 None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through: (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling (d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	DTS/DPF 3.4 None are applicable.

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more

	roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m

	(b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.

PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.
PO 9.2 Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.	DTS/DPF 9.2 None are applicable.
PO 9.3 Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.	DTS/DPF 9.3 None are applicable.

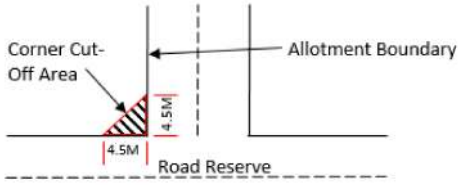
Corner Cut-Offs	
PO 10.1 Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

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

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling.

the primary street (i.e. rear-loaded)	Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m^2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.

Call centre	8 spaces per 100m^2 of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m^2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m^2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m^2 of gross leasable floor area 1 space per 100m^2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m^2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m^2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m^2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m^2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per 100m^2 of total floor area.
Community facility	10 spaces per 100m^2 of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)

Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Health Related Uses	
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m^2 of total floor area in a public bar plus 1 space for every 6m^2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m^2 of total floor area for a Fitness Centre 4.5 spaces per 100m^2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m^2 total floor area 1 spaces per 100m^2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m^2 of total floor area.
Store	0.5 spaces per 100m^2 of total floor area.
Timber yard	1.5 spaces per 100m^2 of total floor area 1 space per 100m^2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m^2 total floor area.

Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station	5 spaces per 100m^2 of total building floor area.

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

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

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

Class of Development	Car Parking Rate **Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.**		Designated Areas
	Minimum number of spaces	**Maximum number of spaces**	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			

Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	5 spaces per 100m^2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	6 spaces per 100m^2 of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone

	spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.		Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone

Table 2 - Criteria:
The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

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

[NOTE(S): (1)Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate **Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.**
Consulting Room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational establishment	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors.

	For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m^2 of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m^2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m^2 of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m^2 of gross leasable floor area plus 1 space for every 600m^2 of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

Schedule to Table 3

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

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations	DTS/DPF 2.1 None are applicable.

areas and underlying soil and groundwater.	
PO 2.2 Wastewater lagoons are set back from watercourses to minimise environmental harm and adverse effects on water resources.	DTS/DPF 2.2 Wastewater lagoons are set back 50m or more from watercourse banks.
PO 2.3 Wastewater lagoons are designed and sited to: (a) avoid intersecting underground waters; (b) avoid inundation by flood waters; (c) ensure lagoon contents do not overflow; (d) include a liner designed to prevent leakage.	DTS/DPF 2.3 None are applicable.
PO 2.4 Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.4 Waste operations areas are set back 100m or more from watercourse banks.
Amenity	
PO 3.1 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3 None are applicable.
PO 3.4 Waste treatment and management facilities are designed to minimise adverse impacts on both the site and surrounding areas from weed and vermin infestation.	DTS/DPF 3.4 None are applicable.
Access	
PO 4.1 Traffic circulation movements within any waste treatment or management site are designed to enable vehicles to enter and exit the site in a forward direction.	DTS/DPF 4.1 None are applicable.
PO 4.2 Suitable access for emergency vehicles is provided to and within waste treatment or management sites.	DTS/DPF 4.2 None are applicable.
Fencing and Security	
PO 5.1	DTS/DPF 5.1

Security fencing provided around waste treatment and management facilities prevents unauthorised access to operations and potential hazard to the public.	Chain wire mesh or pre-coated painted metal fencing 2m or more in height is erected along the perimeter of the waste treatment or waste management facility site.
Landfill	
PO 6.1 Landfill gas emissions are managed in an environmentally acceptable manner.	DTS/DPF 6.1 None are applicable.
PO 6.2 Landfill facilities are separated from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 6.2 Landfill facilities are set back 250m or more from a public open space reserve, forest reserve, national park or Conservation Zone.
PO 6.3 Landfill facilities are located on land that is not subject to land slip.	DTS/DPF 6.3 None are applicable.
PO 6.4 Landfill facilities are separated from areas subject to flooding.	DTS/DPF 6.4 Landfill facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Organic Waste Processing Facilities	
PO 7.1 Organic waste processing facilities are separated from the coast to avoid potential environment harm.	DTS/DPF 7.1 Organic waste processing facilities are set back 500m or more from the coastal high water mark.
PO 7.2 Organic waste processing facilities are located on land where the engineered liner and underlying seasonal water table cannot intersect.	DTS/DPF 7.2 None are applicable.
PO 7.3 Organic waste processing facilities are sited away from areas of environmental significance and land used for public recreation and enjoyment.	DTS/DPF 7.3 Organic waste processing facilities are set back 250m or more from a public open space reserve, forest reserve, national park or a Conservation Zone.
PO 7.4 Organic waste processing facilities are located on land that is not subject to land slip.	DTS/DPF 7.4 None are applicable.
PO 7.5 Organic waste processing facilities separated from areas subject to flooding.	DTS/DPF 7.5 Organic waste processing facilities are set back 500m or more from land inundated in a 1% AEP flood event.
Major Wastewater Treatment Facilities	
PO 8.1 Major wastewater treatment and disposal systems, including lagoons, are designed to minimise potential adverse odour impacts on sensitive receivers, minimise public and environmental health risks and protect water quality.	DTS/DPF 8.1 None are applicable.
PO 8.2	DTS/DPF 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.	None are applicable.

Workers' accommodation and Settlements

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Workers' accommodation and settlements are obscured from scenic routes, tourist destinations and areas of conservation significance or otherwise designed to complement the surrounding landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Workers' accommodation and settlements are sited and designed to minimise nuisance impacts on the amenity of adjacent users of land.	DTS/DPF 1.2 None are applicable.
PO 1.3 Workers' accommodation and settlements are built with materials and colours that blend with the landscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Workers' accommodation and settlements are supplied with service infrastructure such as power, water and effluent disposal sufficient to satisfy the living requirements of workers.	DTS/DPF 1.4 None are applicable.

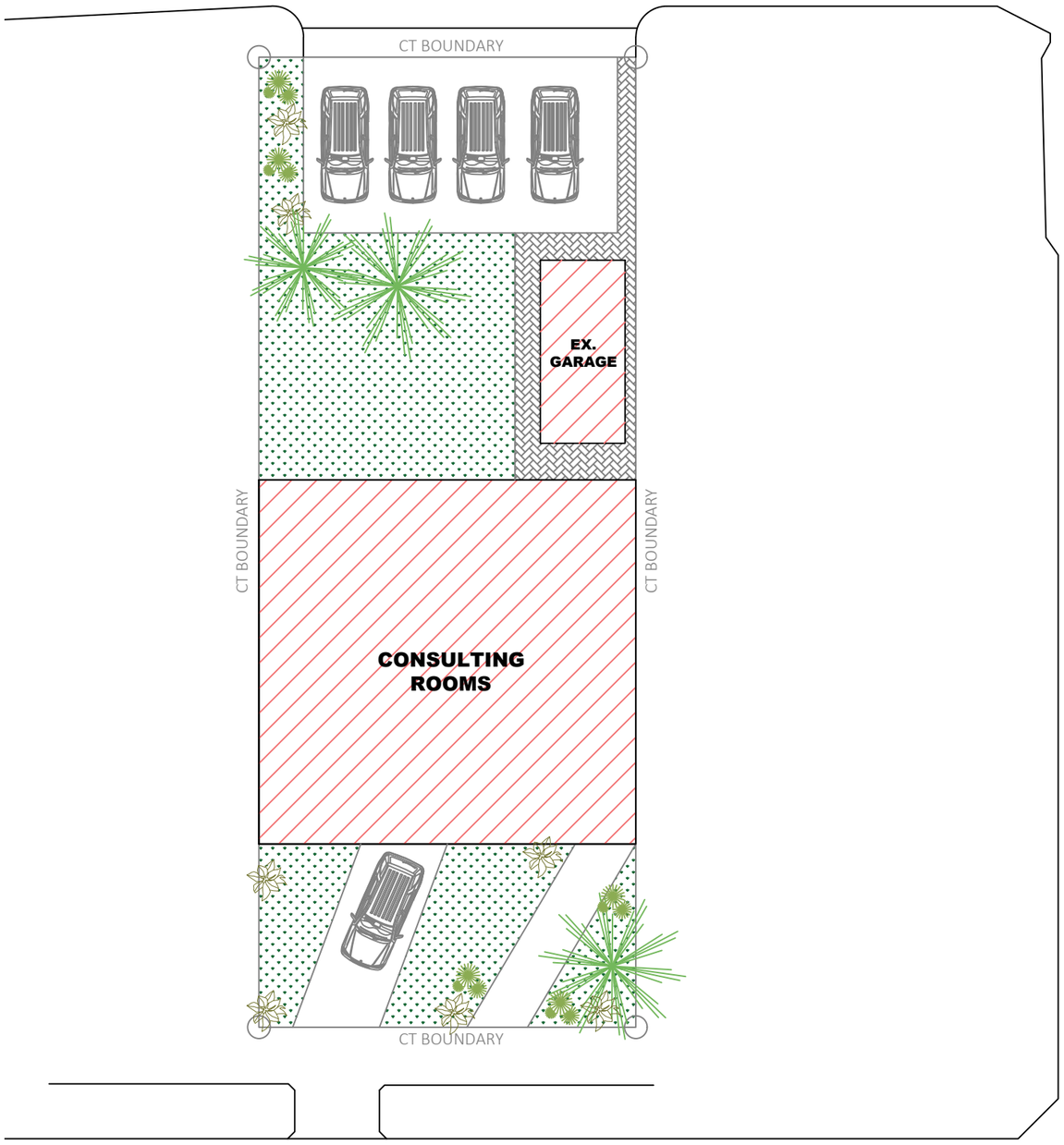
No criteria applies to this land use. Please check the definition of the land use for further detail.

Attachment 1

NORTH

THRELFALL AVENUE

CT5079 / 371
7 William Street NORWOOD SA
5067



STREET

NORTH

WILLIAM STREET

SITE PLAN

7 William Street,
NORWOOD, SA

Date: 03/03/2023
Ref: 12775LM Sh: 01/02
Scale: 1:200 at A3 Rev: B

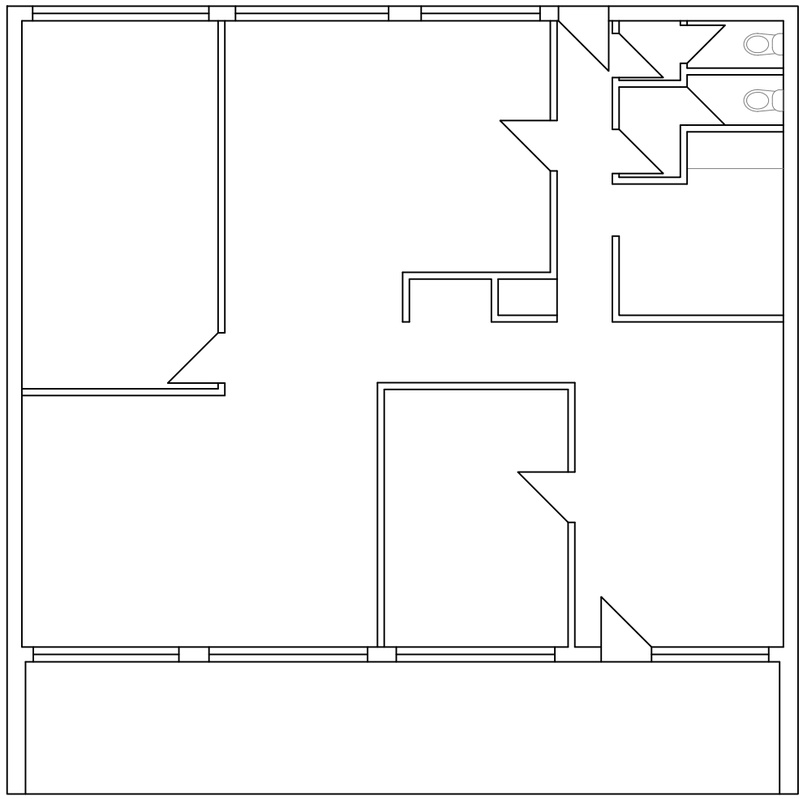
Disclaimer: Though all due care has been taken to ensure the accuracy of the drawing, it is the responsibility of the owner of the drawing/builder to check as to the accuracy of the information. Report any discrepancies immediately to builder. All dimensions to be verified onsite. Do not scale off drawing. If in doubt ask.

room71
LUKE MITCHELL / 0435 028 652 / LUKE@ROOM71.COM.AU / ROOM71.COM.AU

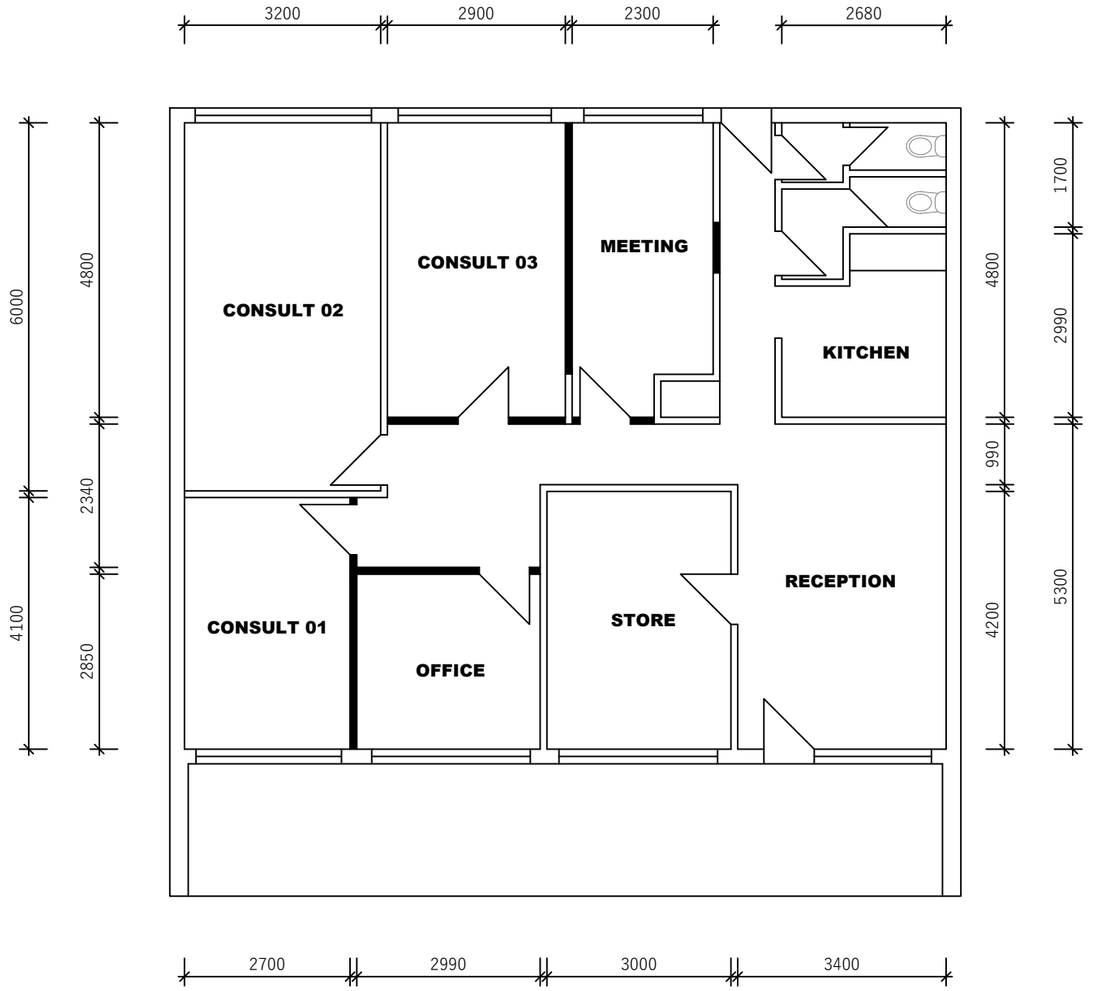
ritchie

Attachment 1

NORTH



EXISTING LAYOUT



PROPOSED LAYOUT

Disclaimer: Though all due care has been taken to ensure the accuracy of the drawing, it is the responsibility of the owner of the drawing/builder to check as to the accuracy of the information. Report any discrepancies immediately to builder. All dimensions to be verified onsite. Do not scale off drawing. If in doubt ask.

room71

LUKE MITCHELL / 0435 028 652 / LUKE@ROOM71.COM.AU / ROOM71.COM.AU

LAYOUT

7 William Street,
NORWOOD, SA

Date: 02/03/2023

Ref: 12775LM Sh: 02/02

Scale: 1:100 at A3 Rev: A

ritchie

Attachment 1

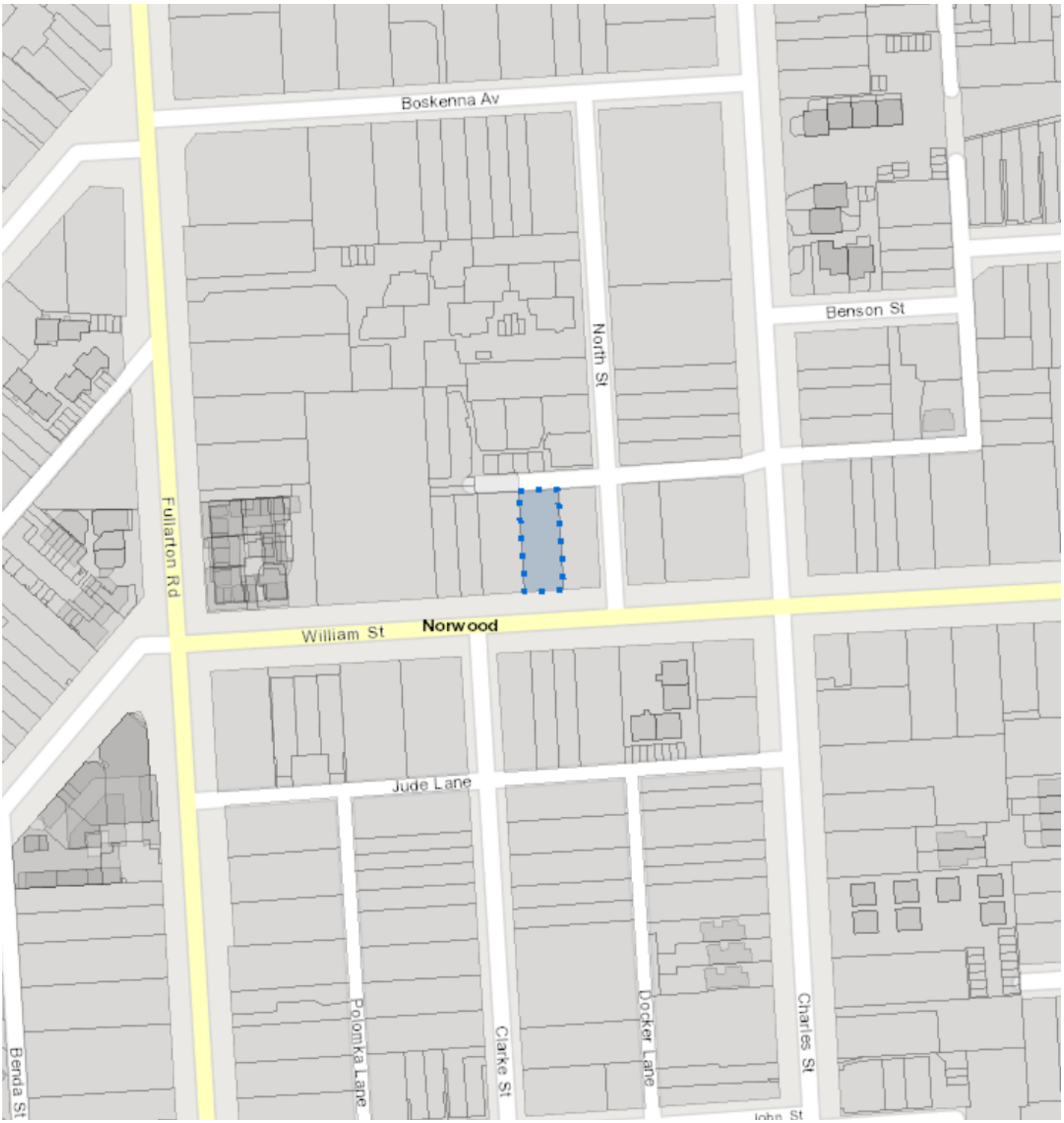
Proposed Hours of operation for 7 William Street Norwood 5067

The building will be used as consulting rooms for kinesiology practitioners, their hours of operation are from 8:30 am to 6:00 pm Monday to Friday.

Attachment 2

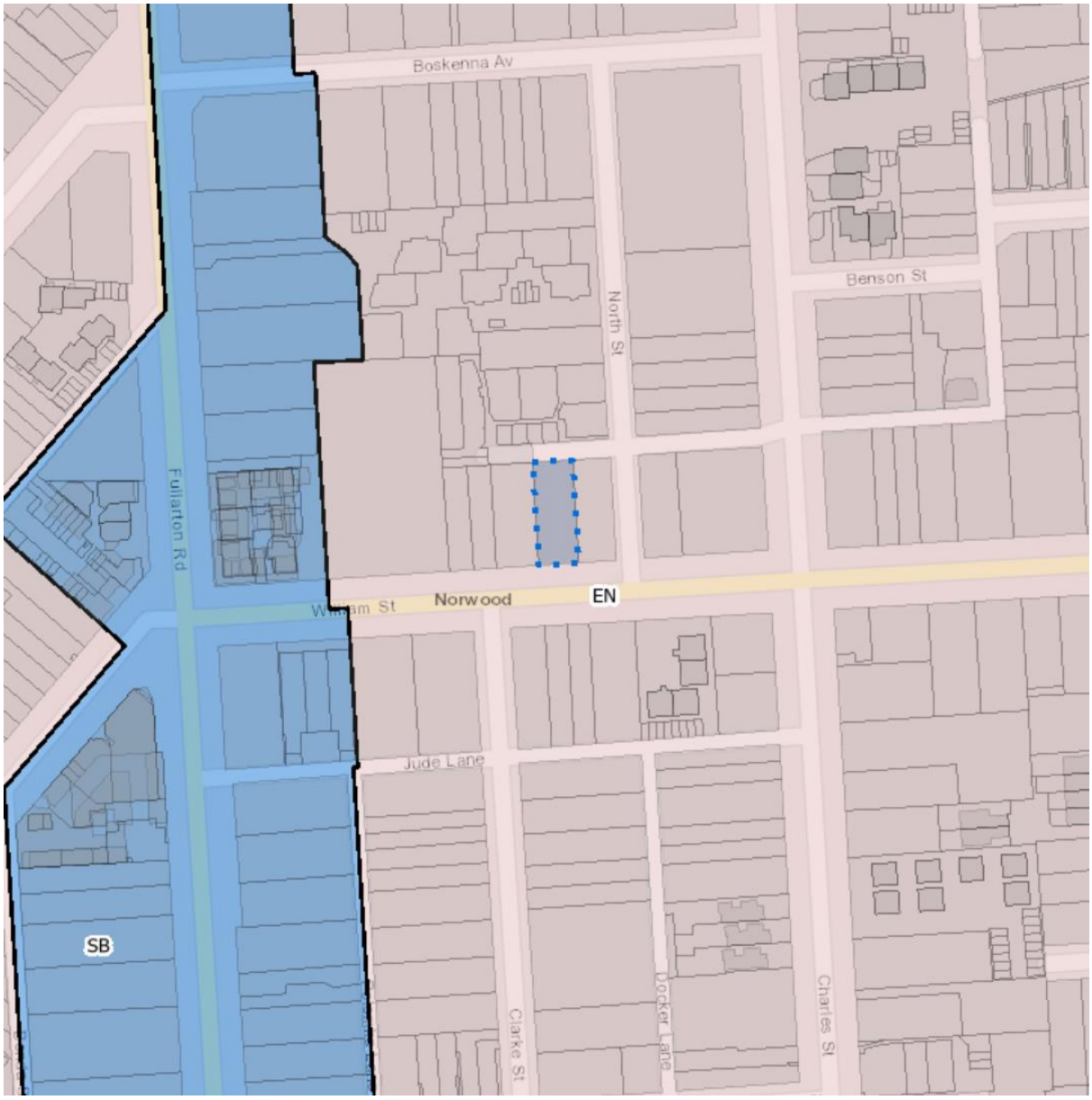
SUBJECT LAND MAP

7 William Street, Norwood



ZONING MAP

7 William Street, Norwood



SB – Suburban Business Zone

EN – Established Neighbourhood Zone 22040607

REPRESENTATION MAP

Attachment 4

7 William Street, Norwood

Representations Outside of Map Range

- 20 Patapinda Road, Old Noarlunga

Details of Representations

Attachment 5

Application Summary

Application ID	22040607
Proposal	change of use to consulting rooms
Location	7 WILLIAM ST NORWOOD SA 5067

Representations

Representor 1 - Paul Drysdale

Name	Paul Drysdale
Address	1 William Street NORWOOD SA, 5067 Australia
Submission Date	06/01/2023 06:08 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

The development application deliberately misrepresents available car parking. The application drawings indicate 3 on street car parks in front of 7 William St. There is in fact only 1 - the remaining frontage is a no standing zone. Likewise there are only 2 car parks in front of 5 William St. Car parking is already stretched in the area due to the pre-existing consulting rooms on the corner of William St and Fullarton Rd which has no onsite parking and is reliant on parking on William St.

Attached Documents

C9252B07-6A3A-4D44-9004-0428BB1203A3-1164335.jpeg

Representations

Representor 2 - John Miller

Name	John Miller
Address	12 william st NORWOOD SA, 5067 Australia
Submission Date	13/01/2023 05:47 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Parking concerns - area cannot support extra parking demand for a consultancy style business	

Attached Documents

Representor 3 - Mark Daniel

Name	Mark Daniel
Address	4/8-10 North Street NORWOOD SA, 5067 Australia
Submission Date	23/01/2023 08:43 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

On behalf of the six owners and residents of 8-10 North Street adjacent 7 William Street, the Presiding Officer of Community Corporation 24268 directly discussed with the developer the following concerns: "Our concern would be an increase in the amount of traffic a move from staff only (the last two tenants) to more constant client vehicle movements. The corner of North St and Threlfall Ave is narrow and severe. That portion of Threlfall Ave has no alternative exit. The gravel carpark has previously presented a dust and stone nuisance to residents." "If the Threlfall Ave carpark remained staff only with basically the current level of traffic that would be acceptable, otherwise we will represent our concerns to the development application. This is the majority view of the owners." The developer responded: "We can definitely make that rear (Threlfall Ave) carpark staff only, directing all clients to the front car park and surrounding street parking." "We will ensure there is signage stating that, as well as include the instructions of where to park in our booking confirmations, followed up by us in person with each client." "Because clients would have to walk from the rear, down Threlfall & North, then William to come through the front door on William St, it will be easier, more convenient, and therefore much more preferable for them to park out the front. The rear carpark is probably unattractive to clients for this reason alone, however combined with personal instruction from us we can easily ensure it remains a staff only car parking area." Comm Corp 24268 then replied: "That this carpark remains low traffic is obviously the optimal outcome for a residential area. Your understanding is much appreciated. Any direction by the practice regarding car parking is valuable both for clients and surrounding residents." We "...appreciate the consideration for the residential nature of the neighbourhood." So Comm Corp 24268 supports the development provided the Threlfall Ave adjacent carpark is restricted to staff-only vehicles.

Attached Documents

Representor 4 - Merenia Vince

Name	Merenia Vince
Address	20 Patapinda Rd OLD NOARLUNGA SA, 5168 Australia
Submission Date	23/01/2023 02:09 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons
I would like the neighbourhood feel and aesthetic of the street maintained. I would oppose second storey, cutting down of tall trees, excessive hard scaping and concreting over of garden and lawn areas, tasteful signage, and colours and style of facades and buildings in keeping with the early /mid century feel of the street.

Attached Documents

Representations

Representor 5 - Fred Pedler

Name	Fred Pedler
Address	19 CHARLES STREET NORWOOD SA, 5067 Australia
Submission Date	25/01/2023 01:45 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons See attached	

Attached Documents

FredPedlerCommentOnDa20230123-4742242.pdf
EmailFromFredPedler-4742243.pdf

Monday 23rd January 2023

Chief Executive Officer
City of Norwood Payneham and St Peters
175
The Parade
Norwood SA 5067

Comment on Notice of a Development Application
Applicant: TL Ritchie Properties Pty Ltd ATF The Ritchie Super Fund
Application ID: 22040607
Proposed Development: Change of Use to Consulting Rooms
Notified Elements: Consulting Rooms
Subject Land: 7 Williams Street, Norwood SA 5067

SUBMISSION

The ruler drawing Site Plan of No 7 William Street, Norwood, provides general information that indicates:

1. The general location of the existing building.
2. The general location of the 6 parking spaces
3. The general location of the 4 garden beds
4. The general location of 2 footpaths.

The Plan is limited in that there are no measurements
The Plan is incorrect that it shows that the allotment is on the corner of North Street and William Street when in fact allotment 9, a private residence, is situated on the corner.
The Plan does not indicate that the allotment has frontage to Threlfall Avenue which has limited access to the East.

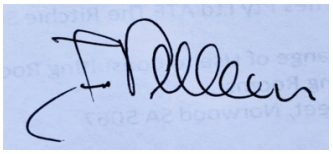
It is noted that the premises will be used as a medical services consulting rooms which is likely to have a higher client parking demand than the previous financial services consulting rooms

Parking is a significant issue in the localities of Threlfall Avenue, William Street and Charles Street which is evident by the number of yellow lines, and two hour parking zones within 500 metres of the proposed development site.

RECOMMENDATION

A. Yellow lines should prohibit parking on Threlfall Avenue West of North Street on the North and South sides.
B. Yellow lines should prohibit parking on Threlfall Avenue between North Street and Charles Street on the North side.
C. Two hour parking should be implemented on the Eastern side North Street from Threlfall Avenue to William Street.

Yours Sincerely



Fred Pedler
19 Charles Street, Norwood SA
0407782255

Helen Brown

From: Fred Pedler <fred.pedler@gmail.com>
Sent: Monday, 23 January 2023 2:41 PM
To: Development Assessment
Cc: Fred Pedler
Subject: Comment on Notice of Development Application
Attachments: Fred Pedler Comment on DA 20230123.pdf

Application ID 22040607

Comments are attached

Fred Pedler

Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063

T: +61 8 8338 8888
F: +61 8 8338 8880
E: mfya@mfy.com.au
W: mfy.com.au

MFY Pty Ltd
ABN 79 102 630 759

JML/23-0028

23 February 2023

Mr Geordie Ritchie
7 William Street
NORWOOD SA 5067

Dear Geordie,

PROPOSED CONSULTING ROOMS
7 WILLIAM STREET, NORWOOD

We refer to the proposal to change the use of 7 William Street, Norwood to consulting rooms to operate a proposed kinesiology clinic. As requested, we have assessed the traffic and parking aspects of the proposal. We are also in receipt of the representations received in respect to the application and provide a response to the matters raised.

1 EXISTING SITE

The subject site is located at 7 William Street, Norwood. It has an existing building with a floor area of approximately 135 m^2, which has previously been used as an office.

The site has two formalised parking spaces, one in a garage at the rear of the site which is accessed via Threlfall Avenue and one in front of the building which is accessed via William Street. The site also has an existing unsealed area at the rear which can accommodate up to four additional cars.

William Street is a collector road under the care and control of the City of Norwood Payneham and St Peters. It has marked parking bays on either side of the road and is with a 40 km/h speed limit area.

Threlfall Avenue is a local lane which provides access the subject site and a small number of neighbouring properties.

2 PROPOSAL

It is proposed to change the use of the building to provide kinesiology consulting services. The clinic will consist of three consulting rooms, with the other section of the building providing ancillary facilities such as storage, staff room, etc.

The consultation sessions which will typically last for one hour, with 15-minute breaks between clients, with proposed opening times of 8:30am to 6pm weekdays.

3 PARKING ASSESSMENT

3.1 CAR PARKING DEMAND

The PlanSA *Planning and Design Code* (P&DC) identifies a generic parking rate of four spaces per consulting room. Adopting this rate for the site would require 12 spaces. Should this rate be adopted, the proposal would have a deficiency of six parking spaces based on the current parking arrangements.

However, this rate is reflective of the demand characteristics of consulting rooms where all consulting rooms are occupied simultaneously and where clients are seen back-to-back. In these circumstances, consulting rooms generate higher parking demands due to overlap between clients being seen and waiting to be seen. Adoption of this parking rate for the proposed operation of the site would result in an over assessment of the parking demand.

MFY has previously undertaken parking studies for similar specialist operations such as psychiatrist rooms, which have similar long consultation times and breaks between clients for clinical purposes. These clinics generate lower parking demands, in the order of 2.5 spaces per consulting room. On this basis, the forecast demand for the proposed use would be seven spaces, which would equate to up to four staff (three practitioners and one administration officer) and three clients at any one time. This is in accordance with the intended staffing and patient load for the proposed clinic, albeit it is not intended to employ an administrative officer in the practice at this time.

3.2 CAR PARKING PROVISION

The rear area would be able to continue to accommodate staff parking demands, commensurate with the historical use of the site as an office. Accordingly, the proposal would not change the operation of the rear parking area.

The three spaces required to accommodate the peak patient parking demands would be provided in the parking space at the front of the building, along with two spaces on the adjacent street network. Performance Outcome 5.1 of the Traffic, Access, and Parking provisions of the P&DC notes that when assessing parking requirements, regard can be given to factors to support a reduced on-site rate, including the availability of on-street parking.

To assist with this assessment, parking surveys were undertaken on Friday 17 February 2023 to review of the availability of on-street within a walkable catchment of the site at 10:30am, 12:30pm and 3:00pm. The walkable catchment for a precinct is typically assessed as being up to 300 m from a property. In this case, the surveys were limited to the street network to the east of Fullarton Road as shown in Figure 1.

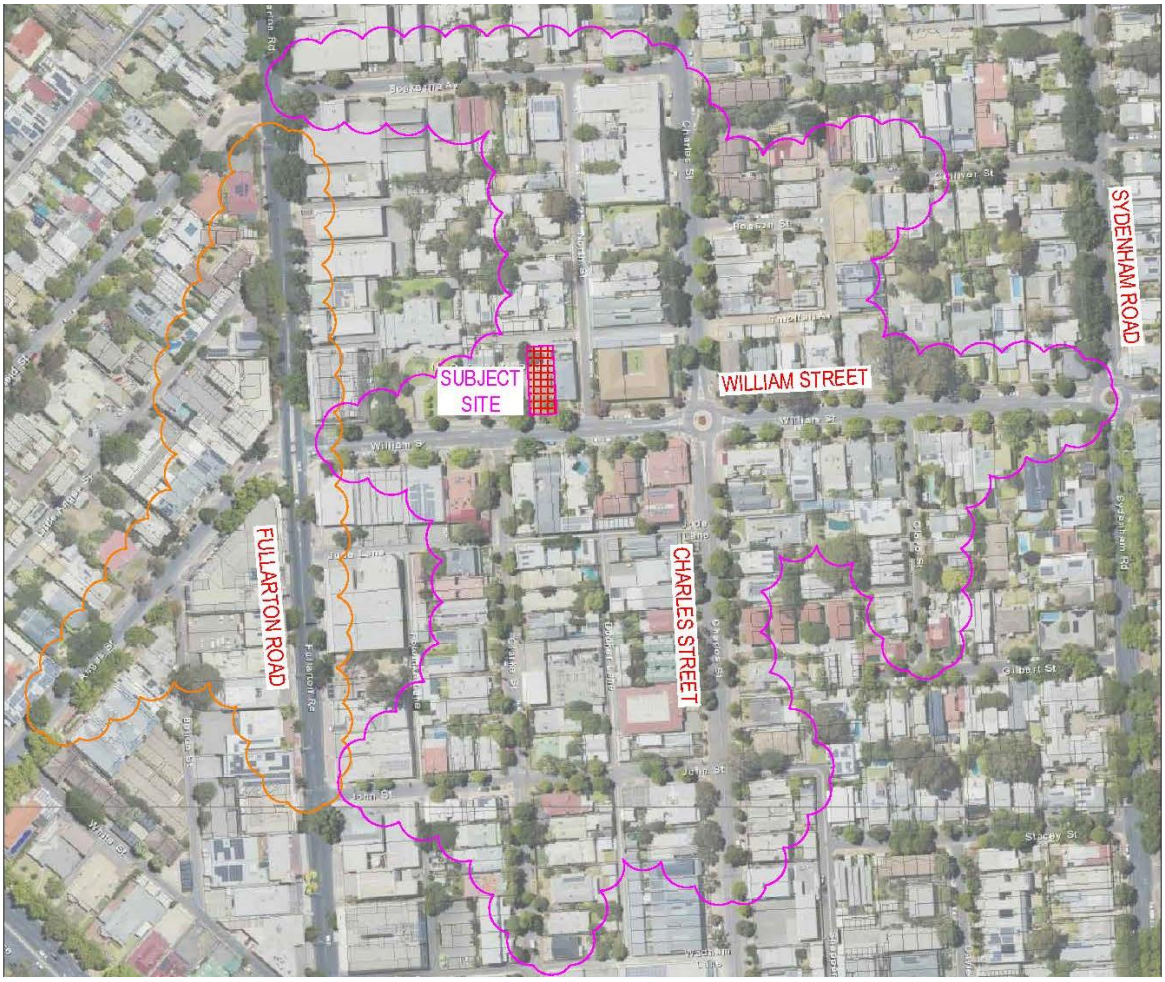


Figure 1: Walkable catchment

The surveys identified:

- a provision of 265 which would be appropriate for parking associated with clients to the site (namely unrestricted and two-hour restricted parking spaces); and
- a maximum demand for these spaces of 181 cars at 10:30am.

Accordingly, there were in excess of 80 available spaces within a walkable distance of the site on the eastern side of Fullarton Road, including 19 available spaces and 28 available spaces on Charles Street.

Additional permit and shorter-term spaces were also available for residents and visitors associated with adjacent dwellings and businesses which were not included in the assessment of parking. These spaces were also not fully occupied, indicating that there is additional capacity for these parkers during the day.

Accordingly, the additional demand for two spaces on the road network associated with the proposed change of use would be readily accommodated on the adjacent road network and would not impact the availability of parking for neighbouring dwellings or businesses.

3.3 BICYCLE PARKING

The P&DC identifies a bicycle parking requirement for consulting rooms of:

- one space per 20 employees; plus
- one space per 20 consulting rooms for customers.

Adoption of these rates would require two bicycle parking spaces for the development. A bicycle parking rail can be readily provided within the landscaped areas of the site to meet this requirement.

4 TRAFFIC ASSESSMENT

As identified above, the proposed change of use will result in a commensurate use of the rear parking area as would have occurred historically when the building was used as an office. As such, the proposal will not change the previous traffic conditions on Threlfall Avenue.

There will be a small number of additional traffic movements on the road network associated with the forecast patient demand (up to six trips in a peak hour associated with three clients arriving at or leaving the site). This traffic volume is very low and will have a negligible impact on the adjacent roads.

5 REPRESENTATIONS

The proposal received four relevant representations from neighbouring residents, which raised concerns with respect to:

- the use of the rear car park for patient parking, with a preference this is provided for staff parking only;
- the availability of on-street parking within the precinct; and
- parking controls in the area.

As identified above, the proposed consulting rooms will operate in a more restrictive manner to a general practice. In particular, the proposed gap between clients, which is not unusual for specialist consultant practices, will mean that the patient parking demands will be substantially lower than would be the case for consulting rooms with overlapping patient demand. The applicant accepts that a condition to this effect could be imposed as part of an approval for the proposed change of use, as it is in accordance with the intended operation of the site. This lower patient demand will limit the reliance on on-street parking, with only two additional cars being generated and readily accommodated within the precinct.

The use of the rear car park for staff parking will also be maintained, as per the historic operation of the site.

The commentary with respect to parking controls is noted, but is not specifically relevant to the proposed application and could be passed on to Council staff for separate consideration.

6 SUMMARY

The proposed change of use will generate very low parking and demands, which can readily be accommodated on the subject site (commensurate to its historic use) and within the adjacent street network.

Yours sincerely,
MFY PTY LTD

JAYNE LOVELL
Senior Associate

5.3 DEVELOPMENT NUMBER 22014281 – RICK D'ANDREA – 207 PAYNEHAM ROAD, ST PETERS

DEVELOPMENT NO.:	22014281
APPLICANT:	Rick D'Andrea
ADDRESS:	207 PAYNEHAM RD ST PETERS SA 5069
NATURE OF DEVELOPMENT:	Construction of a two level child care centre with associated signage, external play areas and car parking (with vehicular access and egress from Payneham Road only)
ZONING INFORMATION:	**Zones:** • Business Neighbourhood **Overlays:** • Airport Building Heights (Regulated) • Hazards (Flooding - General) • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes **Technical Numeric Variations (TNVs):** • Maximum Building Height (Levels) (Maximum building height is 2 levels)
LODGEMENT DATE:	3 May 2022
RELEVANT AUTHORITY:	Assessment panel/Assessment manager at City of Norwood, Payneham and St. Peters
PLANNING & DESIGN CODE VERSION:	
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Nenad Milasinovic Senior Urban Planner
REFERRALS STATUTORY:	Commissioner of Highways
REFERRALS NON-STATUTORY:	Gayle Buckby Matthew Cole
REPORTING OFFICER	Nenad Milasinovic Senior Urban Planner

CONTENTS:

DETAILED DESCRIPTION OF PROPOSAL:

The proposed development comprises the construction of a two level childcare centre building with outdoor play areas at both the ground and upper levels. The proposed childcare facility is intended to accommodate up to a maximum of 82 children.

A car parking area is proposed to the rear (west and northwest) of the proposed two level building. The car parking area comprises 33 spaces which are to be shared between the proposed childcare facility on the subject land and the proposed office building at 209 Payneham Road, which is subject to a separate Development Application (22017100) before the Panel currently. The car parking area is to be accessed and egressed from Payneham Road with no vehicular access/egress onto First Lane.

The proposed building is to be sited adjacent to Payneham Road and is to be ~~Ä~~setback 8.3 metres from the Payneham Road property boundary. The building comprises 254m² and 266m² of gross leasable floor area at ground level and upper level respectively, totalling 520m². In terms of the outdoor play areas, the child care centre is to comprise 215m² and 382m² at ground level and upper level respectively, totalling 597m².

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 207 PAYNEHAM RD ST PETERS SA 5069

Title ref.: CT 5616/664	**Plan Parcel:** F135692 AL41	**Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

The subject land is currently vacant. Historically, the land was originally occupied by a detached dwelling. According to the Council's records, in 1974 the former Town of St Peters approved a change of use to an office and dwelling on the land. In 2006, Development Approval was granted to demolish the building on the land.

The subject land is not serviced by a crossover to Payneham Road. Instead, the land is accessed and egressed via First Lane.

Two well-established street trees are located adjacent Payneham Road frontage of the subject land. The south-westernmost street tree is a regulated Ironbark. The north-easternmost street tree is a non-regulated Swamp Mallet.

Locality

As detailed on the Zoning Map contained in **Attachment 3**, the subject land and the adjacent and neighbouring properties located both on the north-western and south-eastern sides of Payneham Road, are located within the Business Zone.

The character of the locality is heavily influenced by the nature and function of Payneham Road, with its high traffic volumes. Residential properties, fronting First Avenue, are situated to the northwest of the subject land (ie. on the other side of First Lane). To the northwest of the subject land at 209 Payneham Road is a vacant parcel of land. To the southwest at 205 Payneham Road is a single level building that was converted from a residential to an office land use in 1980.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  Pre-school: Code Assessed - Performance Assessed
  Advertisement: Code Assessed - Performance Assessed

- **OVERALL APPLICATION CATEGORY:**
  Code Assessed - Performance Assessed

- **REASON**
  Planning and Design Code

PUBLIC NOTIFICATION

- **REASON**
  Land Use not exempt from notification as per Zone Notification Table - Proposal not considered minor

- **LIST OF REPRESENTATIONS**

Name	Address	Status	Wishes to be Heard?
Ann and Arthur Ward	PO Box 380, Stepney	Support with concerns	No
		Support with concerns	Yes
John and Melissa Kavanagh	89 First Avenue, St Peters	Opposed	Yes

- **SUMMARY**
  In summary, the concerns raised by representors relate to:

  - Inappropriate land use within the zone;
  - Noise impacts from children playing outdoors;
  - Overlooking potential/loss of privacy;
  - Car parking provision;
  - Traffic movements and potential for conflict along Payneham Road;
  - Car parking overspill into surrounding street network

Mr Jason Cattonar, of Future Urban planning consultants, has responded to the representations on behalf of the Applicant. A copy of Mr Cattonar's response is contained in **Attachment 6**.

AGENCY REFERRALS

- Commissioner of Highways

The Commissioner of Highways is supportive of the application.

INTERNAL REFERRALS

- Manager, Traffic & Integrated Transport
- City Arborist

PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in Appendix One.

Land Use/Interface Between Land Uses

Business Neighbourhood Zone Desired Outcome 01 states:

A variety of housing and accommodation types and compatible employment generating land uses in an environment characterised by primarily low-rise buildings

Performance Outcome 1.1 of the Business Neighbourhood Zone states:

Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses that do not materially impact residential amenity.

Performance Outcome 1.2 states:

Business and commercial land uses complement and enhance the prevailing or emerging neighbourhood character.

At this point, it is important to recognise the distinction being made between *commercial uses* (eg. offices, shops and consulting rooms) and opposed to community services, such as childcare facilities. In particular, the corresponding Designated Performance Feature 1.2 seeks to limit the scale of *commercial uses* to 205m² in floor area and that those commercial activities should be of a scale and type to maintain residential amenity.

On the other hand, Performance Outcomes 1.1 contain policy relevant to all non-residential uses (not just commercial uses) and are therefore relevant to childcare facilities that are both complementary and non-detrimental to the existing residential amenity of the neighbourhood.

Accordingly, it appears that the Business Neighbourhood Zone policies do not seek to curtail the scale or intensity of the establishment of community service uses in the same way that it does commercial uses such as offices, shops and consulting rooms. Instead, Performance Outcome 1.1 is concerned with built form compatibility outcomes, including the development pattern and siting and design characteristics.

The proposed childcare centre is intended to accommodate up to 82 children at any one time. Recently approved childcare centres within the Council area include those at:

- 395-399 Payneham Road, Marden – 110 children;
- 398A Payneham Road, Glynde – 90 children;
- 255 Magill Road, Maylands – 152 children;
- 59 Kensington Road, Norwood - 55 children;
- 191-193 Portrush Road, Maylands – 40 children;
- 95-99 Portrush Road, Evandale – 110 children; and
- 123 Kensington Road, Norwood – 90 children

Having regard to the above range of child care centre capacities, the proposed 82 child place facility is considered to be of a fairly average size/intensity.

General Development Policies, Interface between Land Uses, Desired Outcome 1 states:

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

In this regard, the following Assessment Provisions are applicable:

<table>
<tr><th>Performance Outcome</th><th colspan="2">Deemed-to-Satisfy Criteria/Designated Performance Feature</th></tr>
<tr><td colspan="3">General Land Use Compatibility</td></tr>
<tr><td>PO 1.1
Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.</td><td colspan="2">DTS/DPF 1.1
None are applicable.</td></tr>
<tr><td>PO 1.2
Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.</td><td colspan="2">DTS/DPF 1.2
None are applicable.</td></tr>
<tr><td colspan="3">Hours of Operation</td></tr>
<tr><td rowspan="2">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 offsite 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.</td><td colspan="2">DTS/DPF 2.1
<u>Development Operating within the following hours:</u></td></tr>
<tr><td>Class of Development

Consulting room

Office

Shop, other than any one or combination of the following:

(a) restaurant
(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</td><td>Hours of operation

7am to 9pm, Monday to Friday
8am to 5pm Saturday

7am to 9pm, Monday to Friday
8am to 5pm Saturday

7am to 9pm, Monday to Friday
8am to 5pm Saturday</td></tr>
<tr><td colspan="3">Activities Generating Noise or Vibration</td></tr>
<tr><td>PO 4.1
Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</td><td colspan="2">DTS/DPF 4.1
Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.</td></tr>
<tr><td>PO 4.2
Areas for the onsite 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</td><td colspan="2">DTS/DPF 4.2
None are applicable.</td></tr>
</table>

Performance Outcome	Deemed-to-Satisfy Criteria/Designated Performance Feature
(c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	

The subject land is situated adjacent to nearby residential properties to the northwest (5 Winchester Street, 83 First Avenue and several units at 1-5, 85 First Avenue). A childcare facility has the potential to result in noise impacts on the occupants of neighbouring residential properties, primarily from when children are playing outside in the proposed outdoor play areas.

With this in mind, the Applicant has obtained an environmental noise assessment report from Mr Matthew Ward of Echo Acoustic Consulting to assess the acoustic impacts on adjacent and nearby residential occupiers. In his analysis, Mr Ward has assumed that the childcare facility is operating at capacity (ie. 82 children) and considered the sound of children's voices, as well as noise associated with vehicle movements/activity within the car parking area (including waste collection) and mechanical plant equipment operating.

With respect to the outdoor play areas, Mr Ward had regard to *Guidelines for Community Noise* published by the World Health Organisation (as the *Environment Protection (Noise) Policy 2007* specifically excludes noise from children playing within this policy).

The relevant standards and policies set maximum noise levels that should be achieved at the boundary of residential properties, above and beyond existing background noise. After determining the existing background noise levels (which is high due to traffic on Payneham Road), Mr Ward has recommended that acoustic treatment measures be undertaken in the following manner, in order to ensure the proposal achieves those standards and policies:

- at the upper level and adjacent the south-western outdoor play area, construct a 1.8 metre high solid wall, returning in the order of 3 metres along the rear north-western boundary, and ensure that the junction of the fencing (including the floor slab) is sealed airtight;
- at the upper level adjacent the remaining portion of the rear north-western outdoor play area, the side north-eastern and front south-eastern boundaries adjacent the proposed outdoor play areas, construct 1.5 metre high glass balustrading and ensure that it is sealed airtight;
- incorporate a solid external door/gate, constructed of the same material and at the same height as the glass balustrade, at the top of the staircase leading to and from the upper level outdoor play area;
- the shade sail material over the upper level play area should be constructed from an acoustically transparent material (eg. 'open weave') as opposed to waterproof PVC; and
- develop and maintain an operational noise management plan for the childcare facility.

A copy of Mr Ward's report is contained in **Attachment 1 (Pages 63 – 80)**.

Having regard to the advice of Mr Ward, the proposed childcare facility, is not considered to result in an unreasonable impact on adjoining residential properties, subject to the acoustic measures recommended. In particular, the proposal satisfies both Performance Outcome 4.1 and Designated Performance Feature 4.1, which state respectively:

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

And

Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.

The proposed childcare facility is therefore considered to be a compatible land use amongst existing adjacent residential land uses, from the perspective of noise impacts.

Being located on an arterial road, the accessibility of the subject land to cars, public transport and local residents to walk to, make the subject land conducive to a childcare facility use. Furthermore, it is considered that as the subject land has a frontage to Payneham Road, makes it more conducive to the proposed use than a residential use.

Accordingly, the proposed land use is considered to be an acceptable within the zone.

Building Height

Performance Outcome 3.1 of the Business Neighbourhood Zone states:

Buildings are generally of low rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood type zone to positively contribute to the built form character of the locality.

Designated Performance Feature 3.1 envisages a maximum of two (2) building levels within the Business Neighbourhood Zone.

The proposed two level building is consistent with the two level Designated Performance Feature.

The subject land is located marginally north-east of the centre of the Business Zone. In this context, the proposal is considered to be reasonably consistent with the performance outcome in that *"taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood type zone*".

Setbacks, Design & Appearance

Performance Outcome 3.2 of the Business Neighbourhood Zone states:

Buildings are set back from primary street boundaries consistent with the existing streetscape.

Designated Performance Feature 3.2(b) states:

The building line of a building set back from the primary street boundary:

(b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building

The proposed new building is set back 8.3 metres from its Payneham Road property boundary. Directly to the southwest, the adjoining single-level building at 205 Payneham Road has a setback of approximately 10.5 metres from its Payneham Road boundary whereas directly to the northwest at 209 Payneham Road, is the previously identified vacant parcel of land.

The front setbacks of existing buildings within the wider locality of Payneham Road vary and includes buildings sited on the Payneham Road boundary at 199 – 201,178, 180, 184, 188, 190 and 192 Payneham Road. Further to the southwest at 203 Payneham Road the building has a street setback of 7 metres whereas further to the northeast at 211, 213, 215 and 217 – 219, the buildings are setback 7.6, 8.5, 8.5 and 5 metres respectively.

In this context, whilst the proposed front setback is not consistent with Designated Performance Feature 3.2(b), the setback is considered to be relatively consistent with the existing streetscape and therefore satisfies Performance Outcome 3.2.

Performance Outcome 3.6 of the Business Neighbourhood Zone states:

Designated Performance Feature 3.7 states:

Buildings walls are set back from the rear boundary at least:
(a) 3m for the first building level
(b) 5m for any second building level.

The rear of the building is proposed to be set back approximately 29 metres from the rear north-western boundary at ground level and 7 metres at the upper level. The proposed rear setbacks are therefore consistent with Designated Performance Feature 3.7.

Performance Outcome 2.1 of the Business Neighbourhood Zone states:

Buildings are of a scale and design that complements surrounding built form, streetscapes and local character.

Aside from the relatively new office and consulting room buildings at 211 and 217 – 219 Payneham Road respectively, the nearby buildings at 172, 178, 180, 184, 188, 190, 192, 199 – 201, 203, 205, 213 and 215 Payneham Road are a combination of villas and/or bungalows and original shop buildings and have front verandahs situated over the footpath area.

In this context, the proposed development is of a contrasting style and bulk to the existing development within the immediate locality, displaying a distinctly contemporary commercial appearance. The wider locality contains a broad range of architectural styles and includes buildings of a similar scale and rectilinear style to that which is proposed.

Performance Outcome 2.1 seeks *compatibility* in the scale and design of new buildings, as opposed to consistency as is sought for some other zones. Given the range of buildings scale and style within the broader locality, the proposal is considered to achieve this performance outcome.

The solid external elements of the proposed building primarily comprise cementitious precast concrete panels, 'free-form' stone veneer cladding to the front/street-facing projecting elevation component, charcoal coloured face brickwork to the recessed front elevation element and black powder-coated aluminium commercial glazing. The combination of materials is considered appropriate in that it is compatible with the two contemporary commercial buildings at 211 and 217 – 219 Payneham Road.

With this in mind, it is considered that the streetscape appearance of the new building, is contextually compatible with the established built form character of adjacent and nearby buildings as called for by Performance 2.1.

Traffic Impact, Access and Parking

The proposal was referred to the Commissioner of Highways in accordance with Schedule 9(3)(7) of the *Planning, Development and Infrastructure (General) Regulations* 2017, Future Road Widening Overlay.

The Commissioner of Highways advised the Council that they are supportive of the proposed development and directed the inclusion of four (4) conditions of consent. In summary, the conditions of consent relate to:

- vehicular access arrangements reflecting the proposed plans prepared by the applicant;
- all vehicles shall enter and exit the subject land in a forward direction;
- street trees shall not in preclude sight distances of motorists; and
- stormwater run-off to be collected and discharged via appropriate stormwater drainage infrastructure.

A 33 vehicle car parking area is proposed to the rear of both the subject land and 209 Payneham Road. The car parking area is intended to service both the proposed child care facility on the subject land as well as the proposed office building at 209 Payneham Road, which is subject of a separate Development Application (22017100). A dual crossover (ie. left-in and left-out configuration) is proposed to be constructed at the junction of the internal property boundary and Payneham Road boundaries of both 207 and 209 Payneham Road.

In order to facilitate the construction of the left-out crossover component, removal of a non-regulated Swamp Mallet street tree is required. Authorisation for the removal of the Swamp Mallet is currently being sought from the Council's delegate for such matters, the Manager, Development Assessment. At the time of writing that process had not been completed, however as there is a reasonable likelihood that tree removal will be authorised, the Development Application is not hypothetical and the Panel may proceed to make a determination.

By way of background, the Council's Planning staff originally requested that the applicants for both 207 and 209 Payneham Road configure both the access and egress arrangements to the shared car parking area in such a way that does not require removal of any of the four (4) well-established street trees situated adjacent the verge areas of both properties. With this in mind, the applicants for both applications configured the access and egress arrangements that involved 'entry only' from Payneham Road and 'exit and entry' from First Lane.

However, during the assessment process it was determined by the Council's Manager, Traffic & Integrated Transport, that access to and from First Lane was considered to be unsafe and inconvenient given the narrowness of the laneway which effectively does not allow for sufficient simultaneous passing distances for vehicles travelling in either direction along the laneway, notwithstanding that a number of adjacent and neighbouring properties benefit from access and/or egress to First Lane. On this basis, the applicants subsequently amended both applications such that access and egress to both the proposed office building and childcare centre is from Payneham Road only.

On balance, the removal of the Swamp Mallet street tree is considered reasonable as there are no alternative design solutions that involve the retention of all the adjacent street trees. Should the Panel determine to approve both this Application as well as Development Application 22017100 for the construction of the two-level office building at 209 Payneham Road, it is recommended that a condition be imposed requiring the Applicant to pay the costs for the removal the street tree as part of Application 22017100.

Transport, Access and Parking, Table 2 - Off-Street Car Parking Requirements in Designated Areas, prescribes a rate of *3 spaces per 100m² of gross leasable floor area* for sites located within a Business Neighbourhood Zone.

Applying the rate of 3 spaces per 100m² of gross leasable floor area to the 520m² of floor area equates to a car parking demand of 16 spaces. The proposed development includes the provision of a total of 33 car parking spaces. Applying the same car parking rate to the proposed office land use at 209 Payneham Road, the office generates a car parking demand of 14 spaces. In combination, the proposed childcare facility and the proposed office generate a total demand of 31 spaces. As such, the provision of car parking is therefore consistent with the criteria detailed in Table 2.

The proposal also includes designated bicycle provision (ie. 6 parks) between the north-western rear ground elevation and the car parking area. In terms of bicycle parking rates, Table 3 Off-Street Bicycle Parking Requirements, prescribes a rate for an office land use of *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*. The proposed bicycle provision is consistent with these criteria.

With respect to the car parking layout and configuration, the Councils Manager, Traffic & Integrated Transport, has undertaken a review of the proposed development. In summary, the Manager, Traffic & Integrated Transport has advised that the proposal is a well-considered practical approach and that they raise no objections from a traffic and parking perspective.

Environmental Factors

Landscaping

General Development Policies, Design in Urban Areas Performance Outcome 3.1 states:

Soft landscaping and tree planting are incorporated to:

(a) minimise heat absorption and reflection
(b) maximise shade and shelter
(c) maximise stormwater infiltration
(d) enhance the appearance of land and streetscapes.

The Applicant has proposed landscaping beds adjacent to the Payneham Road frontage as part of the development proposal. In addition to this, landscaping is proposed between the south-western side of the car parking area and the south-western side property boundary. The landscaping includes a mixture of shrubs, small trees and ground covers which in overall terms, is considered to be generally consistent with Performance Outcome 3.1.

Stormwater Management

Design in Urban Areas Performance Outcome 42.3 states:

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.

The proposed development will result in a relatively high percentage of land that will be covered with impervious surfaces compared with the existing completely pervious condition of the property. In this context, it is considered necessary that on-site detention be provided to ensure that stormwater leaving the site in a high rainfall event does not exceed current pre-development state of the subject land.

The Council's Urban Services Department, have advised that the Site Drainage Plan prepared by Ajax Engineering is considered to be acceptable in principle, but the Applicant should be required to prepare a Stormwater Management Plan to ensure that stormwater disposal is maintained at pre-development levels. Specifically, stormwater disposal should meet the Council's minimum storage requirements in order to detain the post development 1 in 100 year Average Return Interval (ARI) storm event, with discharge being at the pre-development 1 in 5 year ARI rate.

As such, if the Panel determines to approve the proposed development, it is recommended that a condition be imposed requiring a Stormwater Management Plan be submitted with the documentation for Building Consent, which confirms that stormwater disposal will be maintained at pre-development levels.

CONCLUSION

The proposed childcare facility is a reasonably anticipated and compatible land use within the Business Neighbourhood Zone and is considered to be an appropriate use for the subject land given its location adjacent an arterial road and relatively average scale. Its location within a neighbourhood type zone provides for convenient access for local residents, while the arterial road frontage means that impacts on surrounding residential amenity are less than would be the case for a site on a local street with less background noise and traffic.

The childcare facility is not considered to result in any unreasonable noise impacts on nearby residents, subject to the acoustic measures proposed by Echo Acoustic Consulting.

The proposal incorporates sufficient on-site car parking to cater for the anticipated demand of the childcare facility. In terms of access and egress from the proposed car parking areas, this is considered to be reasonably safe and convenient.

Accordingly, it is considered that the proposal sufficiently accords with the Desired Outcome of the Zone, General Development Policies of the Planning and Design Conde to warrant consent.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and

2. Development Application Number 22014281, by Rick D'Andrea is granted Planning Consent subject to the following conditions:

CONDITIONS

Planning Consent

Conditions Imposed by the Council

1. The development granted Planning Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).

2. A Stormwater Management Plan shall be provided for the development. Calculations are required to demonstrate detention storage meets the minimum requirements of Council. The detention requirements for the site are to detain the post development 1 in 100 year ARI storm event, with discharge being at the pre development 1 in 5 year ARI rate. The Stormwater Management Plan is to conform to the Council's Urban Services requirements, prior to the granting of Development Approval.

3. All stormwater from buildings and paved areas shall be disposed of in accordance with the Stormwater Management Plan approved as part of condition 2 and recognised engineering practices in a manner and with materials that does not result in the entry of water onto any adjoining property or any building, and does not affect the stability of any building and in all instances the stormwater drainage system shall be directly connected into either the adjacent street kerb & water table or a Council underground pipe drainage system.

4. The upper floor windows to the rear elevation shall either have sill heights of 1500mm above floor level or be treated to a height of 1500mm above floor level, prior to occupation of the building, in a manner that restricts views being obtained by a person within the room to the reasonable satisfaction of the Assessment Manager and such treatment shall be maintained at all times.

5. The carparking area(s) associated with this proposal shall be developed in accordance with the following requirements:

   (i) All carparking spaces, driveways and associated manoeuvring areas shall be sealed in bitumen, concrete or brick pavers prior to occupation of the proposed development;
   (ii) The proposed car parking layout and access areas are to conform with the Australian Standards 2890.1 for Off-Street Parking Facilities;
   (iii) That all parking areas be marked, to delineate the parking spaces, prior to the occupation of the proposed development in accordance with the relevant Australian Standard AS 1742; and
   (iv) Wheel stopping devices constructed as per Australian Standard AS 2890.1.

6. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of any goods, materials or waste at any time.

7. All areas nominated as landscaping or garden areas on the approved plans shall be planted with a suitable mix and density of trees, shrubs and groundcovers within the next available planting season after the occupation of the premises to the reasonable satisfaction of the Assessment Manager and such plants, as well as any existing plants which are shown to be retained, shall be nurtured and maintained in good health and condition at all times, with any diseased or dying plants being replaced, to the reasonable satisfaction of the Council or its delegate.

8. All external lighting of the site, including car parking areas and buildings, shall be located, directed and shielded and of such limited intensity that no nuisance or loss of amenity is caused to any person beyond the site to the reasonable satisfaction of the Assessment Manager.

Conditions imposed by Commissioner of Highways under Section 122 of the Act

1. Vehicular access via Payneham Road shall be limited to left in and left out and in accordance with the Site Plan by D'Andrea Architects, sheet number A-2201, date generated 17/01/2023. The access point to and from Payneham Road shall be used by passenger vehicles (including with trailer) only. The access points shall be suitably signed and line marked to reinforce the desired traffic flow. The final design for the Payneham Road access shall be undertaken to the satisfaction of DIT with all costs being borne by the applicant.

   Note: Prior to undertaking detailed design, the applicant shall contact Mr Narendra Patel, Senior Network Integrity Engineer, Network Management Services on telephone (08) 8226 8244, mobile 0400 436 745 or via email: narendra.patel@sa.gov.au to progress this.

2. All vehicles shall enter and exit Payneham Road in a forward direction. All on-site vehicle manoeuvring areas shall remain clear of any impediments.

3. The street trees along the frontage of the site on Payneham Road shall be managed in such a way that sight distances in accordance with the Urban Transport Routes Overlay DTS/DPF 5.1. are achieved.

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

ADVISORY NOTES

Planning Consent

Advisory Note 1
The access, internal manoeuvring and carparking areas serving 207 and 209 Payneham Road, St Peters function on a shared basis. These areas cannot operate in isolation without shared use rights first being established (via a free and unrestricted right of way or common property arrangements etc.) or a variation being sought to the Planning Consent / Development Approval for alternate arrangements.

Advisory Note 2
The Applicant is reminded of its responsibilities under the Environment Protection Act 1993, to not harm the environment. Specifically, paint, plaster, concrete, brick wastes and wash waters should not be discharged into the stormwater system, litter should be appropriately stored on site pending removal, excavation and site disturbance should be limited, entry/exit points to the site should be managed to prevent soil being carried off site by vehicles, sediment barriers should be used (particularly on sloping sites), and material stockpiles should all be placed on site and not on the footpath or public roads or reserves. Further information is available by contacting the EPA.

Advisory Note 3
The granting of this consent does not remove the need for the beneficiary to obtain all other consents which may be required by any other legislation.

The Applicant's attention is particularly drawn to the requirements of the Fences Act 1975 regarding notification of any neighbours affected by new boundary development or boundary fencing. Further information is available in the 'Fences and the Law' booklet available through the Legal Services Commission.

Advisory Note 4
The Applicant is advised that construction noise is not allowed:
1. on any Sunday or public holiday; or
2. after 7pm or before 7am on any other day

Advisory Note 5
The Applicant is advised that any works undertaken on Council owned land (including but not limited to works relating to crossovers, driveways, footpaths, street trees and stormwater connections) will require the approval of the Council pursuant to the Local Government Act 1999 prior to any works being undertaken. Further information may be obtained by contacting Council's Public Realm Compliance Officer on 8366 4513.

Advisory Note 6
The Applicant is advised that the condition of the footpath, kerbing, vehicular crossing point, street tree(s) and any other Council infrastructure located adjacent to the subject land will be inspected by the Council prior to the commencement of building work and at the completion of building work. Any damage to Council infrastructure that occurs during construction must be rectified as soon as practicable and in any event, no later than four (4) weeks after substantial completion of the building work. The Council reserves its right to recover all costs associated with remedying any damage that has not been repaired in a timely manner from the appropriate person.

Advisory Note 7
The Council has not surveyed the subject land and has, for the purpose of its assessment, assumed that all dimensions and other details provided by the Applicant are correct and accurate.

Advisory Note 8
Appeal Rights - General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

Advisory Note 9
Consents issued for this Development Application will remain valid for the following periods of time:

1. Planning Consent is valid for 24 months following the date of issue, within which time Development Approval must be obtained;
2. Development Approval is valid for 24 months following the date of issue, within which time works must have substantially commenced on site;
3. Works must be substantially completed within 3 years of the date on which Development Approval is issued.

If an extension is required to any of the above-mentioned timeframes a request can be made for an extension of time by emailing the Planning Department at townhall@npsp.sa.gov.au. Whether or not an extension of time will be granted will be at the discretion of the relevant authority.

Advisory Note 10
No work can commence on this development unless a Development Approval has been obtained. If one or more Consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

Advisory Notes imposed by Commissioner of Highways under Section 122 of the Act

Advisory Note 1
The shared access, internal manoeuvring area and carparking will need to be suitably delineated as rights of way or common property to ensure their ongoing shared operation.

Address: **207 PAYNEHAM RD ST PETERS SA 5069**

Click to view a detailed interactive SAILIS in SAILIS

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

Property Zoning Details

Local Variation (TNV)
Maximum Building Height (Levels) *(Maximum building height is 2 levels)*
Overlay
Airport Building Heights (Regulated) *(All structures over 110 metres)*
Hazards (Flooding - General)
Prescribed Wells Area
Regulated and Significant Tree
Traffic Generating Development
Urban Transport Routes
Zone
Business Neighbourhood

Development Pathways

[BLANK]

Property Policy Information for above selection

Part 2 - Zones and Sub Zones

Business Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	A variety of housing and accommodation types and compatible employment-generating land uses in an environment characterised by primarily low-rise buildings
DO 2	Buildings of a scale and design that complements surrounding built form, streetscapes and local character and provide for landscaping and 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 Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses that do not materially impact residential amenity.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Community facility (b) Consulting room (c) Dwelling (d) Office (e) Residential flat building (f) Shop
PO 1.2 Business and commercial land uses complement and enhance the prevailing or emerging neighbourhood character.	DTS/DPF 1.2 Shops, offices and consulting rooms (or any combination thereof) do not exceed 250m^2 in gross leasable floor area.
PO 1.3 Changes in the use of land between similar businesses encourages the efficient reuse of commercial premises and supports continued local access to a range of services compatible to the locality.	DTS/DPF 1.3 A change of use to a shop, office or consulting room or any combination of these uses where all of the following are achieved: (a) the area to be occupied by the proposed development is in an existing building and is currently used as a shop, office, consulting room or any combination of these uses (b) if the proposed change of use is for a shop: (i) the total gross leasable floor area of the shop will not exceed 250m^2 (ii) if primarily involving the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10m from the site of a dwelling (other than a dwelling directly associated with the proposed shop) (iii) if primarily involving heating and cooking of foodstuffs in a commercial kitchen and is within 30m of any residential allotment within a neighbourhood-type zone or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions (c) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, except where: (i) the required contribution will be made into a relevant car parking offset scheme (other than where a relevant contribution has previously

	been made) or (ii) the building is a local heritage place.
Built Form and Character	
PO 2.1 Buildings are of a scale and design that complements surrounding built form, streetscapes and local character.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development provides attractive landscaping to the primary street frontage.	DTS/DPF 2.2 None are applicable.
PO 2.3 Site coverage is limited to provide space for landscaping, open space and pervious areas.	DTS/DPF 2.3 Development does not result in site coverage exceeding 60%.
Building height and setbacks	
PO 3.1 Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of the locality.	DTS/DPF 3.1 Except on a Catalyst site in the Melbourne Street West Subzone, Building height (excluding garages, carports and outbuildings) is no greater than: (a) the following: **Maximum Building Height (Levels)** Maximum building height is 2 levels (b) in all other cases (ie there is a blank field for both values): (i) 2 building levels or 9m where the development is located adjoining a different zone that primarily envisages residential development (ii) 3 building levels or 12m in all other cases. In relation to DTS/DPF 3.1, in instances where: (c) more than one value is returned in the same field: (i) for the purpose of DTS/DPF 3.1(a), refer to the Maximum Building Height (Metres) Technical and Numeric Variation layer or Maximum Building Height (Levels) Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (ii) 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 3.2 Buildings are set back from primary street boundaries consistent with the existing streetscape.	DTS/DPF 3.2 The building line of a building set back from the primary street boundary: (a) at least the average setback to the building line of existing buildings on adjoining sites which face the

	same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment) (b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building or (c) not less than 5m where no building exists on an adjoining site with the same primary street frontage.
PO 3.3 Buildings set back from secondary street boundaries (other than rear laneways) contribute to a consistent streetscape.	DTS/DPF 3.3 Building walls are set back from the secondary street frontage: (a) the average of any existing buildings on adjoining sites having frontage to the same street or (b) not less than 900mm where no building exists on an adjoining site.
PO 3.4 Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining residential properties.	DTS/DPF 3.4 Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur only on one side boundary and satisfy (a) or (b): (a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height (b) side boundary walls do not: (i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary (iv) encroach within 3m of any other existing or proposed boundary walls on the subject land.
PO 3.5 Dwellings in a semi-detached, row or terrace arrangement maintain space between buildings consistent with a suburban streetscape character.	DTS/DPF 3.5 Dwelling walls of dwellings in a semi-detached or row arrangement are set back at least 900mm from side boundaries shared with allotments outside the development site.
PO 3.6 Buildings are set back from side boundaries to provide: (a) separation between dwellings in a way that complements the established character of the locality (b) access to natural light and ventilation for neighbours.	DTS/DPF 3.6 Other than walls located on a side boundary, building walls are set back at least 900mm from side boundaries.
PO 3.7 Buildings are set back from rear boundaries to provide: (a) separation between dwellings in a way that	DTS/DPF 3.7 Buildings walls are set back from the rear boundary at least: (a) 3m for the first building level

complements the established character of the locality (b) access to natural light and ventilation for neighbours (c) open space recreational opportunities (d) space for landscaping and vegetation.	(b) 5m for any second building level.
Land Division	
PO 4.1 Land division and / or site amalgamation creates allotments that vary in size and are suitable for a variety of residential and commercial activities and improve the level of development integration.	DTS/DPF 4.1 None are applicable.
Advertisements	
PO 5.1 Advertisements complement the scale of buildings and are not visually dominant within the locality.	DTS/DPF 5.1 None are applicable.
Concept Plans	
PO 6.1 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 6.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 6.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 6.1 is met.
Ancillary Buildings and Structures	
PO 7.1 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 7.1 Ancillary buildings and structures: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m^2 (c) are not constructed, added to or altered so that any part is situated (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: A. for dwellings of single building level - 7m in width or 50% of the site frontage,

	whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table: **Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** / **Minimum percentage of site** <150 / 10% 150-200 / 15% 201-450 / 20% >450 / 25% (ii) the amount of existing soft landscaping prior to the development occurring.
PO 7.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.	DTS/DPF 7.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car

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

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

Class of Development **(Column A)**	**Exceptions** **(Column B)**
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. All development undertaken by: (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.	Except development involving any of the following: 1. residential flat building(s) of 3 more more building levels 2. the demolition of a State or Local Heritage Place 3. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) ancillary accommodation (d) building work on railway land (e) carport (f) community facility (g) deck (h) dwelling (i) dwelling addition (j) fence (k) outbuilding	Except development that: 1. exceeds the maximum building height specified in Business Neighbourhood Zone DTS/DPF 3.1 or 2. is on a Catalyst Site that exceeds the maximum building height in Business Neighbourhood Zone DTS/DPF 3.1 that applies to development not on a Catalyst Site or 3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed

(l) pergola (m) private bushfire shelter (n) residential flat building (o) retaining wall (p) shade sail (q) solar photovoltaic panels (roof mounted) (r) student accommodation (s) swimming pool or spa pool (t) verandah (u) water tank.	wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that: 1. does not satisfy Business Neighbourhood Zone DTS/DPF 1.2 or 2. exceeds the maximum building height specified in Business Neighbourhood Zone DTS/DPF 3.1 or 3. is on a Catalyst Site that exceeds the maximum building height in Business Neighbourhood Zone DTS/DPF 3.1 that applies to development not on a Catalyst Site or 4. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
5. Any development involving any of the following (or of any combination of any of the following): (a) internal building work (b) land division (c) replacement building (d) temporary accommodation in an area affected by bushfire (e) tree damaging activity.	None specified.
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

Placement of Notices - Exemptions for Performance Assessed Development

None specified.

Placement of Notices - Exemptions for Restricted Development

None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

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

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

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

Procedural Matters (PM) - Referrals

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

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

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

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

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

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

leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	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 1	Sustainable water use in prescribed wells areas.

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

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
	The Chief Executive of the		

Any of the following classes of development that require or may require water to be taken in addition to any allocation that has already been granted under the *Landscape South Australia Act 2019:* (a) horticulture (b) activities requiring irrigation (c) aquaculture (d) industry (e) intensive animal husbandry (f) commerical forestry.	Department of the Minister responsible for the administration of the *Landscape South Australia Act 2019*.	To provide expert technical assessment and direction to the relevant authority on the taking of water to ensure development is undertaken sustainably.	Development of a class to which Schedule 9 clause 3 item 13 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.
Commercial forestry that requires a forest water licence under Part 8 Division 6 of the *Landscape South Australia Act 2019*.			

Regulated and Significant Tree Overlay

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Tree Retention and Health	
PO 1.1 Regulated trees are retained where they: (a) make an important visual contribution to local character and amenity (b) are indigenous to the local area and listed under the *National Parks and Wildlife Act 1972* as a rare or endangered native species and / or (c) provide an important habitat for native fauna.	DTS/DPF 1.1 None are applicable.
PO 1.2 Significant trees are retained where they: (a) make an important contribution to the character or amenity of the local area (b) are indigenous to the local area and are listed under the	DTS/DPF 1.2 None are applicable.

National Parks and Wildlife Act 1972 as a rare or endangered native species (c) represent an important habitat for native fauna (d) are part of a wildlife corridor of a remnant area of native vegetation (e) are important to the maintenance of biodiversity in the local environment and / or (f) form a notable visual element to the landscape of the local area.	
PO 1.3 A tree damaging activity not in connection with other development satisfies (a) and (b): (a) tree damaging activity is only undertaken to: (i) remove a diseased tree where its life expectancy is short (ii) mitigate an unacceptable risk to public or private safety due to limb drop or the like (iii) rectify or prevent extensive damage to a building of value as comprising any of the following: A. a Local Heritage Place B. a State Heritage Place C. a substantial building of value and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity (iv) reduce an unacceptable hazard associated with a tree within 20m of an existing residential, tourist accommodation or other habitable building from bushfire (v) treat disease or otherwise in the general interests of the health of the tree and / or (vi) maintain the aesthetic appearance and structural integrity of the tree (b) in relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective.	DTS/DPF 1.3 None are applicable.
PO 1.4 A tree-damaging activity in connection with other development satisfies all the following: (a) it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible (b) in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.	DTS/DPF 1.4 None are applicable.
Ground work affecting trees	
PO 2.1	DTS/DPF 2.1

Regulated and significant trees, including their root systems, are not unduly compromised by excavation and / or filling of land, or the sealing of surfaces within the vicinity of the tree to support their retention and health.	None are applicable.
Land Division	
PO 3.1 Land division results in an allotment configuration that enables its subsequent development and the retention of regulated and significant trees as far as is reasonably practicable.	DTS/DPF 3.1 Land division where: (a) there are no regulated or significant trees located within or adjacent to the plan of division or (b) the application demonstrates that an area exists to accommodate subsequent development of proposed allotments after an allowance has been made for a tree protection zone around any regulated tree within and adjacent to the plan of division.

Procedural Matters (PM) - Referrals

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

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

Traffic Generating Development Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 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	DTS/DPF 1.1

Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) 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	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the	Development of a class to which

State Maintained Road: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m^2 or more (c) retail development with a gross floor area of 2,000m^2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m^2 or more (e) industry with a gross floor area of 20,000m^2 or more (f) educational facilities with a capacity of 250 students or more.		safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Urban Transport Routes Overlay

Assessment Provisions (AP)

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)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) dwelling / residential allotment: (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 3m and 4m (measured at the site boundary) (b) where the development will result in 2 and up to 6 dwellings: (i) (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70

degrees and 90 degrees

(iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road

(v) 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)

(c) where the development will result in 7 or more dwellings, or is a non-residential land use:

(i) it will not result in more than one access point servicing the development site

(ii) vehicles can enter and exit the site using left turn only movements

(iii) vehicles can enter and exit the site in a forward direction

(iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees

(v) 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

(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

(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

(viii) provides for simultaneous two-way vehicle movements at the access:

A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road

and

B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.

Access - On-Site Queuing

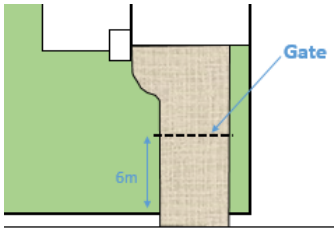
PO 2.1

Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements.

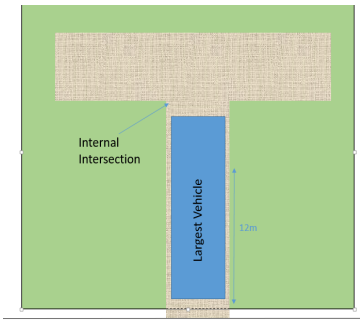
DTS/DPF 2.1

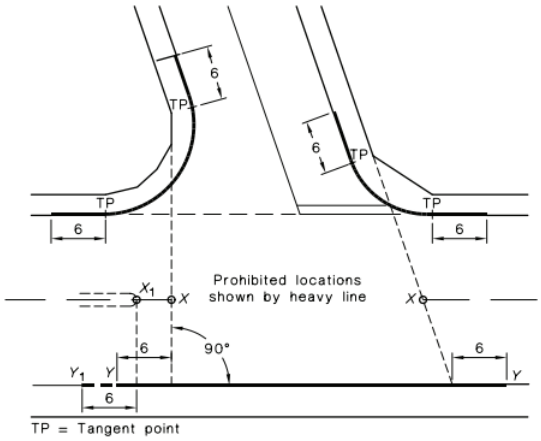
An access point in accordance with one of the following:

(a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:



(b) will service, or is intended to service, development that will generate less than

	60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length no greater than 6.4m (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (iii) any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop (iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram: 
Access - (Location Spacing) - Existing Access Point	
PO 3.1 Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.	DTS/DPF 3.1 An existing access point satisfies (a), (b) or (c): (a) it will not service, or is not intended to service, more than 6 dwellings (b) it is not located on a Controlled Access Road and will not service development that will result in (b) a larger class of vehicle expected to access the site using the existing access (c) is not located on a Controlled Access Road and development constitutes: (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area (v) an office or consulting room with a <500m² gross leasable floor area.
Access – Location (Spacing) – New Access Points	

PO 4.1	DTS/DPF 4.1
New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.	A new access point satisfies (a), (b) or (c): (a) where a development site is intended to serve between 1 and 6 dwellings and has frontage to a local road (not being a Controlled Access Road) with a speed environment of 60km/h or less, the new access point is provided on the local road and located a minimum of 6.0m from the tangent point as shown in the following diagram:  NOTE: The points marked X_1 and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y_1. (b) where the development site is intended to serve between 1 and 6 dwellings and access from a local road (being a road that is not a State Maintained Road) is not available, the new access: (i) is not located on a Controlled Access Road (ii) is not located on a section of road affected by double barrier lines (iii) will be on a road with a speed environment of 70km/h or less (iv) is located outside of the bold lines on the diagram shown in the diagram following part (a) (v) located minimum of 6m from a median opening or pedestrian crossing (c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

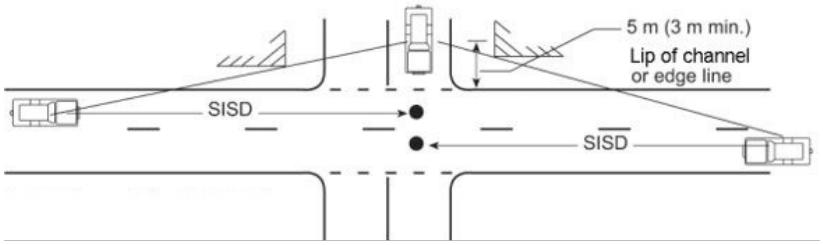
Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	30m	73m
70 km/h	40m	92m
80 km/h	50m	114m
90 km/h	65m	139m
100 km/h	80m	165m
110 km/h	100m	193m

Access - Location (Sight Lines)	
PO 5.1	DTS/DPF 5.1
Access points are located and designed to	An access point satisfies (a) or (b):

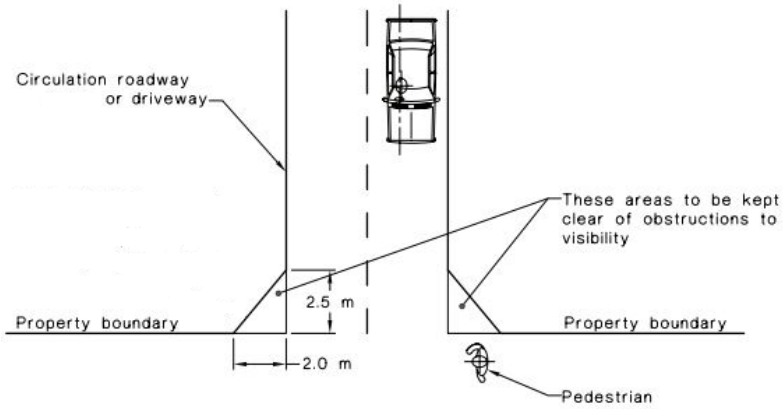
accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

(a) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	40m	73m
50 km/h	55m	97m
60 km/h	73m	123m
70 km/h	92m	151m
80 km/h	114m	181m
90 km/h	139m	214m
100 km/h	165m	248m
110km/h	193m	285m



(b) pedestrian sightlines in accordance with the following diagram:

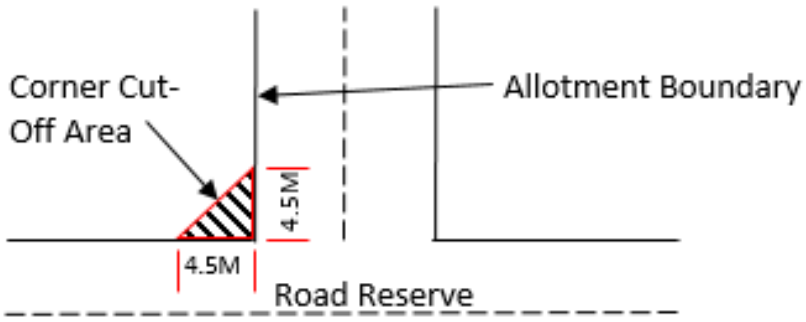


Access – Mud and Debris

PO 6.1	DTS/DPF 6.1
Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.	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	DTS/DPF 7.1
Access points are designed to minimise negative impact on roadside drainage of water.	Development does not: (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater through an existing drainage point and system.

Building on Road Reserve	
PO 8.1 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 Buildings or structures are not located on, above or below the road reserve.
Public Road Junctions	
PO 9.1 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 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram: 

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: (a) creation of a new access or junction (b) alterations to an existing access or public road junction (except where deemed to be	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

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).			Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

Advertisements

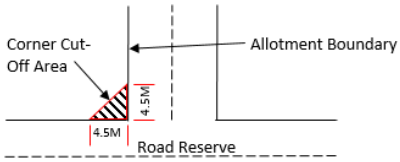
Assessment Provisions (AP)

Desired Outcome	
DO 1	Advertisements and advertising hoardings are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create hazard.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Appearance	
PO 1.1 Advertisements are compatible and integrated with the design of the building and/or land they are located on.	DTS/DPF 1.1 Advertisements attached to a building satisfy all of the following: (a) are not located in a Neighbourhood-type zone (b) where they are flush with a wall: (i) if located at canopy level, are in the form of a fascia sign (ii) if located above canopy level: A. do not have any part rising above parapet height B. are not attached to the roof of the building (c) where they are not flush with a wall: (i) if attached to a verandah, no part of the advertisement protrudes beyond the outer limits of the verandah structure (ii) if attached to a two-storey building: A. has no part located above the finished

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

PO 2.2 Multiple business or activity advertisements are co-located and coordinated to avoid visual clutter and untidiness.	DTS/DPF 2.2 Advertising of a multiple business or activity complex is located on a single advertisement fixture or structure.
PO 2.3 Proliferation of advertisements attached to buildings is minimised to avoid visual clutter and untidiness.	DTS/DPF 2.3 Advertisements satisfy all of the following: (a) are attached to a building (b) other than in a Neighbourhood-type zone, where they are flush with a wall, cover no more than 15% of the building facade to which they are attached (c) do not result in more than one sign per occupancy that is not flush with a wall.
Advertising Content	
PO 3.1 Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.	DTS/DPF 3.1 Advertisements contain information limited to a lawful existing or proposed activity or activities on the same site as the advertisement.
Amenity Impacts	
PO 4.1 Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.	DTS/DPF 4.1 Advertisements do not incorporate any illumination.
Safety	
PO 5.1 Advertisements and/or advertising hoardings erected on a verandah or projecting from a building wall are designed and located to allow for safe and convenient pedestrian access.	DTS/DPF 5.1 Advertisements have a minimum clearance of 2.5m between the top of the footpath and base of the underside of the sign.
PO 5.2 Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.	DTS/DPF 5.2 No advertisement illumination is proposed.
PO 5.3 Advertisements and/or advertising hoardings do not create a hazard to drivers by: (a) being liable to interpretation by drivers as an official traffic sign or signal (b) obscuring or impairing drivers' view of official traffic signs or signals (c) obscuring or impairing drivers' view of features of a road that are potentially hazardous (such as junctions, bends, changes in width and traffic control devices) or other road or rail vehicles at/or approaching level crossings.	DTS/DPF 5.3 Advertisements satisfy all of the following: (a) are not located in a public road or rail reserve (b) are located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram 
PO 5.4 Advertisements and/or advertising hoardings do not create a	DTS/DPF 5.4 Advertisements and/or advertising hoardings are not located

hazard by distracting drivers from the primary driving task at a location where the demands on driver concentration are high.	along or adjacent to a road having a speed limit of 80km/h or more.
PO 5.5 Advertisements and/or advertising hoardings provide sufficient clearance from the road carriageway to allow for safe and convenient movement by all road users.	DTS/DPF 5.5 Where the advertisement or advertising hoarding is: (a) on a kerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 0.6m from the roadside edge of the kerb (b) on an unkerbed road with a speed zone of 60km/h or less, the advertisement or advertising hoarding is located at least 5.5m from the edge of the seal (c) on any other kerbed or unkerbed road, the advertisement or advertising hoarding is located a minimum of the following distance from the roadside edge of the kerb or the seal: (a) 110 km/h road - 14m (b) 100 km/h road - 13m (c) 90 km/h road - 10m (d) 70 or 80 km/h road - 8.5m.
PO 5.6 Advertising near signalised intersections does not cause unreasonable distraction to road users through illumination, flashing lights, or moving or changing displays or messages.	DTS/DPF 5.6 Advertising: (a) is not illuminated (b) does not incorporate a moving or changing display or message (c) does not incorporate a flashing light(s).

Animal Keeping and Horse Keeping

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Animal keeping, horse keeping and associated activities do not create adverse impacts on the environment or the amenity of the	DTS/DPF 1.1 None are applicable.

locality.	
PO 1.2 Animal keeping and horse keeping is located and managed to minimise the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
Horse Keeping	
PO 2.1 Water from stable wash-down areas is directed to appropriate absorption areas and/or drainage pits to minimise pollution of land and water.	DTS/DPF 2.1 None are applicable.
PO 2.2 Stables, horse shelters or associated yards are sited appropriate distances away from sensitive receivers and/or allotments in other ownership to avoid adverse impacts from dust, erosion and odour.	DTS/DPF 2.2 Stables, horse shelters and associated yards are sited in accordance with all of the following: (a) 30m or more from any sensitive receivers (existing or approved) on land in other ownership (b) where an adjacent allotment is vacant and in other ownership, 30m or more from the boundary of that allotment.
PO 2.3 All areas accessible to horses are separated from septic tank effluent disposal areas to protect the integrity of that system. Stable flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 2.3 Septic tank effluent disposal areas are enclosed with a horse-proof barrier such as a fence to exclude horses from this area.
PO 2.4 To minimise environmental harm and adverse impacts on water resources, stables, horse shelters and associated yards are appropriately set back from a watercourse.	DTS/DPF 2.4 Stables, horse shelters and associated yards are set back 50m or more from a watercourse.
PO 2.5 Stables, horse shelters and associated yards are located on slopes that are stable to minimise the risk of soil erosion and water runoff.	DTS/DPF 2.5 Stables, horse shelters and associated yards are not located on land with a slope greater than 10% (1-in-10).
Kennels	
PO 3.1 Kennel flooring is constructed with an impervious material to facilitate regular cleaning.	DTS/DPF 3.1 The floors of kennels satisfy all of the following: (a) are constructed of impervious concrete (b) are designed to be self-draining when washed down.
PO 3.2 Kennels and exercise yards are designed and sited to minimise noise nuisance to neighbours through measures such as: (a) adopting appropriate separation distances (b) orientating openings away from sensitive receivers.	DTS/DPF 3.2 Kennels are sited 500m or more from the nearest sensitive receiver on land in other ownership.

PO 3.3 Dogs are regularly observed and managed to minimise nuisance impact on adjoining sensitive receivers from animal behaviour.	DTS/DPF 3.3 Kennels are sited in association with a permanent dwelling on the land.
Wastes	
PO 4.1 Storage of manure, used litter and other wastes (other than wastewater lagoons) is designed, constructed and managed to minimise attracting and harbouring vermin.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for the storage of manure, used litter and other wastes (other than wastewater lagoons) are located to minimise the potential for polluting water resources.	DTS/DPF 4.2 Waste storage facilities (other than wastewater lagoons) are located outside the 1% AEP flood event areas.

Aquaculture

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land-based Aquaculture	
PO 1.1 Land-based aquaculture and associated components are sited and designed to mitigate adverse impacts on nearby sensitive receivers.	DTS/DPF 1.1 Land-based aquaculture and associated components are located to satisfy all of the following: (a) 200m or more from a sensitive receiver in other ownership (b) 500m or more from the boundary of a zone primarily intended to accommodate sensitive receivers.
PO 1.2 Land-based aquaculture and associated components are sited and designed to prevent surface flows from entering ponds in a 1% AEP sea flood level event.	DTS/DPF 1.2 None are applicable.
PO 1.3	DTS/DPF 1.3

Land-based aquaculture and associated components are sited and designed to prevent pond leakage that would pollute groundwater.	None are applicable.
PO 1.4 Land-based aquaculture and associated components are sited and designed to prevent farmed species escaping and entering into any waters.	DTS/DPF 1.4 None are applicable.
PO 1.5 Land-based aquaculture and associated components, including intake and discharge pipes, are designed to minimise the need to traverse sensitive areas to minimise impact on the natural environment.	DTS/DPF 1.5 None are applicable.
PO 1.6 Pipe inlets and outlets associated with land-based aquaculture are sited and designed to minimise the risk of disease transmission.	DTS/DPF 1.6 None are applicable.
PO 1.7 Storage areas associated with aquaculture activity are integrated with the use of the land and sited and designed to minimise their visual impact on the surrounding environment.	DTS/DPF 1.7 None are applicable.
Marine Based Aquaculture	
PO 2.1 Marine aquaculture is sited and designed to minimise its adverse impacts on sensitive ecological areas including: (a) creeks and estuaries (b) wetlands (c) significant seagrass and mangrove communities (d) marine habitats and ecosystems.	DTS/DPF 2.1 None are applicable.
PO 2.2 Marine aquaculture is sited in areas with adequate water current to disperse sediments and dissolve particulate wastes to prevent the build-up of waste that may cause environmental harm.	DTS/DPF 2.2 None are applicable.
PO 2.3 Marine aquaculture is designed to not involve discharge of human waste on the site, on any adjacent land or into nearby waters.	DTS/DPF 2.3 None are applicable.
PO 2.4 Marine aquaculture (other than inter-tidal aquaculture) is located an appropriate distance seaward of the high water mark.	DTS/DPF 2.4 Marine aquaculture development is located 100m or more seaward of the high water mark.
PO 2.5 Marine aquaculture is sited and designed to not obstruct or interfere with:	DTS/DPF 2.5 None are applicable.

(a) areas of high public use (b) areas, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports (c) areas of outstanding visual or environmental value (d) areas of high tourism value (e) areas of important regional or state economic activity, including commercial ports, wharfs and jetties (f) the operation of infrastructure facilities including inlet and outlet pipes associated with the desalination of sea water.	
PO 2.6 Marine aquaculture is sited and designed to minimise interference and obstruction to the natural processes of the coastal and marine environment.	DTS/DPF 2.6 None are applicable.
PO 2.7 Marine aquaculture is designed to be as unobtrusive as practicable by incorporating measures such as: (a) using feed hoppers painted in subdued colours and suspending them as close as possible to the surface of the water (b) positioning structures to protrude the minimum distance practicable above the surface of the water (c) avoiding the use of shelters and structures above cages and platforms unless necessary to exclude predators and protected species from interacting with the farming structures and/or stock inside the cages, or for safety reasons (d) positioning racks, floats and other farm structures in unobtrusive locations landward from the shoreline.	DTS/DPF 2.7 None are applicable.
PO 2.8 Access, launching and maintenance facilities utilise existing established roads, tracks, ramps and paths to or from the sea where possible to minimise environmental and amenity impacts.	DTS/DPF 2.8 None are applicable.
PO 2.9 Access, launching and maintenance facilities are developed as common user facilities and are co-located where practicable to mitigate adverse impacts on coastal areas.	DTS/DPF 2.9 None are applicable.
PO 2.10 Marine aquaculture is sited to minimise potential impacts on, and to protect the integrity of, reserves under the *National Parks and Wildlife Act 1972*.	DTS/DPF 2.10 Marine aquaculture is located 1000m or more seaward of the boundary of any reserve under the *National Parks and Wildlife Act 1972*.
PO 2.11 Onshore storage, cooling and processing facilities do not impair the coastline and its visual amenity by: (a) being sited, designed, landscaped and of a scale to reduce the overall bulk and appearance of buildings and	DTS/DPF 2.11 None are applicable.

complement the coastal landscape (b) making provision for appropriately sited and designed vehicular access arrangements, including using existing vehicular access arrangements as far as practicable (c) incorporating appropriate waste treatment and disposal.	
Navigation and Safety	
PO 3.1 Marine aquaculture sites are suitably marked to maintain navigational safety.	DTS/DPF 3.1 None are applicable.
PO 3.2 Marine aquaculture is sited to provide adequate separation between farms for safe navigation.	DTS/DPF 3.2 None are applicable.
Environmental Management	
PO 4.1 Marine aquaculture is maintained to prevent hazards to people and wildlife, including breeding grounds and habitats of native marine mammals and terrestrial fauna, especially migratory species.	DTS/DPF 4.1 None are applicable.
PO 4.2 Marine aquaculture is designed to facilitate the relocation or removal of structures in the case of emergency such as oil spills, algal blooms and altered water flows.	DTS/DPF 4.2 None are applicable.
PO 4.3 Marine aquaculture provides for progressive or future reclamation of disturbed areas ahead of, or upon, decommissioning.	DTS/DPF 4.3 None are applicable.
PO 4.4 Aquaculture operations incorporate measures for the removal and disposal of litter, disused material, shells, debris, detritus, dead animals and animal waste to prevent pollution of waters, wetlands, or the nearby coastline.	DTS/DPF 4.4 None are applicable.

Beverage Production in Rural Areas

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Odour and Noise	
PO 1.1 Beverage production activities are designed and sited to minimise odour impacts on rural amenity.	DTS/DPF 1.1 None are applicable.
PO 1.2 Beverage production activities are designed and sited to minimise noise impacts on sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Fermentation, distillation, manufacturing, storage, packaging and bottling activities occur within enclosed buildings to improve the visual appearance within a locality and manage noise associated with these activities.	DTS/DPF 1.3 None are applicable.
PO 1.4 Breweries are designed to minimise odours emitted during boiling and fermentation stages of production.	DTS/DPF 1.4 Brew kettles are fitted with a vapour condenser.
PO 1.5 Beverage production solid wastes are stored in a manner that minimises odour impacts on sensitive receivers in other ownership.	DTS/DPF 1.5 Solid waste from beverage production is collected and stored in sealed containers and removed from the site within 48 hours.
Water Quality	
PO 2.1 Beverage production wastewater management systems (including wastewater irrigation) are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.1 Wastewater management systems are set back 50m or more from the banks of watercourses and bores.
PO 2.2 The storage or disposal of chemicals or hazardous substances is undertaken in a manner to prevent pollution of water resources.	DTS/DPF 2.2 None are applicable.
PO 2.3 Stormwater runoff from areas that may cause contamination due to beverage production activities (including vehicle movements and machinery operations) is drained to an onsite stormwater treatment system to manage potential environmental impacts.	DTS/DPF 2.3 None are applicable.
PO 2.4 Stormwater runoff from areas unlikely to cause contamination by beverage production and associated activities (such as roof catchments and clean hard-paved surfaces) is diverted away	DTS/DPF 2.4 None are applicable.

from beverage production areas and wastewater management systems.	
Wastewater Irrigation	
PO 3.1 Beverage production wastewater irrigation systems are designed and located to not contaminate soil and surface and ground water resources or damage crops.	DTS/DPF 3.1 None are applicable.
PO 3.2 Beverage production wastewater irrigation systems are designed and located to minimise impact on amenity and avoid spray drift onto adjoining land.	DTS/DPF 3.2 Beverage production wastewater is not irrigated within 50m of any dwelling in other ownership.
PO 3.3 Beverage production wastewater is not irrigated onto areas that pose an undue risk to the environment or amenity such as: (a) waterlogged areas (b) land within 50m of a creek, swamp or domestic or stock water bore (c) land subject to flooding (d) steeply sloping land (e) rocky or highly permeable soil overlaying an unconfined aquifer.	DTS/DPF 3.3 None are applicable.

Bulk Handling and Storage Facilities

Assessment Provisions (AP)

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

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

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

	(a) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals), where the handling of these materials into or from vessels does not exceed 100 tonnes per day: 300m or more from residential premises not associated with the facility (b) bulk handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility: 300m or more from residential premises not associated with the facility (c) bulk petroleum storage involving individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1,000 cubic metres: 500m or more (d) coal handling with: a. capacity up to 1 tonne per day or a storage capacity up to 50 tonnes: 500m or more b. capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes: 1000m or more.
Buffers and Landscaping	
PO 2.1 Bulk handling and storage facilities incorporate a buffer area for the establishment of dense landscaping adjacent road frontages to enhance the appearance of land and buildings from public thoroughfares.	DTS/DPF 2.1 None are applicable.
PO 2.2 Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration.	DTS/DPF 2.2 None are applicable.
Access and Parking	
PO 3.1 Roadways and vehicle parking areas associated with bulk handling and storage facilities are designed and surfaced to control dust emissions and prevent drag out of material from the site.	DTS/DPF 3.1 Roadways and vehicle parking areas are sealed with an all-weather surface.
Slipways, Wharves and Pontoons	
PO 4.1 Slipways, wharves and pontoons used for the handling of bulk materials (such as fuel, oil, catch, bait and the like) incorporate catchment devices to avoid the release of materials into adjacent waters.	DTS/DPF 4.1 None are applicable.

Clearance from Overhead Powerlines

Assessment Provisions (AP)

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

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

Design

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

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

width, bulk, roof form and slope).	
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.

PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting is incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes (e) contribute to biodiversity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.	DTS/DPF 3.2 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate-responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1	DTS/DPF 6.1

Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Carparking Appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.	DTS/DPF 7.4 None are applicable.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 None are applicable.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	

PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and Walls	
PO 9.1 Fences, walls and retaining walls are of sufficient height to maintain privacy and security without unreasonably impacting the visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping incorporated on the low side of retaining walls is visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (in building 3 storeys or less)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:

adjoining residential uses.	(a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies, terraces and decks to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
All Residential development	
Front elevations and passive surveillance	
PO 11.1 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 11.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street.
PO 11.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 11.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and amenity	
PO 12.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 12.1 A living room of a dwelling incorporates a window with an outlook towards the street frontage or private open space, public open space, or waterfront areas.
PO 12.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking	DTS/DPF 12.2 None are applicable.

areas and access ways to mitigate noise and artificial light intrusion.	
Ancillary Development	
PO 13.1 Residential ancillary buildings and structures are sited and designed to not detract from the streetscape or appearance of buildings on the site or neighbouring properties.	DTS/DPF 13.1 Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less:

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

PO 15.1 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 15.1 None are applicable
Dwelling additions	
PO 16.1 Dwelling additions are sited and designed to not detract from the streetscape or amenity of adjoining properties and do not impede on-site functional requirements.	DTS / DPF 16.1 Dwelling additions: (a) are not constructed, added to or altered so that any part is situated closer to a public street (b) do not result in: (i) excavation exceeding a vertical height of 1m (ii) filling exceeding a vertical height of 1m (iii) a total combined excavation and filling vertical height of 2m or more (iv) less Private Open Space than specified in Design Table 1 - Private Open Space (v) less on-site parking than specified in Transport Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (vi) upper level windows facing side or rear boundaries unless: A. they are permanently obscured to a height of 1.5m above finished floor level that is fixed or not capable of being opened more than 200mm or B. have sill heights greater than or equal to 1.5m above finished floor level or C. incorporate screening to a height of 1.5m above finished floor level (vii) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: A. 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land B. 1.7m above finished floor level in all other cases.
Private Open Space	
PO 17.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 17.1 Private open space is provided in accordance with Design Table 1 - Private Open Space.
Water Sensitive Design	
PO 18.1 Residential development creating a common driveway / access	DTS/DPF 18.1 Residential development creating a common driveway / access

includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	that services 5 or more dwellings achieves the following stormwater runoff outcomes: (a) 80 per cent reduction in average annual total suspended solids (b) 60 per cent reduction in average annual total phosphorus (c) 45 per cent reduction in average annual total nitrogen.
PO 18.2 Residential development creating a common driveway / access includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 18.2 Development creating a common driveway / access that services 5 or more dwellings: (a) maintains the pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 18.1% AEP 30-minute storm and the stormwater runoff time to peak is not increased or captures and retains the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for an 18.1% AEP 30-minute storm; and (b) manages site generated stormwater runoff up to and including the 1% AEP flood event to avoid flooding of buildings.
Car parking, access and manoeuvrability	
PO 19.1 Enclosed parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 19.2 Uncovered parking spaces are of a size and dimensions to be functional, accessible and convenient.	DTS/DPF 19.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m
PO 19.3 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages, domestic waste collection and on-street parking.	DTS/DPF 19.3 Driveways and access points on sites with a frontage to a public road of 10m or less have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site.

PO 19.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 19.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed: (i) is set back 6m or more from the tangent point of an intersection of 2 or more roads (ii) is set back outside of the marked lines or infrastructure dedicating a pedestrian crossing (iii) does not involve the removal, relocation or damage to of mature street trees, street furniture or utility infrastructure services.
PO 19.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 19.5 Driveways are designed and sited so that: (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1:4 on average (b) they are aligned relative to the street boundary so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the street boundary (c) if located to provide access from an alley, lane or right of way - the alley, land or right or way is at least 6.2m wide along the boundary of the allotment / site
PO 19.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 19.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 20.1 Provision is made for the adequate and convenient storage of waste bins in a location screened from public view.	DTS/DPF 20.1 None are applicable.
Design of Transportable Dwellings	
PO 21.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 21.1 Buildings satisfy (a) or (b): (a) are not transportable or

	(b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Group dwelling, residential flat buildings and battle-axe development	
Amenity	
PO 22.1 Dwellings are of a suitable size to accommodate a layout that is well organised and provides a high standard of amenity for occupants.	DTS/DPF 22.1 Dwellings have a minimum internal floor area in accordance with the following table: **Number of bedrooms** / **Minimum internal floor area** Studio / 35m^2 1 bedroom / 50m^2 2 bedroom / 65m^2 3+ bedrooms / 80m^2 and any dwelling over 3 bedrooms provides an additional 15m^2 for every additional bedroom
PO 22.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 22.2 None are applicable.
PO 22.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 22.3 None are applicable.
PO 22.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 22.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.
Communal Open Space	
PO 23.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 23.1 None are applicable.
PO 23.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 23.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 23.3 Communal open space is designed and sited to:	DTS/DPF 23.3 None are applicable.

(a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	
PO 23.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 23.4 None are applicable.
PO 23.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 23.5 None are applicable.
Carparking, access and manoeuvrability	
PO 24.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 24.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwellings (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 24.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 24.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 24.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 24.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 24.4 Residential driveways in a battle-axe configuration are designed to allow safe and convenient movement.	DTS/DPF 24.4 Where in a battle-axe configuration, a driveway servicing one dwelling has a minimum width of 3m.

PO 24.5 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 24.5 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 24.6 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 24.6 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Soft Landscaping	
PO 25.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 25.1 Other than where located directly in front of a garage or a building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 25.2 Soft landscaping is provided that improves the appearance of common driveways.	DTS/DPF 25.2 Where a common driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 26.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 26.1 None are applicable.
PO 26.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 26.2 None are applicable.
PO 26.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 26.3 None are applicable.
PO 26.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 26.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 26.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 26.5 None are applicable.
PO 26.6 Services including gas and water meters are conveniently located	DTS/DPF 26.6 None are applicable.

and screened from public view.	
Supported accommodation and retirement facilities	
Siting and Configuration	
PO 27.1 Supported accommodation and housing for aged persons and people with disabilities is located where on-site movement of residents is not unduly restricted by the slope of the land.	DTS/DPF 27.1 None are applicable.
Movement and Access	
PO 28.1 Development is designed to support safe and convenient access and movement for residents by providing: (a) ground-level access or lifted access to all units (b) level entry porches, ramps, paths, driveways, passenger loading areas and areas adjacent to footpaths that allow for the passing of wheelchairs and resting places (c) car parks with gradients no steeper than 1-in-40 and of sufficient area to provide for wheelchair manoeuvrability (d) kerb ramps at pedestrian crossing points.	DTS/DPF 28.1 None are applicable.
Communal Open Space	
PO 29.1 Development is designed to provide attractive, convenient and comfortable indoor and outdoor communal areas to be used by residents and visitors.	DTS/DPF 29.1 None are applicable.
PO 29.2 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 29.2 None are applicable.
PO 29.3 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 29.3 Communal open space incorporates a minimum dimension of 5 metres.
PO 29.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 29.4 None are applicable.
PO 29.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 29.5 None are applicable.
PO 29.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise	DTS/DPF 29.6 None are applicable.

overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	
Site Facilities / Waste Storage	
PO 30.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric powered vehicles.	DTS/DPF 30.1 None are applicable.
PO 30.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 30.2 None are applicable.
PO 30.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 28.3 None are applicable.
PO 30.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located and screened from public view.	DTS/DPF 30.4 None are applicable.
PO 30.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 30.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 30.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 30.6 None are applicable.
PO 30.7 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 30.7 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 31.1 Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1 None are applicable.
PO 31.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2 None are applicable.
Wash-down and Waste Loading and Unloading	

PO 32.1	DTS/DPF 32.1
Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, vessels, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	None are applicable.

Table 1 - Private Open Space

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

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	
PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste	DTS/DPF 1.5 None are applicable.

management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	DTS/DPF 2.4 None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.

PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
Water Sensitive Design	
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting: (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.	DTS/DPF 5.1 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	DTS/DPF 7.1 None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10

provide shade, reduce solar heat absorption and reflection.	or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2 Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	DTS/DPF 8.2 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.

PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Fences and walls	
PO 9.1 Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.	DTS/DPF 9.1 None are applicable.
PO 9.2 Landscaping is incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.	DTS/DPF 9.2 A vegetated landscaped strip 1m wide or more is provided against the low side of a retaining wall.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that	DTS/DPF 11.1 None are applicable.

is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.
PO 12.6 Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.	DTS/DPF 12.6 Building street frontages incorporate: (a) active uses such as shops or offices (b) prominent entry areas for multi-storey buildings (where it is a common entry) (c) habitable rooms of dwellings (d) areas of communal public realm with public art or the

	like, where consistent with the zone and/or subzone provisions.
PO 12.7 Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.	DTS/DPF 12.7 Entrances to multi-storey buildings are: (a) oriented towards the street (b) clearly visible and easily identifiable from the street and vehicle parking areas (c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses (d) designed to provide shelter, a sense of personal address and transitional space around the entry (e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors (f) designed to avoid the creation of potential areas of entrapment.
PO 12.8 Building services, plant and mechanical equipment are screened from the public realm.	DTS/DPF 12.8 None are applicable.
Landscaping	
PO 13.1 Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.	DTS/DPF 13.1 Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.
PO 13.2 Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.	DTS/DPF 13.2 Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.

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

Tree size and site area definitions	
Small tree	4-6m mature height and 2-4m canopy spread
Medium tree	6-12m mature height and 4-8m canopy spread

	Large tree: 12m mature height and >8m canopy spread Site area: The total area for development site, not average area per dwelling
PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.
Environmental	
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.
Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages

	(b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	DTS/DPF 16.1 None are applicable.
All residential development	
Front elevations and passive surveillance	
PO 17.1 Dwellings incorporate windows facing primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 17.1 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street.
PO 17.2 Dwellings incorporate entry doors within street frontages to address the street and provide a legible entry point for visitors.	DTS/DPF 17.2 Dwellings with a frontage to a public street have an entry door visible from the primary street boundary.
Outlook and Amenity	
PO 18.1 Living rooms have an external outlook to provide a high standard of amenity for occupants.	DTS/DPF 18.1 A living room of a dwelling incorporates a window with an external outlook of the street frontage, private open space, public open space, or waterfront areas.
PO 18.2 Bedrooms are separated or shielded from active communal recreation areas, common access areas and vehicle parking areas and access ways to mitigate noise and artificial light intrusion.	DTS/DPF 18.2 None are applicable.

Ancillary Development	
PO 19.1 Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.	DTS/DPF 19.1 Ancillary buildings: (a) are ancillary to a dwelling erected on the same site (b) have a floor area not exceeding 60m2 (c) are not constructed, added to or altered so that any part is situated: (i) in front of any part of the building line of the dwelling to which it is ancillary or (ii) within 900mm of a boundary of the allotment with a secondary street (if the land has boundaries on two or more roads) (d) in the case of a garage or carport, the garage or carport: (i) is set back at least 5.5m from the boundary of the primary street (ii) when facing a primary street or secondary street, has a total door / opening not exceeding: A. for dwellings of single building level - 7m in width or 50% of the site frontage, whichever is the lesser B. for dwellings comprising two or more building levels at the building line fronting the same public street - 7m in width (e) if situated on a boundary (not being a boundary with a primary street or secondary street), do not exceed a length of 11.5m unless: (i) a longer wall or structure exists on the adjacent site and is situated on the same allotment boundary and (ii) the proposed wall or structure will be built along the same length of boundary as the existing adjacent wall or structure to the same or lesser extent (f) if situated on a boundary of the allotment (not being a boundary with a primary street or secondary street), all walls or structures on the boundary will not exceed 45% of the length of that boundary (g) will not be located within 3m of any other wall along the same boundary unless on an adjacent site on that boundary there is an existing wall of a building that would be adjacent to or about the proposed wall or structure (h) have a wall height or post height not exceeding 3m above natural ground level (i) have a roof height where no part of the roof is more than 5m above the natural ground level (j) if clad in sheet metal, is pre-colour treated or painted in a non-reflective colour (k) retains a total area of soft landscaping in accordance with (i) or (ii), whichever is less: (i) a total area as determined by the following table:

	<table><tr><th>Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)</th><th>Minimum percentage of site</th></tr><tr><td><150</td><td>10%</td></tr><tr><td>150-200</td><td>15%</td></tr><tr><td>201-450</td><td>20%</td></tr><tr><td>>450</td><td>25%</td></tr></table> (ii) the amount of existing soft landscaping prior to the development occurring.
PO 19.2 Ancillary buildings and structures do not impede on-site functional requirements such as private open space provision, car parking requirements or result in over-development of the site.	DTS/DPF 19.2 Ancillary buildings and structures do not result in: (a) less private open space than specified in Design in Urban Areas Table 1 - Private Open Space (b) less on-site car parking than specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
PO 19.3 Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers.	DTS/DPF 19.3 The pump and/or filtration system is ancillary to a dwelling erected on the same site and is: (a) enclosed in a solid acoustic structure that is located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
Residential Development - Low Rise	
External appearance	
PO 20.1 Garaging is designed to not detract from the streetscape or appearance of a dwelling.	DTS/DPF 20.1 Garages and carports facing a street: (a) are situated so that no part of the garage or carport will be in front of any part of the building line of the dwelling (b) are set back at least 5.5m from the boundary of the primary street (c) have a garage door / opening width not exceeding 7m (d) have a garage door / opening width not exceeding 50% of the site frontage unless the dwelling has two or more building levels at the building line fronting the same public street.
PO 20.2	DTS/DPF 20.2

Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and the appearance of common driveway areas.	Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway: (a) a minimum of 30% of the building wall is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building wall (c) a balcony projects from the building wall (d) a verandah projects at least 1m from the building wall (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm (g) a minimum of two different materials or finishes are incorporated on the walls of the front building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 20.3 The visual mass of larger buildings is reduced when viewed from adjoining allotments or public streets.	DTS/DPF 20.3 None are applicable
Private Open Space	
PO 21.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 21.1 Private open space is provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
PO 21.2 Private open space is positioned to provide convenient access from internal living areas.	DTS/DPF 21.2 Private open space is directly accessible from a habitable room.
Landscaping	
PO 22.1 Soft landscaping is incorporated into development to: (a) minimise heat absorption and reflection (b) contribute shade and shelter (c) provide for stormwater infiltration and biodiversity (d) enhance the appearance of land and streetscapes.	DTS/DPF 22.1 Residential development incorporates soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b): (a) a total area as determined by the following table: **Dwelling site area (or in the case of residential flat building or group dwelling(s), average site area) (m^2)** / **Minimum percentage of site** <150 / 10%

	150-200 | 15% >200-450 | 20% >450 | 25% (b) at least 30% of any land between the primary street boundary and the primary building line.
Car parking, access and manoeuvrability	
PO 23.1 Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.1 Residential car parking spaces enclosed by fencing, walls or other structures have the following internal dimensions (separate from any waste storage area): (a) single width car parking spaces: (i) a minimum length of 5.4m per space (ii) a minimum width of 3.0m (iii) a minimum garage door width of 2.4m (b) double width car parking spaces (side by side): (i) a minimum length of 5.4m (ii) a minimum width of 5.4m (iii) minimum garage door width of 2.4m per space.
PO 23.2 Uncovered car parking space are of dimensions to be functional, accessible and convenient.	DTS/DPF 23.2 Uncovered car parking spaces have: (a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 23.3 Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.	DTS/DPF 23.3 Driveways and access points satisfy (a) or (b): (a) sites with a frontage to a public road of 10m or less, have a width between 3.0 and 3.2 metres measured at the property boundary and are the only access point provided on the site (b) sites with a frontage to a public road greater than 10m: (i) have a maximum width of 5m measured at the property boundary and are the only access point provided on the site; (ii) have a width between 3.0 metres and 3.2 metres measured at the property boundary and no more than two access points are provided on site, separated by no less than 1m.
PO 23.4 Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	DTS/DPF 23.4 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access

	point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 23.5 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 23.5 Driveways are designed and sited so that: (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not steeper than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site
PO 23.6 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 23.6 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
Waste storage	
PO 24.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 24.1 Where dwellings abut both side boundaries a waste bin storage area is provided behind the building line of each dwelling that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space); and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
Design of Transportable Buildings	

PO 25.1 The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.	DTS/DPF 25.1 Buildings satisfy (a) or (b): (a) are not transportable (b) the sub-floor space between the building and ground level is clad in a material and finish consistent with the building.
Residential Development - Medium and High Rise (including serviced apartments)	
Outlook and Visual Privacy	
PO 26.1 Ground level dwellings have a satisfactory short range visual outlook to public, communal or private open space.	DTS/DPF 26.1 Buildings: (a) provide a habitable room at ground or first level with a window facing toward the street (b) limit the height / extent of solid walls or fences facing the street to 1.2m high above the footpath level or, where higher, to 50% of the site frontage.
PO 26.2 The visual privacy of ground level dwellings within multi-level buildings is protected.	DTS/DPF 26.2 The finished floor level of ground level dwellings in multi-storey developments is raised by up to 1.2m.
Private Open Space	
PO 27.1 Dwellings are provided with suitable sized areas of usable private open space to meet the needs of occupants.	DTS/DPF 27.1 Private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space.
Residential amenity in multi-level buildings	
PO 28.1 Residential accommodation within multi-level buildings have habitable rooms, windows and balconies designed and positioned to be separated from those of other dwellings and accommodation to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.	DTS/DPF 28.1 Habitable rooms and balconies of independent dwellings and accommodation are separated by at least 6m from one another where there is a direct line of sight between them and 3m or more from a side or rear property boundary.
PO 28.2 Balconies are designed, positioned and integrated into the overall architectural form and detail of the development to: (a) respond to daylight, wind, and acoustic conditions to maximise comfort and provide visual privacy (b) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas.	DTS/DPF 28.2 Balconies utilise one or a combination of the following design elements: (a) sun screens (b) pergolas (c) louvres (d) green facades (e) openable walls.
PO 28.3 Balconies are of sufficient size and depth to accommodate outdoor seating and promote indoor / outdoor living.	DTS/DPF 28.3 Balconies open directly from a habitable room and incorporate a minimum dimension of 2m.
PO 28.4	DTS/DPF 28.4

Dwellings are provided with sufficient space for storage to meet likely occupant needs.	Dwellings (not including student accommodation or serviced apartments) are provided with storage at the following rates with at least 50% or more of the storage volume to be provided within the dwelling: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
PO 28.5 Dwellings that use light wells for access to daylight, outlook and ventilation for habitable rooms, are designed to ensure a reasonable living amenity is provided.	DTS/DPF 28.5 Light wells: (a) are not used as the primary source of outlook for living rooms (b) up to 18m in height have a minimum horizontal dimension of 3m, or 6m if overlooked by bedrooms (c) above 18m in height have a minimum horizontal dimension of 6m, or 9m if overlooked by bedrooms.
PO 28.6 Attached or abutting dwellings are designed to minimise the transmission of sound between dwellings and, in particular, to protect bedrooms from possible noise intrusions.	DTS/DPF 28.6 None are applicable.
PO 28.7 Dwellings are designed so that internal structural columns correspond with the position of internal walls to ensure that the space within the dwelling/apartment is useable.	DTS/DPF 28.7 None are applicable.
Dwelling Configuration	
PO 29.1 Buildings containing in excess of 10 dwellings provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling to contribute to housing diversity.	DTS/DPF 29.1 Buildings containing in excess of 10 dwellings provide at least one of each of the following: (a) studio (where there is no separate bedroom) (b) 1 bedroom dwelling / apartment with a floor area of at least $50m^2$ (c) 2 bedroom dwelling / apartment with a floor area of at least $65m^2$ (d) 3+ bedroom dwelling / apartment with a floor area of at least $80m^2$, and any dwelling over 3 bedrooms provides an additional $15m^2$ for every additional bedroom.
PO 29.2 Dwellings located on the ground floor of multi-level buildings with 3 or more bedrooms have the windows of their habitable rooms overlooking internal courtyard space or other public space, where possible.	DTS/DPF 29.2 None are applicable.
Common Areas	
PO 30.1 The size of lifts, lobbies and corridors is sufficient to accommodate movement of bicycles, strollers, mobility aids and visitor waiting areas.	DTS/DPF 30.1 Common corridor or circulation areas: (a) have a minimum ceiling height of 2.7m

	(b) provide access to no more than 8 dwellings (c) incorporate a wider section at apartment entries where the corridors exceed 12m in length from a core.
Group Dwellings, Residential Flat Buildings and Battle axe Development	
Amenity	
PO 31.1 Dwellings are of a suitable size to provide a high standard of amenity for occupants.	DTS/DPF 31.1 Dwellings have a minimum internal floor area in accordance with the following table: <table><tr><th>Number of bedrooms</th><th>Minimum internal floor area</th></tr><tr><td>Studio</td><td>35m^2</td></tr><tr><td>1 bedroom</td><td>50m^2</td></tr><tr><td>2 bedroom</td><td>65m^2</td></tr><tr><td>3+ bedrooms</td><td>80m^2 and any dwelling over 3 bedrooms provides an additional 15m^2 for every additional bedroom</td></tr></table>
PO 31.2 The orientation and siting of buildings minimises impacts on the amenity, outlook and privacy of occupants and neighbours.	DTS/DPF 31.2 None are applicable.
PO 31.3 Development maximises the number of dwellings that face public open space and public streets and limits dwellings oriented towards adjoining properties.	DTS/DPF 31.3 None are applicable.
PO 31.4 Battle-axe development is appropriately sited and designed to respond to the existing neighbourhood context.	DTS/DPF 31.4 Dwelling sites/allotments are not in the form of a battle-axe arrangement.
Communal Open Space	
PO 32.1 Private open space provision may be substituted for communal open space which is designed and sited to meet the recreation and amenity needs of residents.	DTS/DPF 32.1 None are applicable.
PO 32.2 Communal open space is of sufficient size and dimensions to cater for group recreation.	DTS/DPF 32.2 Communal open space incorporates a minimum dimension of 5 metres.
PO 32.3 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 32.3 None are applicable.

PO 32.4 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 32.4 None are applicable.
PO 32.5 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 32.5 None are applicable.
Car parking, access and manoeuvrability	
PO 33.1 Driveways and access points are designed and distributed to optimise the provision of on-street visitor parking.	DTS/DPF 33.1 Where on-street parking is available directly adjacent the site, on-street parking is retained adjacent the subject site in accordance with the following requirements: (a) minimum 0.33 on-street car parks per proposed dwelling (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to an end obstruction where the parking is indented.
PO 33.2 The number of vehicular access points onto public roads is minimised to reduce interruption of the footpath and positively contribute to public safety and walkability.	DTS/DPF 33.2 Access to group dwellings or dwellings within a residential flat building is provided via a single common driveway.
PO 33.3 Residential driveways that service more than one dwelling are designed to allow safe and convenient movement.	DTS/DPF 33.3 Driveways that service more than 1 dwelling or a dwelling on a battle-axe site: (a) have a minimum width of 3m (b) for driveways servicing more than 3 dwellings: (i) have a width of 5.5m or more and a length of 6m or more at the kerb of the primary street (ii) where the driveway length exceeds 30m, incorporate a passing point at least every 30 metres with a minimum width of 5.5m and a minimum length of 6m.
PO 33.4 Residential driveways that service more than one dwelling or a dwelling on a battle-axe site are designed to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 33.4 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre.
PO 33.5 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 33.5 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area

	designated for the movement and manoeuvring of vehicles.
Soft landscaping	
PO 34.1 Soft landscaping is provided between dwellings and common driveways to improve the outlook for occupants and appearance of common areas.	DTS/DPF 34.1 Other than where located directly in front of a garage or building entry, soft landscaping with a minimum dimension of 1m is provided between a dwelling and common driveway.
PO 34.2 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 34.2 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the driveway and site boundary (excluding along the perimeter of a passing point).
Site Facilities / Waste Storage	
PO 35.1 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 35.1 None are applicable.
PO 35.2 Provision is made for suitable external clothes drying facilities.	DTS/DPF 35.2 None are applicable.
PO 35.3 Provision is made for suitable household waste and recyclable material storage facilities which are: (a) located away, or screened, from public view, and (b) conveniently located in proximity to dwellings and the waste collection point.	DTS/DPF 35.3 None are applicable.
PO 35.4 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 35.4 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 35.5 Where waste bins cannot be conveniently collected from the street, provision is made for on-site waste collection, designed to accommodate the safe and convenient access, egress and movement of waste collection vehicles.	DTS/DPF 35.5 None are applicable.
PO 35.6 Services including gas and water meters are conveniently located and screened from public view.	DTS/DPF 35.6 None are applicable.
Water sensitive urban design	
PO 36.1	DTS/DPF 36.1

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

PO 39.4 Communal open space is designed and sited to: (a) be conveniently accessed by the dwellings which it services (b) have regard to acoustic, safety, security and wind effects.	DTS/DPF 39.4 None are applicable.
PO 39.5 Communal open space contains landscaping and facilities that are functional, attractive and encourage recreational use.	DTS/DPF 39.5 None are applicable.
PO 39.6 Communal open space is designed and sited to: (a) in relation to rooftop or elevated gardens, minimise overlooking into habitable room windows or onto the useable private open space of other dwellings (b) in relation to ground floor communal space, be overlooked by habitable rooms to facilitate passive surveillance.	DTS/DPF 39.6 None are applicable.
Site Facilities / Waste Storage	
PO 40.1 Development is designed to provide storage areas for personal items and specialised equipment such as small electric powered vehicles, including facilities for the recharging of small electric-powered vehicles.	DTS/DPF 40.1 None are applicable.
PO 40.2 Provision is made for suitable mailbox facilities close to the major pedestrian entry to the site or conveniently located considering the nature of accommodation and mobility of occupants.	DTS/DPF 40.2 None are applicable.
PO 40.3 Provision is made for suitable external clothes drying facilities.	DTS/DPF 40.3 None are applicable.
PO 40.4 Provision is made for suitable household waste and recyclable material storage facilities conveniently located away, or screened, from view.	DTS/DPF 40.4 None are applicable.
PO 40.5 Waste and recyclable material storage areas are located away from dwellings.	DTS/DPF 40.5 Dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window.
PO 40.6 Provision is made for on-site waste collection where 10 or more bins are to be collected at any one time.	DTS/DPF 40.6 None are applicable.
PO 40.7 Services, including gas and water meters, are conveniently	DTS/DPF 40.7 None are applicable.

located and screened from public view.	
Student Accommodation	
PO 41.1 Student accommodation is designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents, including an internal layout and facilities that are designed to provide sufficient space and amenity for the requirements of student life and promote social interaction.	DTS/DPF 41.1 Student accommodation provides: (a) a range of living options to meet a variety of accommodation needs, such as one-bedroom, two-bedroom and disability access units (b) common or shared facilities to enable a more efficient use of space, including: (i) shared cooking, laundry and external drying facilities (ii) internal and external communal and private open space provided in accordance with Design in Urban Areas Table 1 - Private Open Space (iii) common storage facilities at the rate of $8m^3$ for every 2 dwellings or students (iv) common on-site parking in accordance with Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas (v) bicycle parking at the rate of one space for every 2 students.
PO 41.2 Student accommodation is designed to provide easy adaptation of the building to accommodate an alternative use of the building in the event it is no longer required for student housing.	DTS/DPF 41.2 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 42.1 Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 42.1 None are applicable.
PO 42.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 42.2 None are applicable.
PO 42.3 Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.	DTS/DPF 42.3 None are applicable.
Wash-down and Waste Loading and Unloading	
PO 43.1 Areas for activities including loading and unloading, storage of	DTS/DPF 43.1 None are applicable.

waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

Table 1 - Private Open Space

Dwelling Type	Dwelling / Site Configuration	Minimum Rate
Dwelling (at ground level, other than a residential flat building that includes above ground dwellings)		Total private open space area: (a) Site area <301m2: 24m2 located behind the building line. (b) Site area ≥ 301m2: 60m2 located behind the building line. Minimum directly accessible from a living room: 16m2 / with a minimum dimension 3m.

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

Forestry

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting	
PO 1.1 Commercial forestry plantations are established where there is no detrimental effect on the physical environment or scenic quality of the rural landscape.	DTS/DPF 1.1 None are applicable.
PO 1.2 Commercial forestry plantations are established on slopes that are stable to minimise the risk of soil erosion.	DTS/DPF 1.2 Commercial forestry plantations are not located on land with a slope exceeding 20% (1-in-5).
PO 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are	DTS/DPF 1.3 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back

appropriately set back from any sensitive receiver to minimise fire risk and noise disturbance.	50m or more from any sensitive receiver.
PO 1.4 Commercial forestry plantations are separated from reserves gazetted under the *National Parks and Wildlife Act 1972* and/or *Wilderness Protection Act 1992* to minimise fire risk and potential for weed infestation.	DTS/DPF 1.4 Commercial forestry plantations and operations associated with their establishment, management and harvesting are set back 50m or more from a reserve gazetted under the *National Parks and Wildlife Act 1972* and/or *Wilderness Protection Act 1992*.
Water Protection	
PO 2.1 Commercial forestry plantations incorporate artificial drainage lines (i.e. culverts, runoffs and constructed drains) integrated with natural drainage lines to minimise concentrated water flows onto or from plantation areas.	DTS/DPF 2.1 None are applicable.
PO 2.2 Appropriate siting, layout and design measures are adopted to minimise the impact of commercial forestry plantations on surface water resources.	DTS/DPF 2.2 Commercial forestry plantations: (a) do not involve cultivation (excluding spot cultivation) in drainage lines (b) are set back 20m or more from the banks of any major watercourse (a third order or higher watercourse), lake, reservoir, wetland or sinkhole (with direct connection to an aquifer) (c) are set back 10m or more from the banks of any first or second order watercourse or sinkhole (with no direct connection to an aquifer).
Fire Management	
PO 3.1 Commercial forestry plantations incorporate appropriate firebreaks and fire management design elements.	DTS/DPF 3.1 Commercial forestry plantations provide: (a) 7m or more wide external boundary firebreaks for plantations of 40ha or less (b) 10m or more wide external boundary firebreaks for plantations of between 40ha and 100ha (c) 20m or more wide external boundary firebreaks, or 10m with an additional 10m or more of fuel-reduced plantation, for plantations of 100ha or greater.
PO 3.2 Commercial forestry plantations incorporate appropriate fire management access tracks.	DTS/DPF 3.2 Commercial forestry plantation fire management access tracks: (a) are incorporated within all firebreaks (b) are 7m or more wide with a vertical clearance of 4m or more (c) are aligned to provide straight through access at junctions, or if they are a no through access track are appropriately signposted and provide suitable turnaround areas for fire-fighting vehicles (d) partition the plantation into units of 40ha or less in area.
Power-line Clearances	
PO 4.1	DTS/DPF 4.1

Commercial forestry plantations achieve and maintain appropriate clearances from aboveground powerlines.	Commercial forestry plantations incorporating trees with an expected mature height of greater than 6m meet the clearance requirements listed in the following table:

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

Housing Renewal

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Residential development provides a range of housing choices.	DTS/DPF 1.1 Development comprises one or more of the following: (a) detached dwellings (b) semi-detached dwellings (c) row dwellings (d) group dwellings

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

streetscape character.	outside the development site, except for a carport or garage.
Side Boundary Setback	
PO 6.1 Buildings are set back from side boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours.	DTS/DPF 6.1 Other than walls located on a side boundary, buildings are set back from side boundaries: (a) at least 900mm where the wall height is up to 3m (b) other than for a wall facing a southern side boundary, at least 900mm plus 1/3 of the wall height above 3m (c) at least 1.9m plus 1/3 of the wall height above 3m for walls facing a southern side boundary.
Rear Boundary Setback	
PO 7.1 Buildings are set back from rear boundaries to provide: (a) separation between dwellings in a way that contributes to a suburban character (b) access to natural light and ventilation for neighbours (c) private open space (d) space for landscaping and vegetation.	DTS/DPF 7.1 Dwellings are set back from the rear boundary: (a) 3m or more for the first building level (b) 5m or more for any subsequent building level.
Buildings elevation design	
PO 8.1 Dwelling elevations facing public streets and common driveways make a positive contribution to the streetscape and common driveway areas.	DTS/DPF 8.1 Each dwelling includes at least 3 of the following design features within the building elevation facing a primary street, and at least 2 of the following design features within the building elevation facing any other public road (other than a laneway) or a common driveway: (a) a minimum of 30% of the building elevation is set back an additional 300mm from the building line (b) a porch or portico projects at least 1m from the building elevation (c) a balcony projects from the building elevation (d) a verandah projects at least 1m from the building elevation (e) eaves of a minimum 400mm width extend along the width of the front elevation (f) a minimum 30% of the width of the upper level projects forward from the lower level primary building line by at least 300mm. (g) a minimum of two different materials or finishes are incorporated on the walls of the building elevation, with a maximum of 80% of the building elevation in a single material or finish.
PO 8.2 Dwellings incorporate windows along primary street frontages to encourage passive surveillance and make a positive contribution to the streetscape.	DTS/DPF 8.2 Each dwelling with a frontage to a public street: (a) includes at least one window facing the primary street from a habitable room that has a minimum internal room dimension of 2.4m (b) has an aggregate window area of at least $2m^2$ facing the primary street

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

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

		Two bedroom dwelling	11m^2 / minimum dimension 2.4m
		Three + bedroom dwelling	15 m^2 / minimum dimension 2.6m

PO 10.2 Private open space positioned to provide convenient access from internal living areas.	DTS/DPF 10.2 At least 50% of the required area of private open space is accessible from a habitable room.
PO 10.3 Private open space is positioned and designed to: (a) provide useable outdoor space that suits the needs of occupants; (b) take advantage of desirable orientation and vistas; and (c) adequately define public and private space.	DTS/DPF 10.3 None are applicable.
Visual privacy	
PO 11.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.	DTS/DPF 11.1 Upper level windows facing side or rear boundaries shared with another residential allotment/site satisfy one of the following: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5m above the finished floor.
PO 11.2 Development mitigates direct overlooking from upper level balconies and terraces to habitable rooms and private open space of adjoining residential uses.	DTS/DPF 11.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or (ii) 1.7m above finished floor level in all other cases
Landscaping	

PO 12.1

Soft landscaping is incorporated into development to:

(a) minimise heat absorption and reflection
(b) maximise shade and shelter
(c) maximise stormwater infiltration and biodiversity
(d) enhance the appearance of land and streetscapes.

DTS/DPF 12.1

Residential development incorporates pervious areas for soft landscaping with a minimum dimension of 700mm provided in accordance with (a) and (b):

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

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

(b) at least 30% of land between the road boundary and the building line.

Water Sensitive Design

PO 13.1

Residential development is designed to capture and use stormwater to:

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

DTS/DPF 13.1

None are applicable.

Car Parking

PO 14.1

On-site car parking is provided to meet the anticipated demand of residents, with less on-site parking in areas in close proximity to public transport.

DTS/DPF 14.1

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

(a) 2 or fewer bedrooms - 1 car parking space
(b) 3 or more bedrooms - 2 car parking spaces.

PO 14.2

Enclosed car parking spaces are of dimensions to be functional, accessible and convenient.

DTS/DPF 14.2

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

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

(b) double parking spaces (side by side):
  (i) a minimum length of 5.4m
  (ii) a minimum width of 5.5m
  (iii) minimum garage door width of 2.4m per space.

PO 14.3

Uncovered car parking spaces are of dimensions to be

DTS/DPF 14.3

Uncovered car parking spaces have:

functional, accessible and convenient.	(a) a minimum length of 5.4m (b) a minimum width of 2.4m (c) a minimum width between the centre line of the space and any fence, wall or other obstruction of 1.5m.
PO 14.4 Residential flat buildings and group dwelling developments provide sufficient on-site visitor car parking to cater for anticipated demand.	DTS/DPF 14.4 Visitor car parking for group and residential flat buildings incorporating 4 or more dwellings is provided on-site at a minimum ratio of 0.25 car parking spaces per dwelling.
PO 14.5 Residential flat buildings provide dedicated areas for bicycle parking.	DTS/DPF 14.5 Residential flat buildings provide one bicycle parking space per dwelling.
Overshadowing	
PO 15.1 Development minimises overshadowing of the private open spaces of adjoining land by ensuring that ground level open space associated with residential buildings receive direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.	DTS/DPF 15.1 None are applicable.
Waste	
PO 16.1 Provision is made for the convenient storage of waste bins in a location screened from public view.	DTS/DPF 16.1 A waste bin storage area is provided behind the primary building line that: (a) has a minimum area of $2m^2$ with a minimum dimension of 900mm (separate from any designated car parking spaces or private open space).; and (b) has a continuous unobstructed path of travel (excluding moveable objects like gates, vehicles and roller doors) with a minimum width of 800mm between the waste bin storage area and the street.
PO 16.2 Residential flat buildings provide a dedicated area for the on-site storage of waste which is: (a) easily and safely accessible for residents and for collection vehicles (b) screened from adjoining land and public roads (c) of sufficient dimensions to be able to accommodate the waste storage needs of the development considering the intensity and nature of the development and the frequency of collection.	DTS/DPF 16.2 None are applicable.
Vehicle Access	
PO 17.1 Driveways are located and designed to facilitate safe access and egress while maximising land available for street tree planting, landscaped street frontages and on-street parking.	DTS/DPF 17.1 None are applicable.
PO 17.2	DTS/DPF 17.2

Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.	Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 17.3 Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.	DTS/DPF 17.3 Driveways are designed and sited so that: (a) the gradient from the place of access on the boundary of the allotment to the finished floor level at the front of the garage or carport is not more than 1-in-4 on average (b) they are aligned relative to the street so that there is no more than a 20 degree deviation from 90 degrees between the centreline of any dedicated car parking space to which it provides access (measured from the front of that space) and the road boundary. (c) if located so as to provide access from an alley, lane or right of way - the alley, lane or right or way is at least 6.2m wide along the boundary of the allotment / site.
PO 17.4 Driveways and access points are designed and distributed to optimise the provision of on-street parking.	DTS/DPF 17.4 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: 1. minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) 2. Minimum car park length of 5.4m where a vehicle can enter or exit a space directly 3. minimum car park length of 6m for an intermediate space located between two other parking spaces.
PO 17.5 Residential driveways that service more than one dwelling of a dimension to allow safe and convenient movement.	DTS/DPF 17.5 Where on-street parking is available abutting the site's street frontage, on-street parking is retained in accordance with the following requirements: (a) minimum 0.33 on-street spaces per dwelling on the site (rounded up to the nearest whole number) (b) minimum car park length of 5.4m where a vehicle can enter or exit a space directly (c) minimum carpark length of 6m for an intermediate space located between two other parking spaces or to

	an end obstruction where the parking is indented.
PO 17.6 Residential driveways that service more than one dwelling are designed to allow passenger vehicles to enter and exit the site and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 17.6 Driveways providing access to more than one dwelling, or a dwelling on a battle-axe site, allow a B85 passenger vehicle to enter and exit the garages or parking spaces in no more than a three-point turn manoeuvre
PO 17.7 Dwellings are adequately separated from common driveways and manoeuvring areas.	DTS/DPF 17.7 Dwelling walls with entry doors or ground level habitable room windows are set back at least 1.5m from any driveway or area designated for the movement and manoeuvring of vehicles.
Storage	
PO 18.1 Dwellings are provided with sufficient and accessible space for storage to meet likely occupant needs.	DTS/DPF 18.1 Dwellings are provided with storage at the following rates and 50% or more of the storage volume is provided within the dwelling: (a) studio: not less than $6m^3$ (b) 1 bedroom dwelling / apartment: not less than $8m^3$ (c) 2 bedroom dwelling / apartment: not less than $10m^3$ (d) 3+ bedroom dwelling / apartment: not less than $12m^3$.
Earthworks	
PO 19.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 19.1 The development does not involve: (a) excavation exceeding a vertical height of 1m or (b) filling exceeding a vertical height of 1m or (c) a total combined excavation and filling vertical height exceeding 2m.
Service connections and infrastructure	
PO 20.1 Dwellings are provided with appropriate service connections and infrastructure.	DTS/DPF 20.1 The site and building: (a) have the ability to be connected to a permanent potable water supply (b) have the ability to be connected to a sewerage system, or a wastewater system approved under the *South Australian Public Health Act 2011* (c) have the ability to be connected to electricity supply (d) have the ability to be connected to an adequate water supply (and pressure) for fire-fighting purposes (e) would not be contrary to the Regulations prescribed for the purposes of Section 86 of the *Electricity Act 1996*.
Site contamination	
PO 21.1 Land that is suitable for sensitive land uses to provide a safe environment.	DTS/DPF 21.1 Development satisfies (a), (b), (c) or (d):

	(a) does not involve a change in the use of land (b) involves a change in the use of land that does not constitute a change to a more sensitive use (c) involves a change in the use of land to a more sensitive use on land at which site contamination does not exist (as demonstrated in a site contamination declaration form) (d) involves a change in the use of land to a more sensitive use on land at which site contamination exists, or may exist (as demonstrated in a site contamination declaration form), and satisfies both of the following: (i) a site contamination audit report has been prepared under Part 10A of the *Environment Protection Act 1993* in relation to the land within the previous 5 years which states that A. site contamination does not exist (or no longer exists) at the land or B. the land is suitable for the proposed use or range of uses (without the need for any further remediation) or C. where remediation is, or remains, necessary for the proposed use (or range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).

Infrastructure and Renewable Energy Facilities

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria /

	Designated Performance Feature
General	
PO 1.1 Development is located and designed to minimise hazard or nuisance to adjacent development and land uses.	DTS/DPF 1.1 None are applicable.
Visual Amenity	
PO 2.1 The visual impact of above-ground infrastructure networks and services (excluding high voltage transmission lines), renewable energy facilities (excluding wind farms), energy storage facilities and ancillary development is minimised from townships, scenic routes and public roads by: (a) utilising features of the natural landscape to obscure views where practicable (b) siting development below ridgelines where practicable (c) avoiding visually sensitive and significant landscapes (d) using materials and finishes with low-reflectivity and colours that complement the surroundings (e) using existing vegetation to screen buildings (f) incorporating landscaping or landscaped mounding around the perimeter of a site and between adjacent allotments accommodating or zoned to primarily accommodate sensitive receivers.	DTS/DPF 2.1 None are applicable.
PO 2.2 Pumping stations, battery storage facilities, maintenance sheds and other ancillary structures incorporate vegetation buffers to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.2 None are applicable.
PO 2.3 Surfaces exposed by earthworks associated with the installation of storage facilities, pipework, penstock, substations and other ancillary plant are reinstated and revegetated to reduce adverse visual impacts on adjacent land.	DTS/DPF 2.3 None are applicable.
Rehabilitation	
PO 3.1 Progressive rehabilitation (incorporating revegetation) of disturbed areas, ahead of or upon decommissioning of areas used for renewable energy facilities and transmission corridors.	DTS/DPF 3.1 None are applicable.
Hazard Management	

PO 4.1 Infrastructure and renewable energy facilities and ancillary development located and operated to not adversely impact maritime or air transport safety, including the operation of ports, airfields and landing strips.	DTS/DPF 4.1 None are applicable.
PO 4.2 Facilities for energy generation, power storage and transmission are separated as far as practicable from dwellings, tourist accommodation and frequently visited public places (such as viewing platforms / lookouts) to reduce risks to public safety from fire or equipment malfunction.	DTS/DPF 4.2 None are applicable.
PO 4.3 Bushfire hazard risk is minimised for renewable energy facilities by providing appropriate access tracks, safety equipment and water tanks and establishing cleared areas around substations, battery storage and operations compounds.	DTS/DPF 4.3 None are applicable.
Electricity Infrastructure and Battery Storage Facilities	
PO 5.1 Electricity infrastructure is located to minimise visual impacts through techniques including: (a) siting utilities and services: (i) on areas already cleared of native vegetation (ii) where there is minimal interference or disturbance to existing native vegetation or biodiversity (b) grouping utility buildings and structures with non-residential development, where practicable.	DTS/DPF 5.1 None are applicable.
PO 5.2 Electricity supply (excluding transmission lines) serving new development in urban areas and townships installed underground, excluding lines having a capacity exceeding or equal to 33kV.	DTS/DPF 5.2 None are applicable.
PO 5.3 Battery storage facilities are co-located with substation infrastructure where practicable to minimise the development footprint and reduce environmental impacts.	DTS/DPF 5.3 None are applicable.
Telecommunication Facilities	
PO 6.1 The proliferation of telecommunications facilities in the form of towers/monopoles in any one locality is	DTS/DPF 6.1 None are applicable.

managed, where technically feasible, by co-locating a facility with other communications facilities to mitigate impacts from clutter on visual amenity.	
PO 6.2 Telecommunications antennae are located as close as practicable to support structures to manage overall bulk and mitigate impacts on visual amenity.	DTS/DPF 6.2 None are applicable.
PO 6.3 Telecommunications facilities, particularly towers/monopoles, are located and sized to mitigate visual impacts by the following methods: (a) where technically feasible, incorporating the facility within an existing structure that may serve another purpose or all of the following: (b) using existing buildings and landscape features to obscure or interrupt views of a facility from nearby public roads, residential areas and places of high public amenity to the extent practical without unduly hindering the effective provision of telecommunications services (c) using materials and finishes that complement the environment (d) screening using landscaping and vegetation, particularly for equipment shelters and huts.	DTS/DPF 6.3 None are applicable.
Renewable Energy Facilities	
PO 7.1 Renewable energy facilities are located as close as practicable to existing transmission infrastructure to facilitate connections and minimise environmental impacts as a result of extending transmission infrastructure.	DTS/DPF 7.1 None are applicable.
Renewable Energy Facilities (Wind Farm)	
PO 8.1 Visual impact of wind turbine generators on the amenity of residential and tourist development is reduced through appropriate separation.	DTS/DPF 8.1 Wind turbine generators are: (a) set back at least 2000m from the base of a turbine to any of the following zones: (i) Rural Settlement Zone (ii) Township Zone (iii) Rural Living Zone (iv) Rural Neighbourhood Zone with an additional 10m setback per additional metre over 150m overall turbine height (measured from the base of the turbine). (b) set back at least 1500m from the base of the turbine to non-associated (non-stakeholder) dwellings and tourist accommodation

PO 8.2 The visual impact of wind turbine generators on natural landscapes is managed by: (a) designing wind turbine generators to be uniform in colour, size and shape (b) coordinating blade rotation and direction (c) mounting wind turbine generators on tubular towers as opposed to lattice towers.	DTS/DPF 8.2 None are applicable.
PO 8.3 Wind turbine generators and ancillary development minimise potential for bird and bat strike.	DTS/DPF 8.3 None are applicable.
PO 8.4 Wind turbine generators incorporate recognition systems or physical markers to minimise the risk to aircraft operations.	DTS/DPF 8.4 No Commonwealth air safety (CASA / ASA) or Defence requirement is applicable.
PO 8.5 Meteorological masts and guidewires are identifiable to aircraft through the use of colour bands, marker balls, high visibility sleeves or flashing strobes.	DTS/DPF 8.5 None are applicable.
Renewable Energy Facilities (Solar Power)	
PO 9.1 Ground mounted solar power facilities generating 5MW or more are not located on land requiring the clearance of areas of intact native vegetation or on land of high environmental, scenic or cultural value.	DTS/DPF 9.1 None are applicable.
PO 9.2 Ground mounted solar power facilities allow for movement of wildlife by: (a) incorporating wildlife corridors and habitat refuges (b) avoiding the use of extensive security or perimeter fencing or incorporating fencing that enables the passage of small animals without unreasonably compromising the security of the facility.	DTS/DPF 9.2 None are applicable.
PO 9.3 Amenity impacts of solar power facilities are minimised through separation from conservation areas and sensitive receivers in other ownership.	DTS/DPF 9.3 Ground mounted solar power facilities are set back from land boundaries, conservation areas and relevant zones in accordance with the following criteria:

Generation Capacity	Approximate size of array	Setback from adjoining land boundary	Setback from conservation areas	Setback from Township, Rural Settlement, Rural Neighbourhood

					and Rural Living Zones[1]
	50MW>	80ha+	30m	500m	2km
	10MW<50MW	16ha-<80ha	25m	500m	1.5km
	5MW<10MW	8ha to <16ha	20m	500m	1km
	1MW<5MW	1.6ha to <8ha	15m	500m	500m
	100kW<1MW	0.5ha<1.6ha	10m	500m	100m
	<100kW	<0.5ha	5m	500m	25m

Notes:

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

PO 9.4 Ground mounted solar power facilities incorporate landscaping within setbacks from adjacent road frontages and boundaries of adjacent allotments accommodating non-host dwellings, where balanced with infrastructure access and bushfire safety considerations.	DTS/DPF 9.4 None are applicable.
Hydropower / Pumped Hydropower Facilities	
PO 10.1 Hydropower / pumped hydropower facility storage is designed and operated to minimise the risk of storage dam failure.	DTS/DPF 10.1 None are applicable.
PO 10.2 Hydropower / pumped hydropower facility storage is designed and operated to minimise water loss through increased evaporation or system leakage, with the incorporation of appropriate liners, dam covers, operational measures or detection systems.	DTS/DPF 10.2 None are applicable.
PO 10.3 Hydropower / pumped hydropower facilities on existing or former mine sites minimise environmental impacts from site contamination, including from mine operations or water sources subject to such processes, now or in the future.	DTS/DPF 10.3 None are applicable.
Water Supply	
PO 11.1	DTS/DPF 11.1

Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
PO 11.2 Dwellings are connected to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the intended use. Where this is not available an appropriate rainwater tank or storage system for domestic use is provided.	DTS/DPF 11.2 A dwelling is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the requirements of the development. Where this is not available it is serviced by a rainwater tank or tanks capable of holding at least 50,000 litres of water which is: (a) exclusively for domestic use (b) connected to the roof drainage system of the dwelling.
Wastewater Services	
PO 12.1 Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following: (a) it is wholly located and contained within the allotment of the development it will service (b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources (c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.	DTS/DPF 12.1 Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following: (a) the system is wholly located and contained within the allotment of development it will service; and (b) the system will comply with the requirements of the South Australian Public Health Act 2011.
PO 12.2 Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2 Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.
Temporary Facilities	
PO 13.1 In rural and remote locations, development that is likely to generate significant waste material during construction, including packaging waste, makes provision for a temporary on-site waste storage enclosure to minimise the incidence of wind-blown litter.	DTS/DPF 13.1 A waste collection and disposal service is used to dispose of the volume of waste at the rate it is generated.
PO 13.2 Temporary facilities to support the establishment of renewable energy facilities (including borrow pits, concrete batching plants, laydown, storage, access roads and worker amenity areas) are sited and	DTS/DPF 13.2 None are applicable.

operated to minimise environmental impact.	

Intensive Animal Husbandry and Dairies

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Siting and Design	
PO 1.1 Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to not unreasonably impact on the environment or amenity of the locality.	DTS/DPF 1.1 None are applicable.
PO 1.2 Intensive animal husbandry, dairies and associated activities are sited, designed, constructed and managed to prevent the potential transmission of disease to other operations where animals are kept.	DTS/DPF 1.2 None are applicable.
PO 1.3 Intensive animal husbandry and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.3 None are applicable.
PO 1.4 Dairies and associated activities such as wastewater lagoons and liquid/solid waste disposal areas are sited, designed, constructed and managed to not unreasonably impact on sensitive receivers in other ownership in terms of noise and air emissions.	DTS/DPF 1.4 Dairies, associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities are located 500m or more from the nearest sensitive receiver in other ownership.
PO 1.5 Lagoons for the storage or treatment of milking shed effluent is adequately separated from roads to minimise impacts from	DTS/DPF 1.5 Lagoons for the storage or treatment of milking shed effluent are set back 20m or more from public roads.

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

Interface between Land Uses

Assessment Provisions (AP)

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

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

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

PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.
Hours of Operation	
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: (a) the nature of the development (b) measures to mitigate off-site impacts (c) the extent to which the development is desired in the zone (d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.	DTS/DPF 2.1 Development operating within the following hours: **Class of Development** / **Hours of operation** Consulting room — 7am to 9pm, Monday to Friday; 8am to 5pm, Saturday Office — 7am to 9pm, Monday to Friday; 8am to 5pm, Saturday Shop, other than any one or combination of the following: (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone — 7am to 9pm, Monday to Friday; 8am to 5pm, Saturday and Sunday
Overshadowing	
PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in: a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight b. other zones is managed to enable access to direct winter sunlight.	DTS/DPF 3.1 North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.
PO 3.2 Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:	DTS/DPF 3.2 Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a

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

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).	The pump and/or filtration system ancillary to a dwelling erected on the same site is: (a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.
PO 4.4 External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.	DTS/DPF 4.4 Adjacent land is used for residential purposes.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: **Assessment location** / **Music noise level** Externally at the nearest existing or envisaged noise sensitive location / Less than 8dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)
Air Quality	
PO 5.1 Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.	DTS/DPF 5.1 None are applicable.
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.

Light Spill	
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.
PO 6.2 External lighting is not hazardous to motorists and cyclists.	DTS/DPF 6.2 None are applicable.
Solar Reflectivity / Glare	
PO 7.1 Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.	DTS/DPF 7.1 None are applicable.
Electrical Interference	
PO 8.1 Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.	DTS/DPF 8.1 The building or structure: (a) is no greater than 10m in height, measured from existing ground level or (b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.
Interface with Rural Activities	
PO 9.1 Sensitive receivers are located and designed to mitigate impacts from lawfully existing horticultural and farming activities (or lawfully approved horticultural and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.	DTS/DPF 9.1 None are applicable.
PO 9.2 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.2 None are applicable.
PO 9.3 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.	DTS/DPF 9.3 Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.
PO 9.4 Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage	DTS/DPF 9.4 Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other

and disposal facilities and do not prejudice the continued operation of these activities.	ownership.
PO 9.5 Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.	DTS/DPF 9.5 Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following: (a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes (e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.
PO 9.6 Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.	DTS/DPF 9.6 None are applicable.
PO 9.7 Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.	DTS/DPF 9.7 None are applicable.
Interface with Mines and Quarries (Rural and Remote Areas)	
PO 10.1 Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.	DTS/DPF 10.1 Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the *Mining Act 1971*.

Land Division

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All land division	
Allotment configuration	
PO 1.1 Land division creates allotments suitable for their intended use.	DTS/DPF 1.1 Division of land satisfies (a) or (b): (a) reflects the site boundaries illustrated and approved in an operative or existing development authorisation for residential development under the *Development Act 1993* or *Planning, Development and Infrastructure Act 2016* where the allotments are used or are proposed to be used solely for residential purposes (b) is proposed as part of a combined land division application with deemed-to-satisfy dwellings on the proposed allotments.
PO 1.2 Land division considers the physical characteristics of the land, preservation of environmental and cultural features of value and the prevailing context of the locality.	DTS/DPF 1.2 None are applicable.
Design and Layout	
PO 2.1 Land division results in a pattern of development that minimises the likelihood of future earthworks and retaining walls.	DTS/DPF 2.1 None are applicable.
PO 2.2 Land division enables the appropriate management of interface impacts between potentially conflicting land uses and/or zones.	DTS/DPF 2.2 None are applicable.
PO 2.3 Land division maximises the number of allotments that face public open space and public streets.	DTS/DPF 2.3 None are applicable.
PO 2.4 Land division is integrated with site features, adjacent land uses,	DTS/DPF 2.4 None are applicable.

the existing transport network and available infrastructure.	
PO 2.5 Development and infrastructure is provided and staged in a manner that supports an orderly and economic provision of land, infrastructure and services.	DTS/DPF 2.5 None are applicable.
PO 2.6 Land division results in watercourses being retained within open space and development taking place on land not subject to flooding.	DTS/DPF 2.6 None are applicable.
PO 2.7 Land division results in legible street patterns connected to the surrounding street network.	DTS/DPF 2.7 None are applicable.
PO 2.8 Land division is designed to preserve existing vegetation of value including native vegetation and regulated and significant trees.	DTS/DPF 2.8 None are applicable.
Roads and Access	
PO 3.1 Land division provides allotments with access to an all-weather public road.	DTS/DPF 3.1 None are applicable.
PO 3.2 Street patterns and intersections are designed to enable the safe and efficient movement of pedestrian, cycle and vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Land division does not impede access to publicly owned open space and/or recreation facilities.	DTS/DPF 3.3 None are applicable.
PO 3.4 Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles and allow for the efficient movement of service and emergency vehicles.	DTS/DPF 3.4 None are applicable.
PO 3.5 Road reserves are designed to accommodate pedestrian and cycling infrastructure, street tree planting, landscaping and street furniture.	DTS/DPF 3.5 None are applicable.
PO 3.6 Road reserves accommodate stormwater drainage and public utilities.	DTS/DPF 3.6 None are applicable.
PO 3.7 Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.	DTS/DPF 3.7 None are applicable.
PO 3.8	DTS/DPF 3.8

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

Constructed wetland systems, including associated detention and retention basins, are sited and designed to function as a landscape feature.	None are applicable.
Minor Land Division (Under 20 Allotments)	
Open Space	
PO 5.1 Land division proposing an additional allotment under 1 hectare provides or supports the provision of open space.	DTS/DPF 5.1 None are applicable.
Solar Orientation	
PO 6.1 Land division for residential purposes facilitates solar access through allotment orientation.	DTS/DPF 6.1 None are applicable.
Water Sensitive Design	
PO 7.1 Land division creating a new road or common driveway includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 7.1 None are applicable.
PO 7.2 Land division designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 7.2 None are applicable.
Battle-Axe Development	
PO 8.1 Battle-axe development appropriately responds to the existing neighbourhood context.	DTS/DPF 8.1 Allotments are not in the form of a battle-axe arrangement.
PO 8.2 Battle-axe development designed to allow safe and convenient movement.	DTS/DPF 8.2 The handle of a battle-axe development: (a) has a minimum width of 4m or (b) where more than 3 allotments are proposed, a minimum width of 5.5m.
PO 8.3 Battle-axe allotments and/or common land are of a suitable size and dimension to allow passenger vehicles to enter and exit and manoeuvre within the site in a safe and convenient manner.	DTS/DPF 8.3 Battle-axe development allows a B85 passenger vehicle to enter and exit parking spaces in no more than a three-point turn manoeuvre.
PO 8.4 Battle-axe or common driveways incorporate landscaping and permeability to improve appearance and assist in stormwater management.	DTS/DPF 8.4 Battle-axe or common driveways satisfy (a) and (b): (a) are constructed of a minimum of 50% permeable or porous material (b) where the driveway is located directly adjacent the side or rear boundary of the site, soft landscaping with a minimum dimension of 1m is provided between the

	driveway and site boundary (excluding along the perimeter of a passing point).
Major Land Division (20+ Allotments)	
Open Space	
PO 9.1 Land division allocates or retains evenly distributed, high quality areas of open space to improve residential amenity and provide urban heat amelioration.	DTS/DPF 9.1 None are applicable.
PO 9.2 Land allocated for open space is suitable for its intended active and passive recreational use considering gradient and potential for inundation.	DTS/DPF 9.2 None are applicable.
PO 9.3 Land allocated for active recreation has dimensions capable of accommodating a range of active recreational activities.	DTS/DPF 9.3 None are applicable.
Water Sensitive Design	
PO 10.1 Land division creating 20 or more residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.1 None are applicable.
PO 10.2 Land division creating 20 or more non-residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that the development does not increase the peak flows in downstream systems.	DTS/DPF 10.2 None are applicable.
PO 10.3 Land division creating 20 or more allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.	DTS/DPF 10.3 None are applicable.
Solar Orientation	
PO 11.1 Land division creating 20 or more allotments for residential purposes facilitates solar access through allotment orientation and allotment dimensions.	DTS/DPF 11.1 None are applicable.

Marinas and On-Water Structures

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Navigation and Safety	
PO 1.1 Safe public access is provided or maintained to the waterfront, public infrastructure and recreation areas.	DTS/DPF 1.1 None are applicable.
PO 1.2 The operation of wharves is not impaired by marinas and on-water structures.	DTS/DPF 1.2 None are applicable.
PO 1.3 Navigation and access channels are not impaired by marinas and on-water structures.	DTS/DPF 1.3 None are applicable.
PO 1.4 Commercial shipping lanes are not impaired by marinas and on-water structures.	DTS/DPF 1.4 Marinas and on-water structures are set back 250m or more from commercial shipping lanes.
PO 1.5 Marinas and on-water structures are located to avoid interfering with the operation or function of a water supply pumping station.	DTS/DPF 1.5 On-water structures are set back: (a) 3km or more from upstream water supply pumping station take-off points (b) 500m or more from downstream water supply pumping station take-off points.
PO 1.6 Maintenance of on-water infrastructure, including revetment walls, is not impaired by marinas and on-water structures.	DTS/DPF 1.6 None are applicable.
Environmental Protection	
PO 2.1 Development is sited and designed to facilitate water circulation and exchange.	DTS/DPF 2.1 None are applicable.

Open Space and Recreation

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Recreation facilities are compatible with surrounding land uses and activities.	DTS/DPF 1.1 None are applicable.
PO 1.2 Open space areas include natural or landscaped areas using locally indigenous plant species and large trees.	DTS/DPF 1.2 None are applicable.
Design and Siting	
PO 2.1 Open space and recreation facilities address adjacent public roads to optimise pedestrian access and visibility.	DTS/DPF 2.1 None are applicable.
PO 2.2 Open space and recreation facilities incorporate park furniture, shaded areas and resting places.	DTS/DPF 2.2 None are applicable.
PO 2.3 Open space and recreation facilities link habitats, wildlife corridors and existing open spaces and recreation facilities.	DTS/DPF 2.3 None are applicable.
Pedestrians and Cyclists	
PO 3.1 Open space incorporates: (a) pedestrian and cycle linkages to other open spaces, centres, schools and public transport nodes;	DTS/DPF 3.1 None are applicable.

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

PO 7.3 Development in open space is constructed to minimise the extent of impervious surfaces.	DTS/DPF 7.3 None are applicable.
PO 7.4 Development that abuts or includes a coastal reserve or Crown land used for scenic, conservation or recreational purposes is located and designed to have regard to the purpose, management and amenity of the reserve.	DTS/DPF 7.4 None are applicable.
Landscaping	
PO 8.1 Open space and recreation facilities provide for the planting and retention of large trees and vegetation.	DTS/DPF 8.1 None are applicable.
PO 8.2 Landscaping in open space and recreation facilities provides shade and windbreaks: (a) along cyclist and pedestrian routes; (b) around picnic and barbecue areas; (c) in car parking areas.	DTS/DPF 8.2 None are applicable.
PO 8.3 Landscaping in open space facilitates habitat for local fauna and facilitates biodiversity.	DTS/DPF 8.3 None are applicable.
PO 8.4 Landscaping including trees and other vegetation passively watered with local rainfall run-off, where practicable.	DTS/DPF 8.4 None are applicable.

Out of Activity Centre Development

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres: (a) as primary locations for shopping, administrative, cultural, entertainment and community services (b) as a focus for regular social and business gatherings	DTS/DPF 1.1 None are applicable.

(c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.	
PO 1.2 Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities: (a) that support the needs of local residents and workers, particularly in underserviced locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.	DTS/DPF 1.2 None are applicable.

Resource Extraction

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Resource extraction activities minimise landscape damage outside of those areas unavoidably disturbed to access and exploit a resource and provide for the progressive reclamation and betterment of disturbed areas.	DTS/DPF 1.1 None are applicable.
PO 1.2 Resource extraction activities avoid damage to cultural sites or artefacts.	DTS/DPF 1.2 None are applicable.
Water Quality	
PO 2.1 Stormwater and/or wastewater from resource extraction activities is diverted into appropriately sized treatment and retention systems to enable reuse on site.	DTS/DPF 2.1 None are applicable.

Separation Treatments, Buffers and Landscaping	
PO 3.1 Resource extraction activities minimise adverse impacts upon sensitive receivers through incorporation of separation distances and/or mounding/vegetation.	DTS/DPF 3.1 None are applicable.
PO 3.2 Resource extraction activities are screened from view from adjacent land by perimeter landscaping and/or mounding.	DTS/DPF 3.2 None are applicable.

Site Contamination

Assessment Provisions (AP)

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

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

	been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).

Tourism Development

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General	
PO 1.1 Tourism development complements and contributes to local, natural, cultural or historical context where: (a) it supports immersive natural experiences (b) it showcases South Australia's landscapes and produce (c) its events and functions are connected to local food, wine and nature.	DTS/DPF 1.1 None are applicable.
PO 1.2 Tourism development comprising multiple accommodation units (including any facilities and activities for use by guests and visitors) is clustered to minimise environmental and contextual impact.	DTS/DPF 1.2 None are applicable.
Caravan and Tourist Parks	
PO 2.1 Potential conflicts between long-term residents and short-term	DTS/DPF 2.1 None are applicable.

tourists are minimised through suitable siting and design measures.	
PO 2.2 Occupants are provided privacy and amenity through landscaping and fencing.	DTS/DPF 2.2 None are applicable.
PO 2.3 Communal open space and centrally located recreation facilities are provided for guests and visitors.	DTS/DPF 2.3 12.5% or more of a caravan park comprises clearly defined communal open space, landscaped areas and areas for recreation.
PO 2.4 Perimeter landscaping is used to enhance the amenity of the locality.	DTS/DPF 2.4 None are applicable.
PO 2.5 Amenity blocks (showers, toilets, laundry and kitchen facilities) are sufficient to serve the full occupancy of the development.	DTS/DPF 2.5 None are applicable.
PO 2.6 Long-term occupation does not displace tourist accommodation, particularly in important tourist destinations such as coastal and riverine locations.	DTS/DPF 2.6 None are applicable.
Tourist accommodation in areas constituted under the National Parks and Wildlife Act 1972	
PO 3.1 Tourist accommodation avoids delicate or environmentally sensitive areas such as sand dunes, cliff tops, estuaries, wetlands or substantially intact strata of native vegetation (including regenerated areas of native vegetation lost through bushfire).	DTS/DPF 3.1 None are applicable.
PO 3.2 Tourist accommodation is sited and designed in a manner that is subservient to the natural environment and where adverse impacts on natural features, landscapes, habitats and cultural assets are avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Tourist accommodation and recreational facilities, including associated access ways and ancillary structures, are located on cleared (other than where cleared as a result of bushfire) or degraded areas or where environmental improvements can be achieved.	DTS/DPF 3.3 None are applicable.
PO 3.4 Tourist accommodation is designed to prevent conversion to private dwellings through: (a) comprising a minimum of 10 accommodation units (b) clustering separated individual accommodation units (c) being of a size unsuitable for a private dwelling	DTS/DPF 3.4 None are applicable.

(d) ensuring functional areas that are generally associated with a private dwelling such as kitchens and laundries are excluded from, or physically separated from individual accommodation units, or are of a size unsuitable for a private dwelling.	

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and	DTS/DPF 2.1 None are applicable.

crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6	DTS/DPF 3.6

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

Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	DTS/DPF 6.2 None are applicable.
PO 6.3 Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.	DTS/DPF 6.3 None are applicable.
PO 6.4 Pedestrian linkages between parking areas and the development are provided and are safe and convenient.	DTS/DPF 6.4 None are applicable.
PO 6.5 Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.	DTS/DPF 6.5 None are applicable.
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.	DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.
PO 6.7 On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.	DTS/DPF 6.7 None are applicable.
Undercroft and Below Ground Garaging and Parking of Vehicles	
PO 7.1 Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.	DTS/DPF 7.1 None are applicable.
Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks	
PO 8.1 Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.	DTS/DPF 8.1 None are applicable.
PO 8.2 Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.	DTS/DPF 8.2 None are applicable.
Bicycle Parking in Designated Areas	

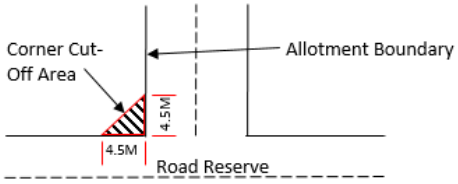
PO 9.1 The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.	DTS/DPF 9.1 Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table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

Table 1 - General Off-Street Car Parking Requirements

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

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

	Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	

Caravan park / tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m^2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m^2 of gross leasable floor area.
Motor repair station	3 spaces per service bay.
Office	4 spaces per 100m^2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m^2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m^2 of gross leasable floor area 1 space per 100m^2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m^2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m^2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m^2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m^2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-

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

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

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

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

(a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria)

or

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

Class of Development	**Car Parking Rate** **Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.**		**Designated Areas**
	Minimum number of spaces	**Maximum number of spaces**	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:	Capital City Zone City Main Street Zone City Riverbank Zone

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

of a multi-storey building	bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.		Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone

Table 2 - Criteria:
The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

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

[NOTE(S): (1)Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.
Consulting Room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational establishment	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors. For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m^2 of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m^2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m^2 of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m^2 of gross leasable floor area plus 1 space for every 600m^2 of gross leasable floor area for customers.

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

Schedule to Table 3

Designated Area	**Relevant part of the State** **The bicycle parking rate applies to a designated area located in a relevant part of the State described below.**
All zones	City of Adelaide
Business Neighbourhood Zone Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Suburban Main Street Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone	Metropolitan Adelaide

Waste Treatment and Management Facilities

Assessment Provisions (AP)

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

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

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

PO 1.1 Waste treatment and management facilities incorporate separation distances and attenuation measures within the site between waste operations areas (including all closed, operating and future cells) and sensitive receivers and sensitive environmental features to mitigate off-site impacts from noise, air and dust emissions.	DTS/DPF 1.1 None are applicable.
Soil and Water Protection	
PO 2.1 Soil, groundwater and surface water are protected from contamination from waste treatment and management facilities through measures such as: (a) containing potential groundwater and surface water contaminants within waste operations areas (b) diverting clean stormwater away from waste operations areas and potentially contaminated areas (c) providing a leachate barrier between waste operations areas and underlying soil and groundwater.	DTS/DPF 2.1 None are applicable.
PO 2.2 Wastewater lagoons are set back from watercourses to minimise environmental harm and adverse effects on water resources.	DTS/DPF 2.2 Wastewater lagoons are set back 50m or more from watercourse banks.
PO 2.3 Wastewater lagoons are designed and sited to: (a) avoid intersecting underground waters; (b) avoid inundation by flood waters; (c) ensure lagoon contents do not overflow; (d) include a liner designed to prevent leakage.	DTS/DPF 2.3 None are applicable.
PO 2.4 Waste operations areas of landfills and organic waste processing facilities are set back from watercourses to minimise adverse impacts on water resources.	DTS/DPF 2.4 Waste operations areas are set back 100m or more from watercourse banks.
Amenity	
PO 3.1 Waste treatment and management facilities are screened, located and designed to minimise adverse visual impacts on amenity.	DTS/DPF 3.1 None are applicable.
PO 3.2 Access routes to waste treatment and management facilities via residential streets is avoided.	DTS/DPF 3.2 None are applicable.
PO 3.3 Litter control measures minimise the incidence of windblown litter.	DTS/DPF 3.3 None are applicable.

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

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

Workers' accommodation and Settlements

Assessment Provisions (AP)

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

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

Workers' accommodation and settlements are built with materials and colours that blend with the landscape.	None are applicable.
PO 1.4 Workers' accommodation and settlements are supplied with service infrastructure such as power, water and effluent disposal sufficient to satisfy the living requirements of workers.	DTS/DPF 1.4 None are applicable.

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

FUTURE URBAN

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January 20, 2023

Nenad Milasinovic
Senior Urban Planner
City of Norwood Payneham & St Peters
Via: PlanSA Portal

Dear Nenad,

RE: DA 22014281 & 22017100 207-209 PAYNEHAM ROAD, ST PETERS

We write on behalf the Applicant, Rick D'Andrea, in response to your email received on December 8th, 2022 which raised particular concern with the proposed access and egress arrangements to First Lane for the proposed child care centre and office development as part of applications 22034281 and 22017100.

It is understood that Council have since re-considered their initial position to not permit the removal of a street tree on Payneham Road and the use of First Lane for vehicle access or egress following further review and consideration.

Following, we have presented Council with two amended concepts, with Concept B considered as the most safe and efficient traffic arrangement to Payneham Road and as supported by Council on January 9th, 2023. Such has been adopted in the amended documentation enclosed and presents the following improvements:

- No vehicle access via First Lane with the rear boundary to accommodate a new 1.8 metre high, 'Good Neighbour' Colorbond fence in a monument finish;
- Vehicle access and egress will be solely provided from Payneham Road via a shared left in-left out arrangement, which will require the removal of one, non-regulated street tree;
- Pedestrian access is to be provided from First Lane via a pedestrian only access gate at the rear of 207 Payneham Road;
- The planting of a new tree and landscaping within the northern, rear corner of 209 Payneham Road to avoid any net loss in tree canopy cover resulting from the removal of the street tree; and
- An amended car parking layout that provides 33 onsite car parking spaces, which exceeds the recommended minimum specified in the Planning and Design Code and will effectively facilitate all anticipated vehicle movements.

This response is to be considered in conjunction with our response to representations and supporting documentation, including the previously submitted Arboricultural Impact Assessment and the Environmental Noise Impact Assessment.

We trust our response adequately addresses Council's concerns and presents a much-improved traffic outcome that will also alleviate majority of the concerns raised by the representors.

Accordingly, given the nature of the changes proposed are considered to be 'substantial' for the purposes of Regulation 35(3) of the *Planning, Development and Infrastructure (General) Regulations 2017*, could you please commence the re-notification and referral to the Commissioner of Highways for both applications at your earliest convenience.

Should you have any queries, please do not hesitate to contact the undersigned.

Yours sincerely,

Christopher Webber
Senior Consultant

Encl: *Amended Architectural Drawings*
Amended Civil Plans
Amended Traffic and Parking Assessment
Arboricultural Impact Assessment & Addendum
Environmental Noise Impact Assessment

Attachment 1

AREA SCHEDULE:
GROUND FLOOR: 254.3m2
PLAY AREA:282m2

FIRST FLOOR: 265.8m2
PLAY AREA: 343m2

82 CHILDREN CAPACITY

TOTAL SITE AREA: 1213.6m2

NORTH

WASTE REFUSE - 1.8M HIGH PERIMETER WESTERN RED CEDAR TIMBER BATTENS CONCEALING BINS FROM VIEW

1.8M HIGH GOOD-NEIGHBOUR COLOURBOND FENCING - COLOUR: MONUMENT

PEDESTRIAN ACCESS GATE

GROUP OF TREES APPROX. LOCATION

NATIVE CAN:10.0 HT:15.0 TR:0.5

8820

PEDESTRIAN ACCESS

WASTE STORE

1200

EXTENT OF UPPER LEVEL

4884

5400

6600

4800

2600

5800

4500

2400

5800

5400

5400

4800

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19.

26 33 25 17 1

OVERHEAD WIRES

99.95 TK
99.82 WT

INV 99.87
INV 99.93
INV 99.85

100.05

1.5m EXISTING IRON FENCE

100.11

99.95

100

99.95 TK
99.82 WT

99.93

SETOUT

1.8M HIGH POWDERCOATED BLACK VERTICAL FIN OPEN SLAT FENCING TO PAYNEHAM ROAD. MAX. 100MM SPACING BETWEEN FINS

1 Level 00 1 : 100 SCALE

EVERGREEN CAN:7.0 HT:8.0 TR:0.3

1.8M HIGH GOOD NEIGHBOUR COLOURBOND FENCING - COLOUR: MONUMENT TO THIS FACE OF EXTERNAL PLAY AREA

EVERGREEN CAN:6.0 HT:8.0 TR:0.3

EVERGREEN CAN:4.0 HT:8.0 TR:0.3

EXISTING FENCING TO REMAIN

SITE SIGNAGE TYPE 01

CAR PARKING HAS BEEN CALCULATED BASED ON 1 PARK PER 4 CHILDREN ATTENDING THE FACILITY, INCLUSIVE OF STAFF. RATE IS CONSISTENT WITH THE RECOMMENDATION IN THE RMS 'GUIDE TO TRAFFIC GENERATING DEVELOPMENTS' FOR SUCH FACILITIES.

ENSURE CLIMABLE TREES, CUBBY HOUSE, LOGS ETC DO NOT ENCROACH INTO THE CLEAR NON-CLIMABLE ZONES REQUIRED BY AS1926.1

2 2205

1 2205

4 2205

16 2205

8

PLAY AREA 215 m²

1.8M HIGH GOOD NEIGHBOUR COLOURBOND FENCING - COLOUR: MONUMENT TO THIS FACE OF EXTERNAL PLAY AREA

SITE SIGNAGE TYPE 01 & 03 LOCATION

EMERGENCY EGRESS GATE

BOUNDARY 19.91m

100.14

100.13

TEMPORARY FENCE

100.12

100.04 TK
99.90 WT

100.06

100.24

100.08 TK
99.99 WT

100.11

100.30

100.19 TK
100.06 WT

100.18

100.19

100.24 TK
100.10 WT

100.22

100.29

NATIVE CAN:10.0 HT:15.0 TR:0.5

99.99 TK
99.86 WT

CLEARANCE 1500

TBM NAIL IN KERB RL 100.00m

100.00

PAYNEHAM ROAD

UPRIGHT K & WT

FOOTPATH

BOUNDARY 15.24m

TELSTRA BOLLARD

EC

UNCLASSIFIED WATER

STAIR 10 m²

ACCESS

RECEPTION 10 m²

LIFT 4 m²

WAITING 45 m²

ENTRY 5 m²

SLEEP 9 m²

KITCHEN 17 m²

OFFICE 1 11 m²

WADDLERS 65 m² (16 CHILDREN)

WC 10 m²

FFL:100.30
NURSERY 50 m² (14 CHILDREN)

UP

DP

EXTENT OF UPPER LEVEL

REFER LANDSCAPE ARCHITECTS DESIGN FOR EXTERNAL LAYOUT/ PLAY AREA CONFIGURATION

PROPOSED NEIGHBOURING 2 LEVEL COMMERCIAL BUILDING (REFER SEPERATE APPLICATION)

6 x BIKE PARKS

LOCALISED RAMPING OF EXTERNAL LEVELS TO ENSURE LEVEL TRANSITION AT ENTRY DOOR

ACACIA PYCNANTHA 'GOLDEN WATTLE' 4M MATURE HEIGHT

FIRST LANE

Recent revision history
Status Description Date

Symbol Legend
Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawings.

Date generated 15/03/2023 11:55:55 AM X:\1. JOB FILES\2022\SINGH - 207 Payneham rd, St Peters\A03_Cad Files\Revit\Model\Project1_rev REV 6.rvt

Project
PRPOSED CHILD CARE CENTRE AT: 207 PAYNEHAM ROAD, ST PETERS

Client
BIRENDRA SINGH

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Project number
Project Number

Size check
25mm

Checked
Checker

Approved
Approver

Sheet size
A1

Scale
1 : 100

Sheet title
DRAWING SERIES
GROUND FLOOR

Sheet number
A-2201

Revision

Status
PLANNING APPLICATION

1 : 100 SCALE
1
Level 01

True North

2
2205

8150 | 31390 | 14470 | 6945

1000

PRE-KINDY
103 m²
(30 CHILDREN)

STAFF
16 m²

KITCHENETTE

LDRY
6 m²

PROGRAMME

NAPPY CHANGE

WC
17 m²

KINDY
75 m²
(22 CHILDREN)

1
2205

3
2205

1.8M HIGH SOLID WALL

1.8M HIGH SOLID WALL

1.5M HIGH CLEAR GLASS WALL

PLAY AREA
382 m²

DN

REFER LANDSCAPE ARCHITECTS DESIGN FOR EXTERNAL LAYOUT/ PLAY AREA CONFIGURATION

1.5M HIGH OBSCURE GLASS WALL

1.5M HIGH OBSCURE GLASS WALL

1.5M HIGH OBSCURE GLASS WALL

OBSCURE GLASS BALUSTRADING TO 1.5M ABOVE FLOOR LEVEL. NOTE NO GAPS BETWEEN THE 1.5M GLASS BALUSTRADING AND THE FFL FOR THE REMAINING SIDES

PAYNEHAM ROAD

4
2205

1.5M HIGH OBSCURE GLASS SOLID GATE AS PER ACOUSTIC REPORT

ENSURE CLIMABLE TREES, CUBBY HOUSE, LOGS ETC DO NOT ENCROACH INTO THE CLEAR NON-CLIMABLE ZONES REQUIRED BY AS1926.1

RETRACTABLE SHADE AWNING STRUCTURE. SHADE AWNING CONSTRUCTED FROM ACOUSTICLY TRANSPARENT SHADE CLOTH, OR SIMILAR, AS PER ACOUSTIC REPORT

RETRACTABLE SHADE AWNING STRUCTURE

SURFACE DRAINAGE BY ENGINEER

PROPOSED NEIGHBOURING 2 LEVEL COMMERCIAL BUILDING (REFER SEPERATE APPLICATION)

EXISTING BUILDING DOUBLE STOREY

Recent revision history

#	Status	Description	Date

Notes & Legend
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Project
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Project Number	25mm		
Checked	Approved	Sheet size	Scale
Checker	Approver	A1	1 : 100

Sheet title
FIRST FLOOR

Sheet number
2202

Revision

Status
PLANNING APPLICATION

PAYNEHAM ROAD PERSPECTIVES

PAYNEHAM ROAD PERSPECTIVES

Recent revision history

#	Status	Description	Date

Notes & Legend
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Project
PRPOSED CHILD CARE CENTRE AT: 207 PAYNEHAM ROAD, ST PETERS

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Project number: Project Number
Size check: 25mm
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Approved: Approver
Sheet size: A1
Scale: 1 : 1

Sheet title
PERSPECTIVES

Sheet number: 2203
Revision:

Status
PLANNING APPLICATION

Recent revision history

#	Status	Description	Date

Notes & Legend

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Project
PRPOSED CHILD CARE CENTRE
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Project number
Project Number

Size check
25mm

Checked	Approved	Sheet size	Scale
Checker	Approver	A1	1 : 1

Sheet title
PERSPECTIVES

Sheet number
2204

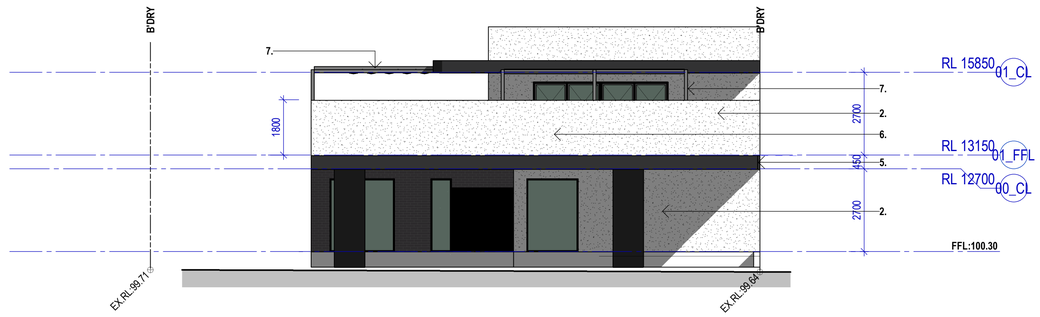
Revision

Status
PLANNING APPLICATION

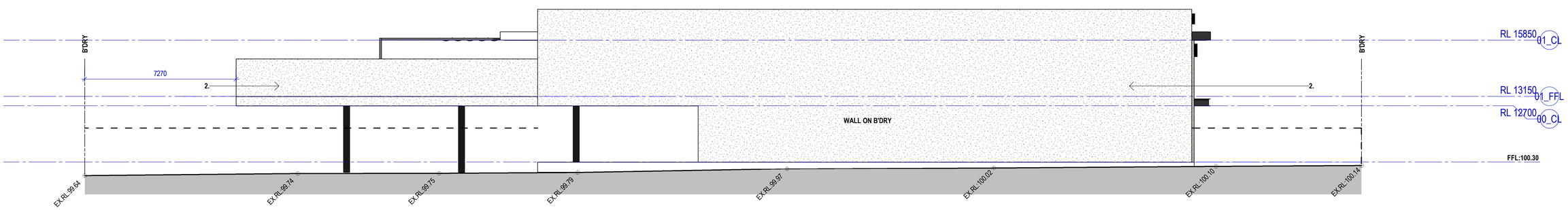
1 Elevation 1 - PAYNEHAM RD - EAST1
SCALE 1 : 100

EXTERIOR MATERIAL SCHEDULE

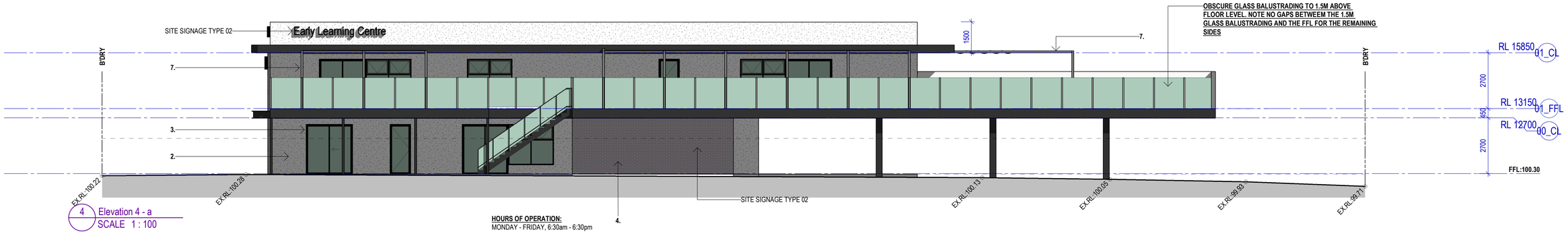
1. SELECTED FREE-FORM FEATURE STONE VENEER
2. OFF-WHITE CEMENT RENDER FINISH TO EXTERIOR FACE OF MASONRY CONSTRUCTION.
3. POWDERCOATED BLACK WINDOW & DOOR JOINERY
4. SELECTED CHARCOAL COOLOUR FEATURE FACE BRICKWORK
5. MONUMENT COLOUR SUPPORTING STRUCTURE
6. 1.5M HIGH BALUSTRADE SYSTEM - OBSCURE TO LOCATIONS MARKED ON PLAN.
7. RETRACTABLE AWNING SHADE STRUCTURE TO UPPER LEVEL EXTERNAL PLAY AREAS



3 Elevation 3 - WEST
SCALE 1 : 100



2 Elevation 2 - SOUTH
SCALE 1 : 100



4 Elevation 4 - a
SCALE 1 : 100

HOURS OF OPERATION:
MONDAY - FRIDAY, 6:30am - 6:30pm

LITTLE SHINING STARS ENTRY

SIGNAGE TYPE FOR LOCATIONS **01 MARKED** ON FLOOR PLAN, PROPOSED SIZE1200wide x 800high. SIGNAGE NOT ILLUMINATED

LITTLE SHINING STARS
EARLY LEARNING CENTRE

Standing Sign
Sign Dimension: 600mm (w) x 3600mm (w)
Sign Face: "logo" & "little shining stars" to be laser cut on 10mm black acrylic / vinyl to be adhered on star face to match colour x 2 sided
Requirement: post to be fully welded by licensed welder and fabaricator / powder coated / supply & install
Installation: Bored Hole size = 200mm diameter x 1000mm deep mass concrete 75mm x 75mm x 4mm galvanized square tube frame and post embedded into concrete pier and stop 150mm above base of pier

5 SITE SIGNAGE

SIGNAGE TYPE FOR LOCATIONS **02 MARKED** ON FLOOR PLAN, PROPOSED SIZE INDICATED ON ELEVATIONS. SIGNAGE NOT ILLUMINATED

SIGNAGE TYPE FOR LOCATIONS **03 MARKED** ON FLOOR PLAN, PROPOSED SIZE INDICATED ABOVE. SIGNAGE NOT ILLUMINATED

Recent revision history
Status Description Date

Notes & Legend
Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawings.

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Project
PRPOSED CHILD CARE CENTRE AT: 207 PAYNEHAM ROAD, ST PETERS

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Project number Project Number
Size check 25mm
Checked Checker
Approved Approver
Sheet size A1
Scale As indicated

Sheet title
ELEVATIONS

Sheet number 2205
Revision

Status
PLANNING APPLICATION

PROPOSED CHILD CARE CENTRE

207 PAYNEHAM ROAD, ST PETERS SA

LOCALITY PLAN (N.T.S.)

IMAGE COURTESY OF METROMAP

TRV HOMES
CONCEPT TO COMPLETION

NAME:
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CIVIL & STRUCTURAL

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PROJECT:

JOB NUMBER:
AJX 2112.17

ADDRESS:
207 Payneham Rd, St Peters SA 5113

STATUS	DATE	BY	ISSUE
ISSUE FOR APPROVAL	11/05/22	AL	A

CIVIL/ STORMWATER NOTES & SPECIFICATIONS

GENERAL

G-1 ALL ENGINEERING DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL CONSULTANT(S)/ ARCHITECTS DRAWINGS. ANY DISCREPANCY MUST BE REFERRED TO AJAX ENGINEERING BEFORE COMMENCEMENT OF SITE WORKS.

G-2 ALL ENGINEERING DRAWINGS SHALL NOT BE DIMENSIONED, SCALED AND BE USED FOR SETTING OUT, AND SHALL BE STRICTLY IN ACCORDANCE WITH THE ARCHITECTURAL DOCUMENTS. ENGINEERING DRAWINGS ISSUED IN ELECTRONIC FORMAT MUST NOT BE USED FOR DIMENSIONAL MEASUREMENTS. ALL DIMENSIONS SHOWN SHALL BE VERIFIED BY THE BUILDER ON SITE. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS AND LEVELS IN METERS UNLESS NOTED OTHERWISE.

G-3 ANY ENGINEERING DISCREPANCY MUST BE REPORTED TO THE SUPERINTENDENT, ENGINEER OR ARCHITECT FOR DECISION MAKING BEFORE ORDERING OF MATERIALS OR COMMENCEMENT OF SITE WORK.

G-4 THE BUILDER/ CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY PROPPING AND SHORING AS REQUIRED, INCLUDING TEMPORARY BRACING SUPPORT FOR TRENCHING AND EXCAVATIONS FOR THE ENTIRE DURATION OF WORK.

G-5 THE CONTRACTOR IS RESPONSIBLE FOR DEWATERING THE SITE AND PROVIDING TEMPORARY STORMWATER DIVERSION MEASURE FOR ALL UPSTREAM OVERLAND FLOW AND STORMWATER SYSTEMS

G-6 ALL MATERIALS AND WORKS SHALL CONFORM TO RELEVANT AUTHORITY AND AUSTRALIAN STANDARDS OR CODES.

G-7 ALL PROPRIETARY PRODUCTS NOMINATED ON ALL THE ENGINEERING DRAWINGS SHALL BE USED AND OPERATED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND INSTRUCTIONS. EQUIVALENT OR SIMILAR APPROVED PRODUCTS SHALL BE USED.

G-8 DIFFERENT LINETYPES, ALIGHMENTS AND COLOURS MAY BE USED TO DELINEATE DIFFERENT FEATURES OR FOR CLARITY PURPOSE ON PLAN. DRAWINGS ARE TO BE PRINTED OR READ IN COLOUR FOR BETTER CLARITY AND UNDERSTANDING.

SURVEY

S-1 ALL ENGINEERING PLANS ARE BASED UPON ALL INFORMATION AVAILABLE IN THE EXISTING SITE SURVEY PREPARED BY OTHERS.

S-2 AJAX ENGINEERING TAKES NO RESPONSIBILITY FOR DIGITAL INFORMATION ONCE RELEASED FROM THIS OFFICE. ALL DIGITAL INFORMATION MUST BE CONFIRMED AND VERIFIED AGAINST SITE CONDITIONS BY THE CONTRACTOR AND SURVEYOR PRIOR TO USE.

S-3 THE BUILDER/ CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AND PROTECTING ANY SURVEY/ SETOUT PEGS AND SURVEY MARKS FOR THE ENTIRE DURATION OF WORKS.

EARTHWORKS, DEMOLITION

E-1 ALL EARTHWORKS SHALL BE CARRIED OUT TO THE SPECIFIED FINISHED LEVELS SHOWN ON THE DRAWINGS. ALL BATTERS SHALL NOT EXCEED 50% SLOPE, UNLESS SHOWN OTHERWISE ON ENGINEERING DRAWINGS. ALL BATTERS/ EMBANKMENT SHOWN ARE INDICATIVE ONLY AND MUST BE VERIFIED ON SITE TO ENSURE THEY ARE WITHIN MAXIMUM SLOPE.

E-2 THE BUILDER/ CONTRACTOR SHALL STRIP ALL AREAS SUBJECTED TO NOMINATED AREA FOR PAVEMENT CONSTRUCTION, BULK EARTHWORKS, OR ALL ASPHALT, TOPSOIL AND OTHER DELETERIOUS MATERIAL(S). THE SITE STRIP INCLUDES THE REMOVAL OF ALL DELETERIOUS MATERIALS FOR EXPOSING THE REQUIRED SUBGRADE AS SPECIFIED IN THE GEOTECHNICAL REPORT COMPLETED FOR THIS SITE (CBR 3%).

E-3 THE CONTRACTOR SHALL ACHIEVE 95% MAXIMUM MODIFIED DRY DENSITY (MMDD) COMPACTION ON ALL FINISHED SUBGRADES AND FORMATIONS WITHIN + 2% OF OPTIMUM MOISTURE CONTENT. ALL SUBGRADES ARE TO BE PROOF ROLLED WITH A STATIC SMOOTH WHEEL ROLLER OR PNEUMATIC TYRES OF PLANT NOMINATED OF NOT LESS THAN 10 TONNES IN WEIGHT AND APPROVED BY THE SUPERINTENDANT PRIOR TO CONSTRUCTION OF PAVEMENTS AND/ OR FILLING. SUBGRADES ARE TO BE COMPACTED WITH A MINIMUM OF SIX PASSES WITH PLANT NOMINATED PRIOR TO PROOF ROLLING.

E-4 ALL SERVICE TRENCH BACKFILL COMPACTION TO BE DONE USING LIGHTWEIGHT EQUIPMENT TO ENSURE NO DAMAGE IS DONE TO EXISTING OR NEW UNDERGROUND SERVICES

E-5 FILLING OF SITE MUST BE CARRIED OUT IN STRICT ACCORDANCE WITH THE SPECIFICATIONS AND AS3798. APPROVED MATERIALS FROM SITE OR APPROVED COMPACTED FILL TO BE MOISTURE CONDITIONED IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE LATEST GEOTECHNICAL REPORT BY CMW GEOSCIENCES PRIOR TO BEING PLACED IN UNIFORM HORIZONTAL LAYERS OF 300mm MAXIMUM DEPTH AND COMPACTED AS SPECIFIED.

E-6 ALLOWANCE SHALL BE MADE FOR SOFT SPOTS AS PER RECOMMENDATIONS OUTLINED IN GEOTECHNICAL REPORT.

KERBS

K-1 MATCH NEW CONCRETE KERBS NEATLY INTO EXISTING LEVELS WHERE REQUIRED. NEW KERB & GUTTER TO HAVE MIN. 1:250 LONGITUDINAL GRADE TO ENSURE SMOOTH STORMWATER FLOW. SAW-CUT AND REINSTATE EXISTING PAVEMENT IN FRONT OF KERB TO FALL TO NEW KERB LEVEL.

STORMWATER DRAINAGE

D-1 ALL STORMWATER DRAINAGE PIPES ARE TO COMPLY AND TESTED IN ACCORDANCE WITH AS3500.3 SECTION 10.

D-2 ALL STORMWATER DRAINAGE PIPES UP TO 200Ø TO BE SEWER QUALITY UPVC (RUBBER RING JOINTED) UNLESS NOTED OTHERWISE. ALL STORMWATER DRAINAGE PIPES ABOVE Ø300mm TO BE MINIMUM OF CLASS 3 REINFORCED CONCRETE, FRCP OR SRCP (RUBBER RING JOINTED) UNLESS NOTED OTHERWISE. COMPACTED CLASS 2 FCR TO BE USED FOR TRENCH BACKFILLING FOR NEW PIPES UNDER ROAD PAVEMENTS AND BUILDING SLABS. SELECTED CLAY FILL CAN BE USED TO BACKFILL TRENCHES IN LANDSCAPE AREA.

D-3 ALL STORMWATER DRAINAGE PITS TO BE CAST IN-SITU CONCRETE PITS AS DETAILED OR AS PER APPROVED PRECAST CONCRETE COMPLYING WITH THE RELEVANT AUSTRALIAN STANDARDS. ALL STORMWATER PITS WITH MORE THAN 1.0m IN DEPTH ARE TO BE PROVIDED WITH APPROVED STEP IRONS AT 300 MAX. CENTERS. PROVIDE CLASS D PIT COVER TO ALL PITS THAT ARE SITUATED ON A ROAD (TRAFFICABLE) AND CLASS A PIT COVERS TO ALL OTHER AREAS, UNLESS NOTED OTHERWISE.

D-4 REFER TO ARCHITECTURAL DRAWINGS FOR BOX GUTTERS & DOWNPIPES LOCATIONS, SIZES & DETAILS. ALL IN GROUND DOWNPIPE CONNECTIONS ARE TO BE 150Ø UPVC OR AS MINIMALLY EQUALED TO THE SIZE OF DOWNPIPE, UNLESS SHOWN OTHERWISE. CONNECTIONS OF DOWNPIPES INTO THE MAIN DRAINAGE PIPE SHALL BE VIA A 45° OBLIQUE JUNCTION OR BANDAGE JOINT AS DETAILED OR DIRECT TO A STORMWATER PIT.

SUB-SURFACE DRAINAGE

SD-1 FOR UNDER PAVEMENT, USE 100mm DIA. UPVC CLASS CLASS 1000 SUBSURFACE DRAINS WITH 20mm NOMINAL NO FINES CONCRETE BACKFILL AND INSTALLED AT MIN. 1:250, UNLESS NOTED OTHERWISE.

SD-2 FOR UNDER LANDSCAPE, USE 100mm DIA. UPVC CLASS CLASS 400 AGRICULTURAL DRAIN WITH 20mm NOMINAL NO FINES SCREENINGS BACKFILL AND INSTALLED IN GARDEN BEDS OR ADJACENT TO PEDESTRIAN PAVEMENT, OR IN BATTER/ EMBANKMENTS, MIN. 1:250 UNLESS OTHERWISE NOTED.

SD-3 ALL SUB-SURFACE AND AGRICULTURAL DRAINS TO BE DISCHARGED TO NEAREST STORMWATER DRAINAGE PIT AT LOWER LEVEL, UNLESS OTHERWISE INDICATED.

PAVEMENTS

P-1 EXISTING PAVEMENT ADJACENT TO PROPOSED CONCRETE KERB OR JOINTS SHALL BE SAW-CUT IN A NEAT LINE AND HAVE 300mm OVERLAP.

P-2 ALL TRENCHING WORKS IN EXISTING PAVEMENTS SHALL HAVE SAW-CUT EDGES AND NEW PAVEMENT MATCH IN AND LEVELED NEATLY INTO EXISTING LEVELS (FLUSH SURFACE).

P-3 EXISTING PAVEMENT AREAS THAT ARE TO BE RETAINED, WHERE CRACKING IS EVIDENT SHALL BE PROPERLY SEALED WITH A PROPRIETARY BITUMINOUS PRODUCT AS PER MANUFACTURER'S SPECIFICATIONS.

P-4 CONCRETE PAVEMENT SAW-CUT JOINTS SHALL BE PROVIDED AT MAX. 2.0m CENTRES TO ALL PEDESTRIAN PAVING OR FOOTPATHS (NON-TRAFFICABLE). A 19mm EXPANSION JOINT SHALL BE PROVIDED WHENEVER RIGID PAVEMENT ABUT FIXED STRUCTURES OR AT MAX. 15m CENTRES FOR FOOTPATHS.

P-5 DOWELLED SAW-CUT AND CONSTRUCTION JOINTS ARE TO BE PROVIDED TO CONCRETED VEHICULAR PAVEMENTS, TYPICALLY LESS THAN 6.0m CENTRES AND JOINT SPACING SHALL ENSURE SLAB LENGTH, L IS LESS OR EQUAL TO 1.5L SLAB WIDTH.

LANDSCAPING

L-1 ALL LANDSCAPE AREAS AS PER ARCHITECTURAL DRAWINGS.

L-2 ALL REDUNDANT OR UNUSED CONSTRUCTION MATERIALS IN NEW LANDSCAPE AREAS MUST BE REMOVED. REINSTATEMENT OF MINIMUM 150mm OF CLEAN TOPSOIL SHALL BE PROVIDED TO ALL LANDSCAPE AREAS, UNLESS NOTED OTHERWISE BY ARCHITECT.

COUNCIL

C-1 ALL WORKS WITHIN THE ROAD RESERVE IS TO BE COMPLETED IN STRICT ACCORDANCE WITH CITY OF NORWOOD PAYNEHAM & ST PETERS COUNCIL'S STANDARDS & REQUIREMENTS, AND FINISHED TO THE SATISFACTION OF COUNCIL.

C-2 THE CONTRACTOR SHALL APPLY TO COUNCIL FOR APPROVAL FOR STORMWATER CONNECTION INTO COUNCIL'S DRAINAGE ASSET.

PAVEMENT DESIGN TO BE CONFIRMED UPON AVAILABILITY OF GEOTECHNICAL REPORT

TRV HOMES
CONCEPT TO COMPLETION

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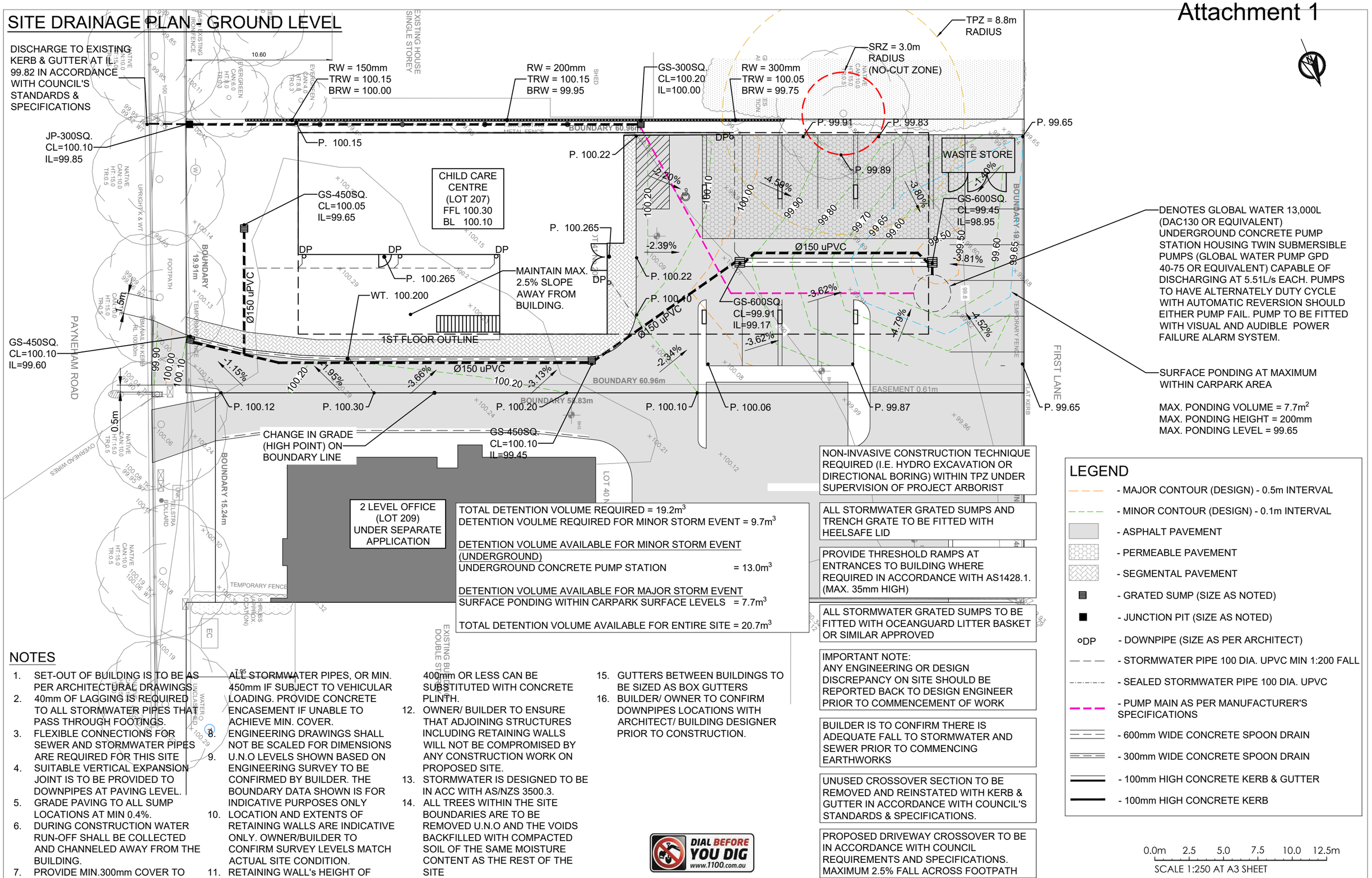
SITE DRAINAGE PLAN - GROUND LEVEL



DENOTES GLOBAL WATER 13,000L (DAC130 OR EQUIVALENT) UNDERGROUND CONCRETE PUMP STATION HOUSING TWIN SUBMERSIBLE PUMPS (GLOBAL WATER PUMP GPD 40-75 OR EQUIVALENT) CAPABLE OF DISCHARGING AT 5.51L/s EACH. PUMPS TO HAVE ALTERNATELY DUTY CYCLE WITH AUTOMATIC REVERSION SHOULD EITHER PUMP FAIL. PUMP TO BE FITTED WITH VISUAL AND AUDIBLE POWER FAILURE ALARM SYSTEM.

SURFACE PONDING AT MAXIMUM WITHIN CARPARK AREA

MAX. PONDING VOLUME = 7.7m^2
MAX. PONDING HEIGHT = 200mm
MAX. PONDING LEVEL = 99.65

TOTAL DETENTION VOLUME REQUIRED = 19.2m^3
DETENTION VOULME REQUIRED FOR MINOR STORM EVENT = 9.7m^3

DETENTION VOLUME AVAILABLE FOR MINOR STORM EVENT (UNDERGROUND)
UNDERGROUND CONCRETE PUMP STATION = 13.0m^3

DETENTION VOLUME AVAILABLE FOR MAJOR STORM EVENT
SURFACE PONDING WITHIN CARPARK SURFACE LEVELS = 7.7m^3

TOTAL DETENTION VOLUME AVAILABLE FOR ENTIRE SITE = 20.7m^3

NON-INVASIVE CONSTRUCTION TECHNIQUE REQUIRED (I.E. HYDRO EXCAVATION OR DIRECTIONAL BORING) WITHIN TPZ UNDER SUPERVISION OF PROJECT ARBORIST

ALL STORMWATER GRATED SUMPS AND TRENCH GRATE TO BE FITTED WITH HEELSAFE LID

PROVIDE THRESHOLD RAMPS AT ENTRANCES TO BUILDING WHERE REQUIRED IN ACCORDANCE WITH AS1428.1. (MAX. 35mm HIGH)

ALL STORMWATER GRATED SUMPS TO BE FITTED WITH OCEANGUARD LITTER BASKET OR SIMILAR APPROVED

IMPORTANT NOTE:
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BUILDER IS TO CONFIRM THERE IS ADEQUATE FALL TO STORMWATER AND SEWER PRIOR TO COMMENCING EARTHWORKS

UNUSED CROSSOVER SECTION TO BE REMOVED AND REINSTATED WITH KERB & GUTTER IN ACCORDANCE WITH COUNCIL'S STANDARDS & SPECIFICATIONS.

PROPOSED DRIVEWAY CROSSOVER TO BE IN ACCORDANCE WITH COUNCIL REQUIREMENTS AND SPECIFICATIONS. MAXIMUM 2.5% FALL ACROSS FOOTPATH

LEGEND

- MAJOR CONTOUR (DESIGN) - 0.5m INTERVAL
- MINOR CONTOUR (DESIGN) - 0.1m INTERVAL
- ASPHALT PAVEMENT
- PERMEABLE PAVEMENT
- SEGMENTAL PAVEMENT
- GRATED SUMP (SIZE AS NOTED)
- JUNCTION PIT (SIZE AS NOTED)
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- SEALED STORMWATER PIPE 100 DIA. UPVC
- PUMP MAIN AS PER MANUFACTURER'S SPECIFICATIONS
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- 300mm WIDE CONCRETE SPOON DRAIN
- 100mm HIGH CONCRETE KERB & GUTTER
- 100mm HIGH CONCRETE KERB

0.0m 2.5 5.0 7.5 10.0 12.5m
SCALE 1:250 AT A3 SHEET

NOTES

1. SET-OUT OF BUILDING IS TO BE AS PER ARCHITECTURAL DRAWINGS
2. 40mm OF LAGGING IS REQUIRED TO ALL STORMWATER PIPES THAT PASS THROUGH FOOTINGS.
3. FLEXIBLE CONNECTIONS FOR SEWER AND STORMWATER PIPES ARE REQUIRED FOR THIS SITE
4. SUITABLE VERTICAL EXPANSION JOINT IS TO BE PROVIDED TO DOWNPIPES AT PAVING LEVEL.
5. GRADE PAVING TO ALL SUMP LOCATIONS AT MIN 0.4%.
6. DURING CONSTRUCTION WATER RUN-OFF SHALL BE COLLECTED AND CHANNELED AWAY FROM THE BUILDING.
7. PROVIDE MIN.300mm COVER TO ALL STORMWATER PIPES, OR MIN. 450mm IF SUBJECT TO VEHICULAR LOADING. PROVIDE CONCRETE ENCASEMENT IF UNABLE TO ACHIEVE MIN. COVER.
8. ENGINEERING DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS
9. U.N.O LEVELS SHOWN BASED ON ENGINEERING SURVEY TO BE CONFIRMED BY BUILDER. THE BOUNDARY DATA SHOWN IS FOR INDICATIVE PURPOSES ONLY
10. LOCATION AND EXTENTS OF RETAINING WALLS ARE INDICATIVE ONLY. OWNER/BUILDER TO CONFIRM SURVEY LEVELS MATCH ACTUAL SITE CONDITION.
11. RETAINING WALL'S HEIGHT OF 400mm OR LESS CAN BE SUBSTITUTED WITH CONCRETE PLINTH.
12. OWNER/ BUILDER TO ENSURE THAT ADJOINING STRUCTURES INCLUDING RETAINING WALLS WILL NOT BE COMPROMISED BY ANY CONSTRUCTION WORK ON PROPOSED SITE.
13. STORMWATER IS DESIGNED TO BE IN ACC WITH AS/NZS 3500.3.
14. ALL TREES WITHIN THE SITE BOUNDARIES ARE TO BE REMOVED U.N.O AND THE VOIDS BACKFILLED WITH COMPACTED SOIL OF THE SAME MOISTURE CONTENT AS THE REST OF THE SITE
15. GUTTERS BETWEEN BUILDINGS TO BE SIZED AS BOX GUTTERS
16. BUILDER/ OWNER TO CONFIRM DOWNPIPES LOCATIONS WITH ARCHITECT/ BUILDING DESIGNER PRIOR TO CONSTRUCTION.

DIAL BEFORE YOU DIG www.1100.com.au

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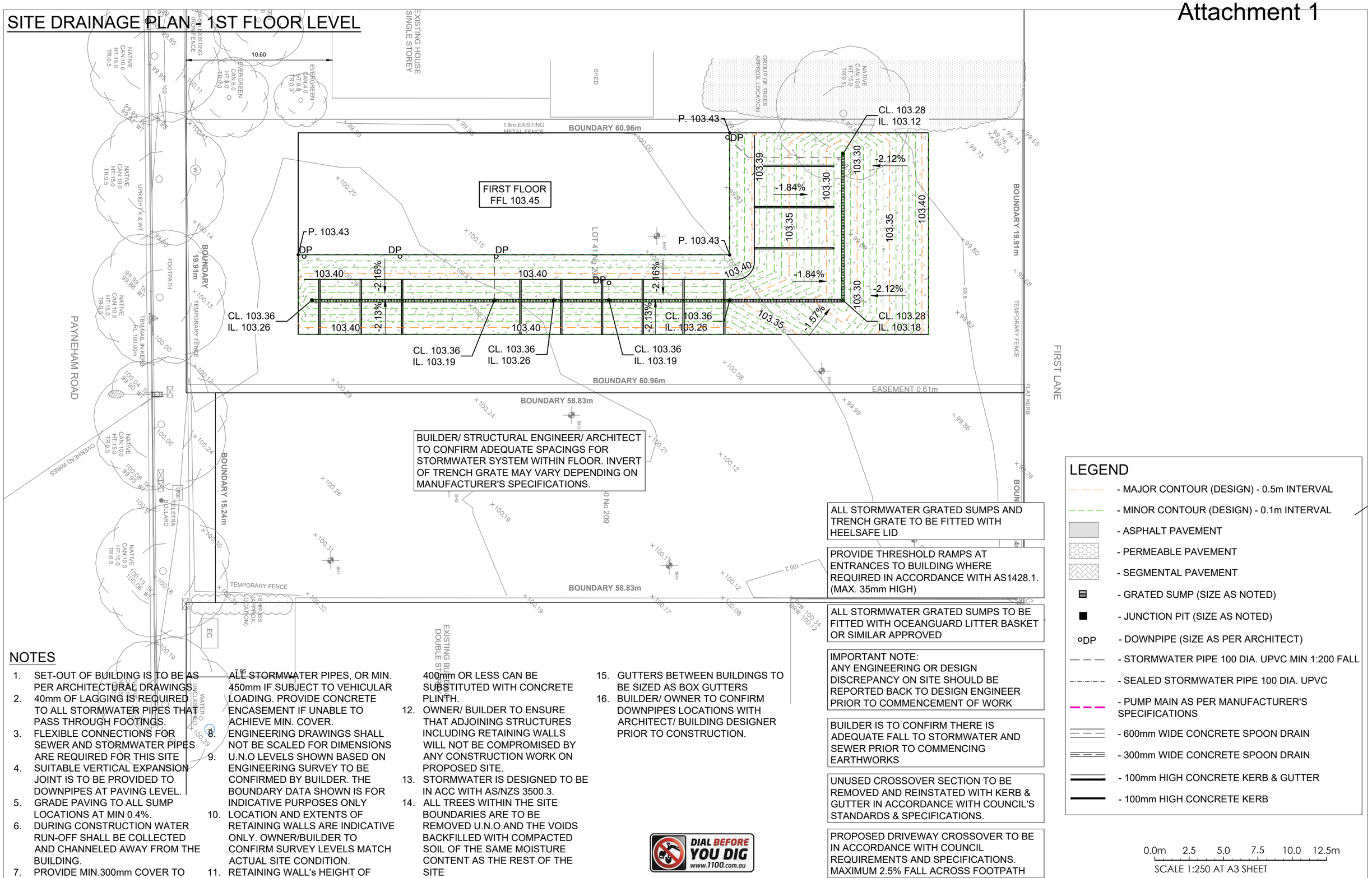
ISSUE FOR APPROVAL	06/07/22	AL	B
ISSUE FOR APPROVAL	16/09/22	AL	C
ISSUE FOR APPROVAL	31/10/22	AL	D
ISSUE FOR APPROVAL	02/12/22	AL	E
ISSUE FOR APPROVAL	19/01/23	AL	F

SITE DRAINAGE PLAN - 1ST FLOOR LEVEL



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13. STORMWATER IS DESIGNED TO BE IN ACC WITH AS/NZS 3500.3.
14. ALL TREES WITHIN THE SITE BOUNDARIES ARE TO BE REMOVED U.N.O AND THE VOIDS BACKFILLED WITH COMPACTED SOIL OF THE SAME MOISTURE CONTENT AS THE REST OF THE SITE
15. GUTTERS BETWEEN BUILDINGS TO BE SIZED AS BOX GUTTERS
16. BUILDER/ OWNER TO CONFIRM DOWNPIPES LOCATIONS WITH ARCHITECT/ BUILDING DESIGNER PRIOR TO CONSTRUCTION.

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0.0m 2.5 5.0 7.5 10.0 12.5m
SCALE 1:250 AT A3 SHEET

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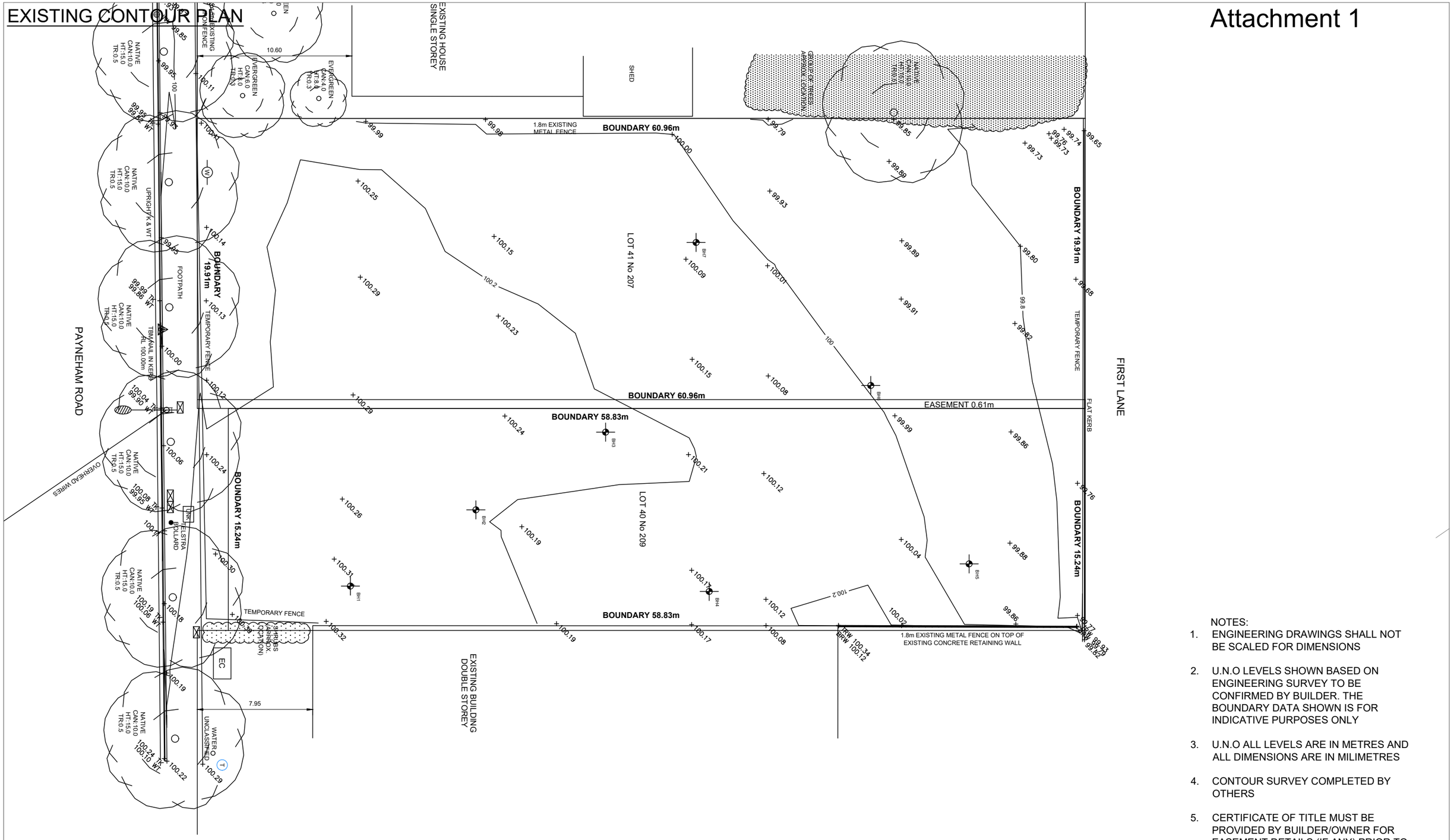
EXISTING CONTOUR PLAN

Attachment 1



NOTES:

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2. U.N.O LEVELS SHOWN BASED ON ENGINEERING SURVEY TO BE CONFIRMED BY BUILDER. THE BOUNDARY DATA SHOWN IS FOR INDICATIVE PURPOSES ONLY
3. U.N.O ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN MILIMETRES
4. CONTOUR SURVEY COMPLETED BY OTHERS
5. CERTIFICATE OF TITLE MUST BE PROVIDED BY BUILDER/OWNER FOR EASEMENT DETAILS (IF ANY) PRIOR TO COMMENCEMENT OF ANY WORK

0.0m 2.5 5.0 7.5 10.0 12.5m

SCALE 1:250 AT A3 SHEET

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Consultant Traffic Engineers
ABN 67 093 665 680

204 Young Street
Unley SA 5061

P: 08 8271 5999
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File: 22-222

19 January 2022

Mr Christopher Webber
Senior Consultant
Future Urban

By email: christopher@futureurban.com.au

Dear Christopher,

PROPOSED CHILD CARE CENTRE AND OFFICE DEVELOPMENTS – 207-209 PAYNEHAM ROAD, ST PETERS – TRAFFIC AND PARKING ASSESSMENT

We refer to our recent discussions with respect to the two proposed developments on the above site to accommodate an 82-place child care centre and a 468m^2 office development.

We also refer to our original traffic and parking assessment dated 14 September 2022 and our subsequent Response to Representations letter dated 5 December 2022 relating to the proposed development.

We note that council staff had previously advised that no street trees could be removed to permit vehicular access associated with the proposed development. As such, only a one-way access point (ingress) via Payneham Road was achievable, with egress required via First Lane.

However on 8 December 2022, this position was reversed, with council staff advising that a street tree could be removed in order to provide two-way vehicular access via Payneham Road, with no vehicular access provided via First Lane.

As vehicular access is no longer to be provided via First Lane, it is noted that a significant number of the traffic related concerns raised by representors in relation to the previous proposal would be alleviated.

The following traffic and parking assessment has therefore been revised to reflect the amended design.

EXISTING SITUATION

The subject site is located on the north-western side of Payneham Road, St Peters, with a rear frontage to First Lane.

The subject land is located within a *Business Neighbourhood Zone* within the City of Norwood Payneham and St Peters.

The subject land has been vacant for over a decade. There are no existing vehicular access points associated with the subject land.

Payneham Road is a two-way four-lane arterial roadway under the care and control of the Department for Infrastructure and Transport (DIT). Payneham Road has a posted speed limit of 60km/h and carries an Annual Average Daily Traffic (AADT) volume of approximately 34,500 vehicles per day (vpd). The adjoining section of Payneham Road is a high-frequency public transport corridor accommodating bus routes 174, 176, and 178.

Payneham Road is undivided with a kerb-to-kerb width of approximately 15.4m, accommodating two traffic lanes and a bicycle lane in each direction. On the north-western side of Payneham Road, adjacent to the subject site, the bicycle lane operates between 3.00pm and 7.00pm Monday to Friday. Outside of these periods, kerbside parking is unrestricted directly adjacent to the subject site.

First Lane at the rear of the site is a two-way sealed laneway with a boundary-to-boundary width of approximately 4.6m. This laneway is accessed via Winchester Street to the south-west and terminates approximately 100m to the north-east of the subject site. Surveys of traffic volumes entering and exiting the subject section of First Lane via Winchester Street were undertaken by this office on Tuesday 29 November between 6.30 am and 9.30am, and between 2.30pm and 6.30pm. These surveys identified a morning peak hour volume of 37 vehicle movements (8.00am to 9.00am) and an evening peak hour volume of 30 vehicle movements (4.15pm to 5.15pm) using this laneway.

The recorded road crash history in the locality of the subject site is low, with 5 road crashes recorded within approximately 40m of the subject land in the most recent five-year reporting period (2017 to 2021, inclusive), none of which occurred directly adjacent to the subject land. Three of these crashes were recorded at the nearby intersection of Bakewell Road with Payneham Road, with two crashes recorded at the nearby intersection of Clinton Avenue with Payneham Road.

Aerial imagery of the subject site and adjacent locality is provided in *Figure 1* below.

Figure 1: Aerial imagery of the subject site and adjacent locality

PROPOSED DEVELOPMENT

The proposed developments are identified on a series of amended plans prepared by D'Andrea Architects. The proposed development will provide a two-storey (520m^2) 82-place child care centre development on the 207 Payneham Road site and a two-storey 468m^2 gla office tenancy on the 209 Payneham Road site.

A two-way vehicular access point on Payneham Road is now proposed at a location approximately centrally along the frontage of the subject site. This access point will incorporate a 'splitter island' arrangement, with entry to be provided via the previously proposed access point location (including 1.5m offset to the adjoining street tree as permitted by council in this instance, and a minimum 0.5m clearance to the adjoining stobie pole) and exit provided on the north-western side of the stobie-pole, maintaining a minimum 0.5m clearance to adjoining street infrastructure and requiring removal of the existing street tree in this location. The proposed site exit will permit left turn movements only.

There will be no vehicular access via First Lane, however a gate permitting pedestrian / cyclist access is proposed near the western corner of the site.

A two-way internal driveway will connect the Payneham Road site access point to the 33-space on-site car parking area at the rear of the site. This car parking area will incorporate a one-way (clockwise) internal flow providing access to the 90-degree on-site car parking spaces.

The car parking spaces will all be 5.4m long in the form of 4.8m clear spaces with provision of 0.6m low-level (maximum height of 150mm) kerb / landscaping overhang.

The on-site car parking area will provide various User Class designs (1A to 4), including 13 spaces suitable for employee use only, namely:

- Thirteen User Class 1A (employee only) parking spaces in the north-eastern portion of the car parking area (spaces 17 to 25, and 30 to 33) with 2.4m wide spaces and a 5.8m wide aisle,

- Two User Class 2 (medium-term) parking spaces in the northern corner of the site fronting First Lane (spaces 15 and 16) with widths of 2.5m and a 5.8m wide approach aisle,

- Seven User Class 3 (short-term) parking spaces along the First Lane boundary of the site (spaces 8 to 14) with widths of 2.6m and a 5.8m wide adjoining driveway aisle,

- Ten User Class 3A (short term, high turnover) parking spaces in the south-western portion of the car parking area (spaces 2 to 7 and 26 to 29) with 2.6m wide spaces and a 6.6m wide aisle, and

- One User Class 4 (accessible) parking space adjacent to the pedestrian entry of the child care centre building (space 1) with a 6.6m wide adjoining aisle and both a space and adjacent shared area width each of 2.4m.

The subject car parking areas will be provided partially as undercroft parking with minimum overhead clearances of 2.7m under both buildings. As such, the subject site will accommodate vehicles up to and including B99 design vehicles only.

The columns within the car parking areas will be positioned appropriately outside of car door opening areas and offset 750mm from the edge of the adjoining driveway aisles.

A reciprocal right of way between the two proposed land uses will be provided throughout the on-site car parking area (including waste storage and vehicular access points).

A 2.115m wide footpath is proposed adjacent to the child care centre pedestrian entrance, which will accommodate a pram ramp for accessibility between the building and the adjoining car parking area and bollards spaces 1.5m apart to provide a physical barrier between these adjoining vehicular and pedestrian areas.

A communal waste storage area will be provided in the western corner of the site.

The proposed site access and on-site car parking arrangements reflect that identified in *Concept B – 14/12/22*, provided to council staff on 16 December 2022, and receiving support of council staff on 9 January 2023.

TRAFFIC ASSESSMENT

Vehicular Trip Generation

The *'Guide to Traffic Generating Developments'* report produced by the (former) Roads and Traffic Authority of NSW (including updated surveys) identifies critical peak hour trip generation rates relevant to the proposed land uses of:

'Long-day care' child care centres

- 7.00am to 9.00am: 0.8 peak vehicle trips per child,
- 2.30pm to 4.00pm: 0.3 peak vehicle trips per child, and
- 4.00pm to 6.00pm: 0.7 peak vehicle trips per child.

Office developments

- 1.6 morning peak hour vehicle trips per 100m^2 gross floor area, and
- 1.2 evening peak hour vehicle trips per 100m^2 gross floor area.

On the above basis, the proposed 82-place child care centre would generate vehicle movements during peak periods of approximately 66 trips in the 2-hour peak morning period, 25 trips in the 1.5-hour peak afternoon period, and 58 trips in the 2-hour peak evening period. This would equate to approximately 33 morning peak hour vehicle trips and 29 evening peak hour vehicle trips associated with the child care centre component.

Additionally, the proposed 469m^2 office development is forecast to generate 6 morning peak hour vehicle trips and 8 evening peak hour vehicle trips based on the above rates.

As such, the proposed development is forecast to generate total weekday peak hour volumes of 39 trips in the morning peak hour and 37 trips in the evening peak hour, assuming no shared use between the two land uses, which may slightly decrease these total volumes.

Such volumes are considered appropriate for a development located on land of this size within the subject *Business Neighbourhood Zone*.

Traffic Distribution

The aforementioned RTA guide identifies an average length of stay of only 6.8 minutes per vehicle when children are brought to or collected from child care centres. As such, the peak hour movements associated with this land use component would typically comprise both an entry and an exit movement from one drop-off or collection movement, i.e., the equivalent of two trips.

For the child care centre component, there would typically be a relatively even distribution of site arrival and departure movements during peak hour periods as children are dropped off / collected from the subject site. To account for staff arrival and departure movements, it is assumed that there would be a 55% arrival / 45% departure distribution during morning peak hour periods and a 45% arrival / 55% departure distribution during evening peak hour periods.

Traffic movements associated with the office component would typically relate to staff movements and are forecast to incorporate a 90% arrival / 10% departure distribution during morning peak hour periods and a 10% arrival / 90% departure distribution during evening peak hour periods.

On the above basis, it is forecast that there would be approximately 24 site entry and 15 site exit movements during the morning peak hour period, and 14 site entry movements and 23 site exit movements during the evening peak hour period associated with the subject land.

All site entry and exit movements would occur via the Payneham Road access point. All site exit movements will be restricted to left turn movements only by means of signage, linemarking, and the orientation of the subject access point.

Waste Collection

Waste generated by the proposed development will be collected via 'Adelaide Rubbish' as identified in the supporting letter provided by Mr Clive Sangster (Director), attached as an appendix to this report.

This company typically uses utility vehicles (utes) towing trailers with hydraulic lifting mechanisms to collect waste. The overall length of this vehicle combination is 8.7m.

Figure 2 below identifies examples of the ute and trailer combinations which are anticipated to be used to service the subject site, as sourced from the subject contractor's website.

Figure 2: Examples of the proposed waste collection trailers being towed by a ute (Mazda BT-50)

A swept path diagram of a B99 design vehicle with a trailer (overall length 9.2m) turning left into the site via Payneham Road, circulating through the site, and turning left out of the site onto Payneham Road in a forward direction is provided within *Figure 3* attached as an appendix to this letter.

It is noted that the *"exit via First Lane"* referred to in the attached waste contractor's letter was based on the now superseded vehicular site access arrangement, and that waste collection vehicle site exit movements would now occur via Payneham Road as identified in *Figure 3*.

PARKING ASSESSMENT

Table 2 - Off Street Car Parking Requirements in Designated Areas within the *Transport Access and Parking Overlay* of the *Planning and Design Code* identifies that the subject non-residential development should provide on-site car parking at a minimum rate of 3 spaces per 100m^2 and a maximum rate of 6 spaces per 100m^2 within a *Business Neighbourhood Zone* meeting the adjoining high-frequency public transport criteria of a *Designated Area*.

As such the proposed development with 988m^2 of gross leasable floor area requires between 30 and 59 on-site car parking spaces.

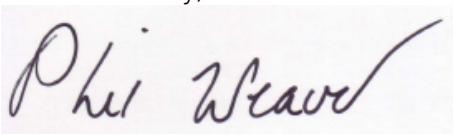
Such a requirement would be fully satisfied by the proposed provision of 33 off-street car parking spaces.

SUMMARY

In summary, we consider that the proposed development will:

- Provide a design standard which is appropriate and meets the requirements of the relevant Australian Standards for off-street parking areas,
- Facilitate vehicles on-site up to and including B99 design vehicles, including B99 design vehicles with trailers for the purpose of waste collection,
- Generate of the order of 37 to 39 weekday peak hour vehicle trips via Payneham Road, with no vehicular site access provided via First Lane, and
- Provide an appropriate quantity of 33 on-site car parking spaces in accordance with the requirements of the *Planning and Design Code*.

Yours sincerely,



Phil Weaver
Phil Weaver and Associates Pty Ltd

Appendix: Letter from waste contractor

Figure 3: B99 with trailer swept path

ADELAIDE RUBBISH
GREENWASTE & RUBBISH REMOVAL

8 September 2022

Mr Christopher Webber

Senior Consultant
Future Urban
Level1, 74 Pirie St
ADELAIDE SA 5000

207 &209 Payneham Rd. St Peters

For your consideration.

Hi Christopher,
Adelaide Rubbish waste removal business has a series of mobile trailer bins that have Hydraulic lifting mechanisms attached specifically designed to empty wheelie bins ranging from 120-1,100 ltr. These bins are towed with heavy duty utility vehicles. The total width of the vehicle is 2.1 m (vehicle width) and 8.7 m in length.
This 'ute and trailer' waste collection system will be ideal for managing the waste at the proposed above development where we enter the site from Payneham Rd, travel between the carparks to the waste area, empty all the bins then exit via First lane.
The emptying can be done in reasonable hours so not to cause any disruption to the adjoining properties.
I welcome any clarification to how this waste system can be managed.

Kind Regards

C Sangster

Clive Sangster
Director
P 0434 579 538
E clive@adelaiderubbish.net.au
W adelaiderubbish.net,au

Attachment 1

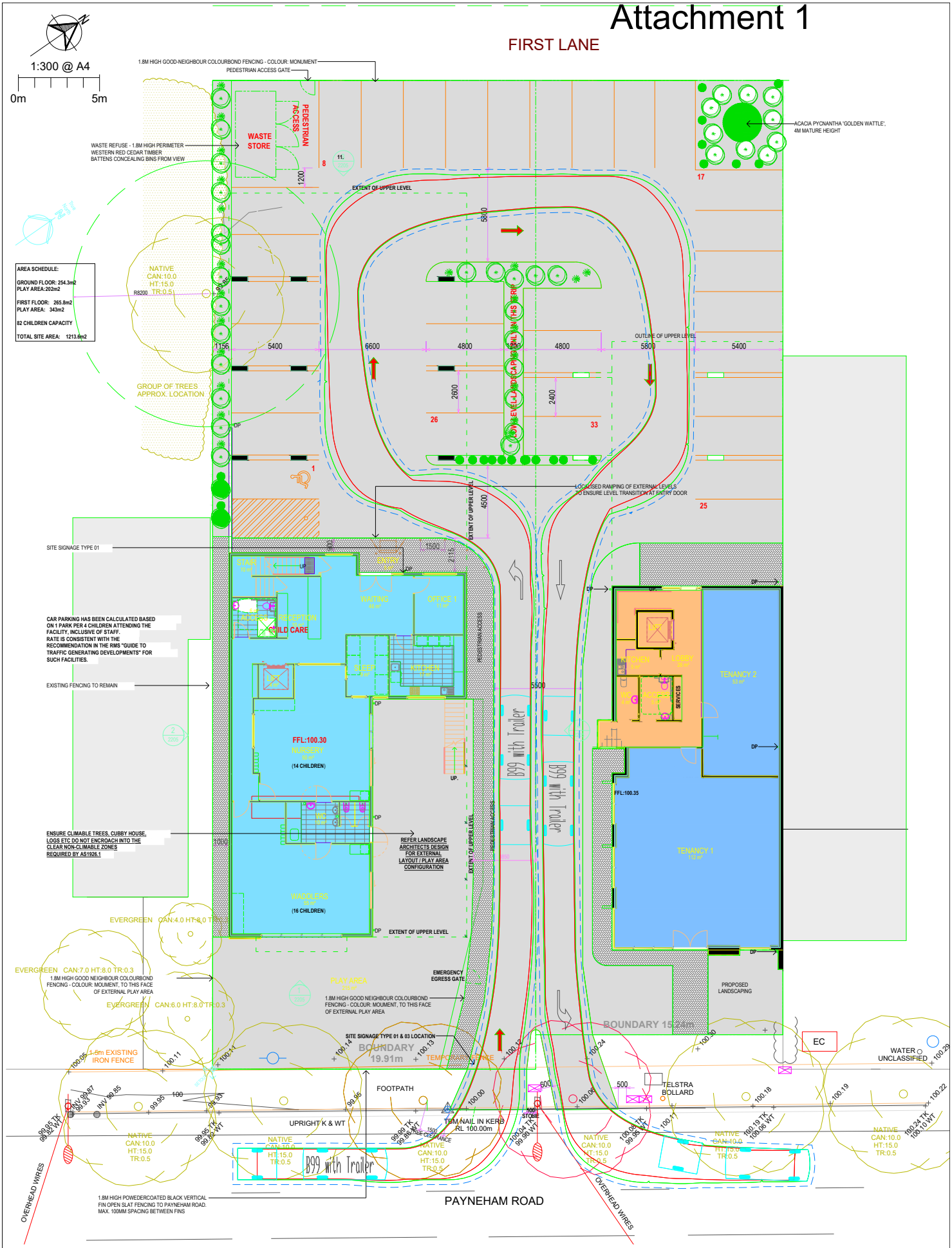


FIGURE 3: B99 WITH TRAILER ON-SITE CIRCULATION WITH SIMULTANEOUS FORWARD SITE ENTRY AND EXIT

PHIL WEAVER & ASSOCIATES
TRAFFIC ENGINEERING CONSULTANTS

For: Future Urban	REF: 22-222
	DATE: 19/01/23
Site Address: 207-209 Payneham Road, St Peters	DWG BY: AH
	CHK BY: PW

204 Young Street
UNLEY SA 5061
P: 08 8271 5999
E: mail@philweaver.com.au

project GREEN

Pre-development Arboricultural Impact Assessment

14 October 2022 **S35098**

Prepared for:

Future Urban

Site Details:

Development site

207 Payneham Road
St Peters

Prepared by:

Project Green Pty Ltd

25-27 Ceafield Road
Para Hills West SA 5096

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Qualified Tree Risk Assessor (ISA)
Registered QTRA Risk Assessor

1 INTRODUCTION

Project Green was engaged by Future Urbans to prepare a Pre-development Arboricultural Impact Assessment in relation to an application to construct a new childcare centre at 207 Payneham Road ,St Peters. A large tree is located on a neighbouring allotment at 205 Payneham Road and Council requires a report on the potential impacts of the proposed development on the tree.

Photo 1: Subject tree viewed from development site.

2 SITE DESCRIPTION

The site comprises a large vacant allotment with frontages to Payneham Road and First Lane **(Refer Figure 1).** The subject tree is located in the adjacent property at 205 Payneham Road, in close proximity to the common site boundary. The site on which the tree is located is occupied by a former dwelling and rear carpark with gravel surface.

Figure 1: Aerial view showing development site and subject tree.

3 BACKGROUND INFORMATION

3.1 Documents and Information Provided

The following documents and information were referred to in preparation of this report:

- *Drawing set* by D'Andrea Architects dated 13/09/22.
- *Site drainage plan* by TRV Homes issue C dated 16/09/22.
- *Correspondence from Council* dated 16/09/22.

3.2 Legislation and Standards

Regard was given to the following legislation and standard for the purpose of conducting the assessment and advising on measures to limit developmental impacts:

- *Planning, Development and Infrastructure Act 2016.*
- *Planning, Development and Infrastructure (General) Regulations 2017.*
- *Planning and Design Code.*
- *Australian Standard 4970-2009 Protection of trees on development sites.*

4 METHOD

The following actions were undertaken to produce this report:

- Site inspection on 12 October 2022.
- Visual Tree Assessment (VTA) of the subject tree.
- Identification of the status of the tree under the regulated tree provisions of the *South Australian Planning, Development and Infrastructure Act 2016.*
- Identification of a Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) for the tree in accordance with *AS4970-2009 (Protection of trees on development sites*).
- Calculation of TPZ encroachments and potential development impacts.
- Recommendations regarding tree protection measures to be adopted to mitigate any development impacts.

4.1 Limitations

- It was not possible to access the property on which the tree is located at the time of the assessment. The tree was therefore inspected from within the site boundaries (approximately 1m from the tree).

- The trunk measurements contained in this report are based on a trunk measurement provided by Councils arborist.
- This report relates to the subject tree only. Any other trees on or adjacent to the site were not included in the assessment.
- The tree was inspected visually from the ground only. No aerial, subsurface or invasive inspections were performed and no soil or plant samples were laboratory tested.
- Due to plant hybridisation some species can be difficult to accurately identify.
- Information contained in this report is based on observations taken on the day of inspection only. It is possible that changes in environmental conditions or subsequent information may affect these findings.
- This report has been prepared on behalf of and for the exclusive use of the Project Green client.

5 TREE DETAILS

5.1 Environment

The subject tree is a relatively young specimen of *Eucalyptus camaldulensis* (River red gum). It is located on the adjacent site as follows:

- Approx. 1.0m from the common property boundary.
- Approx. 13m from the rear property boundary.
- Approx. 14m from the existing dwelling on the allotment.

The tree is located in a generally favourable growing environment in a gravel car park adjacent to the vacant, grassed development site.

5.2 Legislative Status

Project Green was advised that the tree has a trunk circumference of 2.23m measured 1m above ground level and qualifies as a 'regulated' tree under the *Planning, Development and Infrastructure Act 2016.*

5.3 Health

The tree exhibits good health and vigour with a healthy crown. The tree is not diseased does not have a short life expectancy.

5.4 Structure

The tree has good structure with a single trunk with pronounced taper, dividing to multiple branches at approx. 3-4m supporting a relatively upright crown. Stem unions appear sound. The crown overhangs the development site approx. 6.5m. The tree appears to be free of major structural defects.

Photo 2: Subject tree viewed from rear of site.

Photo 3: showing crown overhang.

5.5 Root Distribution

Tree roots are typically found in the top 1m of soil with most in the top 600mm or so of soil where conditions of soil structure, oxygenation, water and nutrients are most favourable to root growth. Actual root distribution of the trees is not known without detailed root investigations. It is likely that tree roots will have colonised the open area of the development site where conditions would be favourable to root growth. For this tree species larger diameter roots are likely to be present at greater depth. Tree roots will also have colonized the gravel car park area around the tree, however soils in this area are likely to have been compacted by vehicle movements.

6 PROPOSED DEVELOPMENT

Based on the drawings provided, the proposed development includes the following:

- New 2 storey building located approx. 16m from the tree.
- New paved car park located approx. 1.5m from the tree. Depth of pavement profile not known.
- Column footings to upper-level deck located approx. 2.8m from the tree. Size of isolated pier footings not known.
- Floor level of deck is at a height of approx. 3.15m (plus balustrades).
- Retaining wall (400H) located approx. 1.6m from the tree (indicating fill within TPZ).
- 1300L underground concrete pump station located approx. 7.5m from the tree. Required excavation width and depth not shown.
- Pump main (to mgrs. specs) located approx. 1.8m from the tree.

Figure 2: Ground level plan.

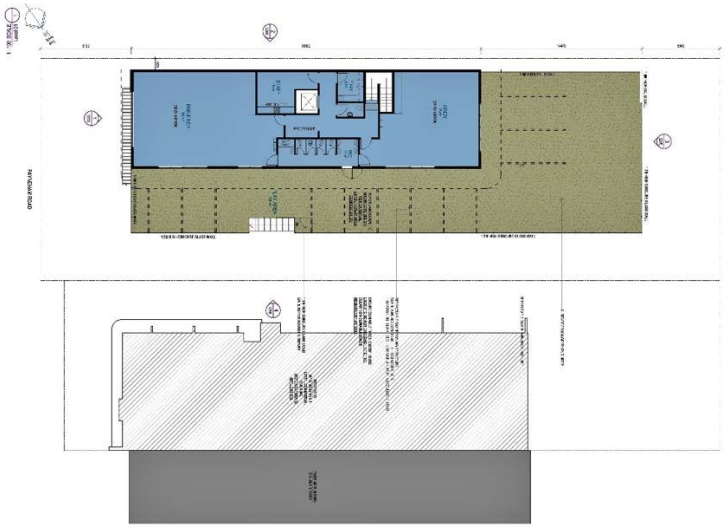

Figure 3: Upper-level plan.

Figure 4: Perspective views.

7 DEVELOPMENT IMPACTS

7.1 Tree Protection Zones

All parts of the tree, including its root system, trunk and crown, may be damaged by development and construction activities if tree protection measures are not implemented. Damage to any one part of the tree may affect its functioning as a whole.

Under AS4970-2009 the Tree Protection Zone (TPZ) is the principal means of protecting trees on development sites. The TPZ is a combination of the root area and crown area requiring protection. It is an area isolated from construction disturbance so that the tree remains viable. The radius of a tree's TPZ is calculated by multiplying its DBH (Diameter at Breast Height) by 12. The TPZ is to be observed in a symmetrical manner with the tree being in a central position. TPZ radius is measured from the centre of the stem at ground level. A TPZ should not be less than 2 m nor greater than 15 m (except where crown protection is required).

The TPZ also incorporates the structural root zone (SRZ) which comprises area around the base of a tree required for the tree's stability in the ground. The SRZ only needs to be calculated when major

encroachment into a TPZ is proposed. An indicative SRZ radius can be determined from the trunk diameter measured immediately above the root buttress using the formula provided in AS4970-2009. Root investigation may provide more information on the extent of these roots. The SRZ for trees with trunk diameters less than 0.15 m will be 1.5 m.

Table 1 describes the TPZ and SRZ for the subject tree as follows. These dimensions are estimates only and should be confirmed by actual measurement of the tree trunk.

Table 1: Tree Protection Zones (estimates only)

Tree species	*E. camaldulensis*
DBH (mm)	730
TPZ (radius m)	8.8
TPZ (area m^2)	243
Diam. at base (m)	800
SRZ (radius m)	3.0

7.2 Potential Impacts

AS4970-2009 allows for a level of encroachment into the TPZ. Encroachments can be by earthworks, paving and trenching for services, as well as building works.

- Development encroachment less than 10% of the TPZ area and not within the SRZ, is considered to be a 'minor encroachment' which is likely to be acceptable to council.
- Development encroachment greater than 10% of TPZ area or within the SRZ, is considered to be a 'major encroachment'. With a major encroachment the project arborist must show that the tree will remain viable. This includes consideration of a number of factors outlined in section 3.3.4 of AS 4970-2009 *Protection of trees on development sites.* This includes the tree species and tolerance to root disturbance, the presence of existing or past structures or obstacles affecting root growth, and the use of 'tree sensitive' construction methods such as permeable paving and pier and beam footings.

The following assessment was made of the encroachments by the existing and proposed development on the tree **(refer to the following TPZ Plans).**

7.2.1 Existing TPZ occupancy

Consideration has also been given to the presence of any pre-existing structures within the TPZ. The area within the TPZ in both properties is of an open character. Soils within the car parking area are likely to have been compacted by vehicle movements.

7.2.2 New encroachments

The proposed development activities at the site encroach into the TPZ of the tree by approx. **100m² (41%)** and works are within the SRZ. The total encroachment includes a number of activities with different impacts on the trees root system.

- Sealing of surfaces and excavation work for the asphalt pavement.
- Excavation for the proposed pier footings.
- Excavation for the concrete pump station.
- Continuous trenching for underground pipework.
- Installation of retaining wall.
- Works within the SRZ.

It is considered that an encroachment of approx. **100m² (41%)** would comprise a major encroachment under *AS4970.* There are also works within the SRZ. Which suggests impacts on the tree from the development are possible.

Figure 5: TPZ Plan-existing site.

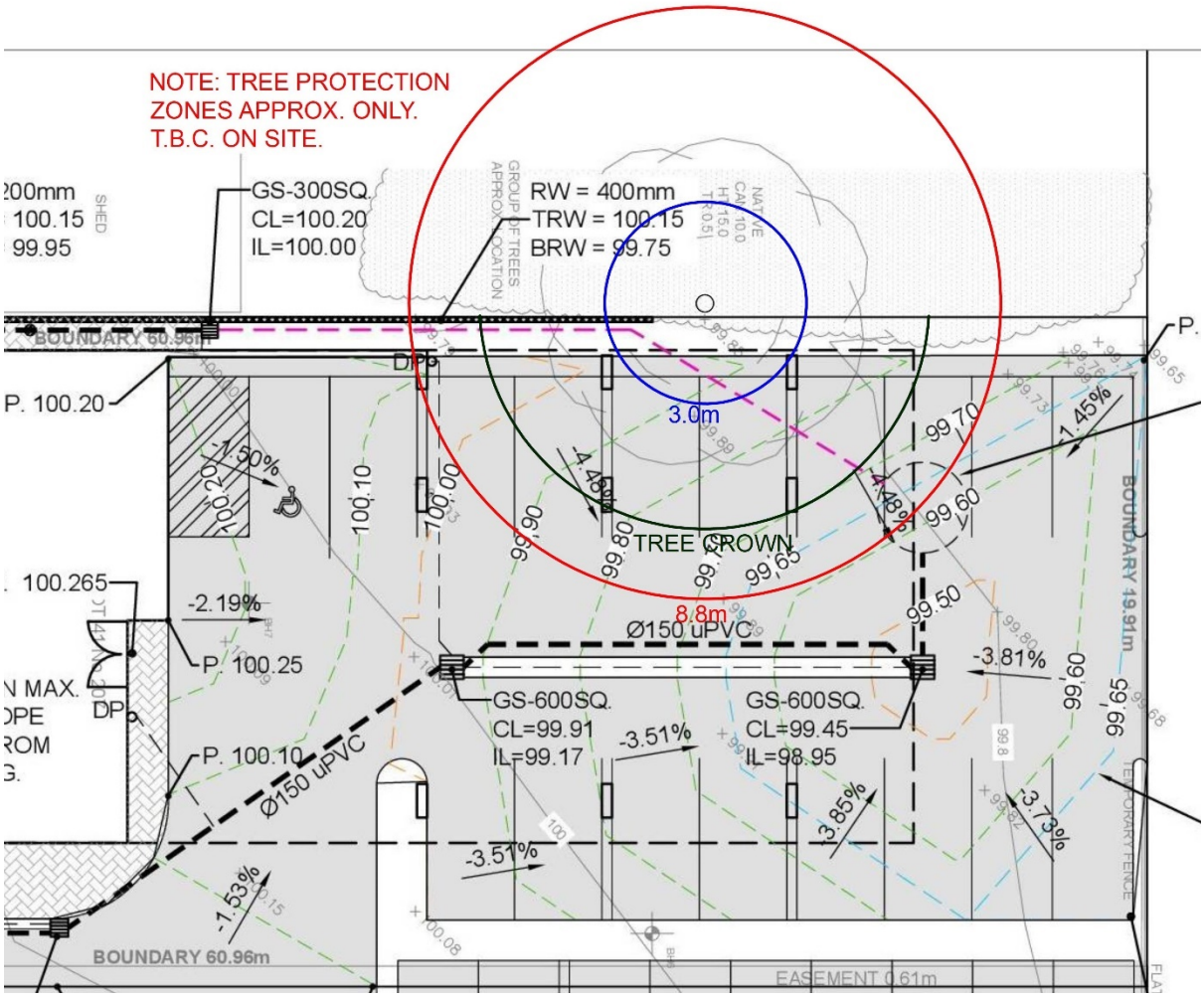

Figure 6: TPZ Plan-proposed site.

8 DISCUSSION

The subject tree is a specimen of *Eucalyptus camaldulensis* (River Red Gum). *Eucalyptus camaldulensis* is a well-known native tree with a wide-spread distribution in south-eastern Australia. It is commonly planted in south-eastern Australia and is often seen as a remnant tree in parts of the Adelaide region. It is a large growing tree attaining a height of over 30 metres and is often seen as wide as it is high. It is tolerant of a wide range of conditions. It is a hardy tree reputed to have a large and deep root system, which can exploit underground water sources. In habitat, it is a tree of riverine or seasonally inundated sites and is recognised as a tree with high habitat value for native fauna. It is also a species recognized as having a relatively high tolerance to site disturbance.

Development can impact on tree health and stability, including damage to the root system, trunk and crown. Australian Standard 4970-2009 (Protection of trees on development sites) provides guidance on principles and best practices for protecting trees on land subject to development.

The total encroachment for development activities is estimated to be approx. **100m² (41%)** which would comprise a 'major encroachment' under *AS4970* (greater than 10% of the TPZ and within SRZ).

In the case of a major encroachment the project arborist must demonstrate that the tree would remain viable. This may require root investigations by non-destructive methods and consideration of relevant factors listed in Clause 3.3.4. This includes:

Location and distribution of the roots to be determined through non-destructive investigation methods

Non-destructive root investigations should be undertaken (using hydro-excavation or similar) at the edge of the proposed works within the SRZ to identify the location and distribution of roots. The design of the proposed works should be modified a required if large structural roots are identified.

Tree species and tolerance to root disturbance.

It is recognized by many arborists and scientists that *E. camaldulensis* is a tree species with a good tolerance to development activities. This is due to the trees relatively deep root system, ability of its dimorphic root system to draw on underground water sources, and natural adaptation to disturbed riverine sites. Dimorphic refers to the dual root systems of the tree. The surface root system colonizes shallow soil layers to access moisture and nutrients and to aid tree stability. Vertical (sinker) roots develop from the lateral roots close to the trunk and grow vertically down to the water table, providing a more secure moisture source in times of drought. These roots also provide additional anchorage for tree stability.

Age, vigour and health of the tree.

This is a relatively young tree and a locally indigenous species, which exhibits good health and vigour.

Healthy and vigorous trees can manage various levels of site disturbance and pruning, and are better able to adapt to the new site conditions once the development has been completed.

The presence of existing or past structures or obstacles affecting root growth.

Tree roots are typically found in the top 600mm or so of soil where conditions of moisture, nutrients and oxygenation are most favourable to root growth. Larger Eucalypts, especially *Eucalyptus camaldulensis,* are also known to have deeper lateral roots and sinker roots, extending some distance from the tree. It is however not possible to predict the actual distribution of the roots without more detailed root investigations.

Tree sensitive construction measures.

The impacts of the proposed development can be offset through the adoption of 'tree sensitive' construction materials and methods. In this instance the following measures could be adopted to minimize development impacts on the tree.

- The asphalt pavement can impact on tree health by the installation of impervious surfaces, and by excavation works. For this tree species larger roots are likely to be present at great depth, however smaller diameter secondary roots are also likely to be present in the upper soil layers where conditions of moisture, nutrients and density are likely to be conducive to root growth. Permeable paving, installed without lowering of soil levels us is considered to be a more 'tree friendly' method of paving. In this instance the depth of the paving profile should be minimized and the option of permeable paving considered.
- Continuous trenching for footings for buildings can sever tree roots and impact on tree health and stability. The use of isolated pier footings, as proposed, is considered to be a more 'tree friendly' method of footing design, with root damage limited to the area excavated for each pier footing. The extent of excavation required for the individual pier footings should be minimized to reduce damage to tree roots. The same applies to the excavation for the concrete pump station.
- Continuous trenching for the proposed underground pipework within a TPZ can sever tree roots. This pipework should be routed outside of the TPZ if possible. If this is not possible they should be installed using 'soft dig' methods such as hydro-excavation or direction boring under guidance of the Project Arborist.
- Continuous trenching for retaining walls can sever tree roots. Any retaining walls should be of isolated pier construction rather than strip footings without continuous trenching.
- Works are proposed within the SRZ of the tree. The SRZ is effectively an 'exclusion zone' for all site works, as it defines the area around the tree in which major structural roots are likely to occur. Cutting of larger diameter roots within an SRZ can compromise tree stability. No excavation is permitted within the SRZ of the tree without the approval of the project arborist.

The area lost to this encroachment should be compensated for elsewhere and contiguous with the TPZ.

Under the current design there are limited opportunities to offset the new encroachment within the site.

8.1 Tree crown

The TPZ also includes protection of the tree crown. The crown spread indicates that some crown reduction pruning may be required to provide clearances to the new upper-level deck, and reduce future risk.

This pruning must not remove tree parts excessively and must not be performed by building contractors. All pruning must conform to the Australian Standard AS 4373 – 2007 *Pruning of Amenity Trees.* All pruning should be carried out or supervised by appropriately qualified and experienced arborists.

9 CONCLUSION

While this is a highly tolerant tree species, the level of encroachment is likely to be outside the limits of tolerance of the tree. Impacts on the trees root system can be reduced somewhat by the adoption of 'tree sensitive' construction methods outlined in this report, particularly in relation to the protection of any deeper roots, ; however it is not possible to conclude that there will be no impacts on the tree without undertaking more detailed root investigations.

The tree should also be protected at all stages of the development process as outlined in **Appendix A (Tree Protection Zone).**

10 RECOMMENDATIONS

Based on this assessment the following recommendations are made with respect to the proposed development:

1. **Design review**

   1.1. Review the proposed design to reduce the TPZ encroachment and eliminate any excavation within the SRZ.

2. **Root investigations**

   2.1. Undertake root investigations using non-destructive methods such as hydro-excavation at the edge of the proposed driveways adjacent to the SRZ.

   2.2. Root investigations to be supervised by the project arborist who is to take photographs and prepare a root map.

2.3. The design and construction method for the driveways to be modified in accordance with the root investigations.

3. Root pruning

3.1. Any excavation that occurs within the TPZ should be undertaking using manual excavation.

3.2. The project arborist should advise on roots to be retained and should monitor the works.

3.3. If roots are encountered and are larger than 50mm in diameter works should proceed under the direct supervision of the project arborist with a minimum qualification of Level 4 (AQTF 4).

3.4. Where the project arborist identifies roots to be pruned within or at the outer edge of the TPZ, they should be pruned with a final cut to undamaged wood. Pruning cuts should be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds should not be treated with dressings or paints. It is not acceptable for roots within the TPZ to be 'pruned' with machinery such as backhoes or excavators.

3.5. Where roots within the TPZ are exposed by excavation, temporary root protection should be installed to prevent them drying out. This may include jute mesh or hessian sheeting as multiple layers over exposed roots and excavated soil profile, extending to the full depth of the root zone. Root protection sheeting should be pegged in place and kept moist during the period that the root zone is exposed.

4. Tree root damage prevention

4.1. Footings within the TPZ to use 'pier and beam' construction to reduce the need for trenching for footing beams within the TPZ.

4.2. Paving within the TPZ to comprise open jointed pavers to maintain water infiltration into the soil.

4.3. Paving within the TPZ to be installed using 'no dig' construction to reduce the need for excavation within the TPZ.

4.4. Underground services are to be routed outside of the TPZ if possible.

4.5. If underground services cannot be routed outside of the TPZ, installed using 'soft dig' methods such as hydro-excavation or direction boring under guidance of the Project Arborist.

4.6. Any new retaining walls to be installed using concrete sleepers on bored pier footings without continuous trenching.

5. Protective fencing

5.1. Temporary protective fencing is to be installed around the tree prior to any work commencing and is to be maintained in place until all work is finalized.

5.2. The TPZ fence should follow the SRZ of the tree within the site. The aim of the fencing is to protect the tree crown from construction vehicle damage, and to protect soils within the TPZ from compaction and contamination.

5.3. The fenced areas shall not be used for storage of machinery or construction materials or for parking or vehicle access. Areas for parking, storage, waste disposal, mixing and wash out areas must be clearly defined, well away from the tree protection zone.

5.4. Apply mulch to a depth of 50-75mm within the protective fencing on the site.

5.5. Supplementary watering of the TPZ areas is to be undertaken during dry periods or as deemed necessary by the project Arborist.

5.6. The TPZ fence may be reduced in extent in the final stages of construction to enable site works to be completed.

5.7. All works within the designated TPZ should be carried out under the supervision of the project Arborist.

6. Mechanical damage prevention to trunk & crown

6.1. During construction site access is to take place from a location outside of the trees crown.

6.2. Protective fencing is to be maintained around all sides of the tree throughout the construction process.

7. General protection measures

7.1. General tree protection measures are to be adopted as outlined in **Appendix A (Tree Protection Zone).**

11 GLOSSARY

Centre of the Stem (CoS)	The Centre of the Stem at ground level (or point of origin) is the point from which all protection radii are to be measured.
Crown Density	The estimated % of density of foliage present in the crown compared to that idealised for the genus and species when in good condition of normal vigour and expressed as a %, considering vigour, predation, environmental condition, epicormic shoots and dormancy (Draper & Richards, 2009).
Crown Lifting	The removal or reduction of lower branches.
Crown Thinning	The selective removal of branches that does not alter the overall size of the tree.
Health	Includes the tree's vigour exhibited by density of crown, leaf colour and the effectiveness of wound occlusion etc.
ISA	International Society of Arboriculture (USA)
Live Crown Ratio (LCR)	The proportion of live crown relative to tree height used to assist in the assessment of potentially hazardous trees.
Maintenance Pruning	The removal of any dead, dying or diseased material.
Major Encroachment	Where the total encroachment for development activities is greater than 10% of the TPZ or within the SRZ; as per AS4970-2009 Protection of trees on development sites.
Minor Encroachment	Where the total encroachment for development activities is less than 10% of the TPZ and outside of the SRZ; as per AS4970-2009 Protection of trees on development sites.
Project Arborist	The suitably qualified person responsible for carrying out the tree assessment, report preparation, consultation with designers, specifying tree protection measures, monitoring and certification.
Reaction Wood	Also termed Response Growth and comprised of either Tension or Compression Wood, it occurs as a result of gravity or injury.
Reduction Pruning	The removal of the ends of branches to lower internal lateral branches or stems in order to reduce the height and/or spread of the tree.
Size	Tree height and crown spread measured in metres.
Species profile	Attributes and characteristics of the species which includes size, longevity, structural integrity, shedding behaviour etc.
Structural Root Zone (SRZ)	The SRZ is an area required for tree stability. Any encroachment is considered to be 'major encroachment' and should only occur in consultation with a Project Arborist.
Structure	An assessment of tree stability as per species, environment, identifiable defects and remedial options.
Taper	In roots and branches; the decrease in diameter along a given length, usually reducing gradually in the distal direction (away from the point of attachment).
Tree Protection Zone (TPZ)	The TPZ is a combination of the root area and crown area requiring protection to ensure the tree remains viable. Potential encroachment is to be assessed by the Project Arborist.
Tree Risk Rating (TRR)	Expressed as being either *low*, *moderate* or *high*, any rating above *low* requires a remedial action to be undertaken.
Useful Life Expectancy (ULE)	This rating gives an estimate of the expected useful life span of the tree and takes into account age, life span of the species, local environmental conditions, location, and any suitable remedial options for identified issues.

Vigour	The capacity for an organism to respond to adverse conditions such as pests, disease or climatic challenges. Stored energy that can be depleted overtime with age and/or the experience of the subject.
Visual Tree Assessment	A visual inspection of a tree from the ground undertaken by a trained arborist competent in determining tree type, structural integrity, health, growing environment and environmental benefits or impacts the tree may present. The assessment is used to determine suitable methods for managing the tree and the impact it may have on its immediate surrounds. The inspection is limited to those attributes observed on the day of inspection. No other investigative techniques are used unless stated otherwise.

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APPENDIX A- Tree Protection Zone (TPZ)

Definition of TPZ

Tree Protection Zone (TPZ) has been identified for the subject tree. The TPZ is a restricted area usually delineated by protective fencing, which is installed prior to site establishment and retained intact until completion of the works. The intent of the TPZ is to protect the tree and to ensure that its health and stability are maintained.

Implementation

To protect trees during development *Australian Standard 4970-2009 Protection of Trees on Development Sites* (AS4970-2009) prescribes activities within the TPZ and Structural Root Zone (SRZ) as described in more detail below. Contractors and staff must be informed by the site supervisor to take precautions when working within the designated TPZs, to prevent tree damaging activity occurring. Any authorized works and activities within the TPZ must be supervised by the Project Arborist.

The project specifications must acknowledge the need to protect the subject tree and the role of the Project Arborist. Additional arboricultural assessment may be required if the design changes from that originally approved.

Activities restricted within the TPZ

Activities generally excluded from the TPZ include but are not limited to:

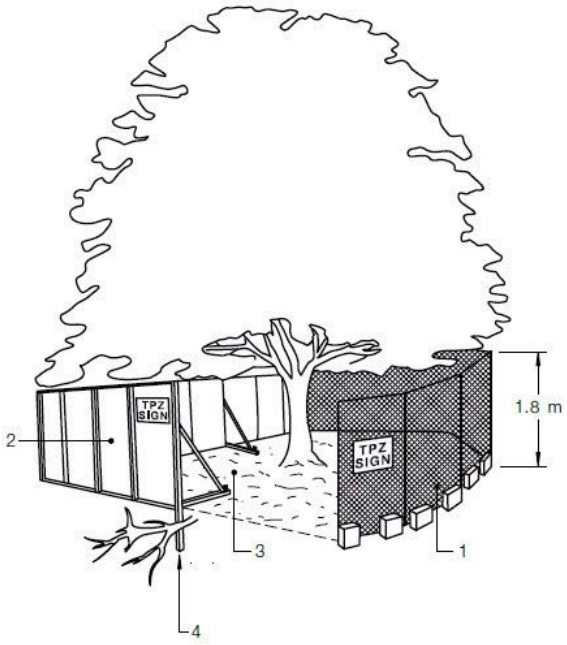
a) machine excavation including trenching;
b) excavation for silt fencing;
c) cultivation;
d) storage;
e) preparation of chemicals, including preparation of cement products;
f) parking of vehicles and plant;
g) refuelling;
h) dumping of waste;
i) wash down and cleaning of equipment; placement of fill;
j) lighting of fires;
k) soil level changes;
l) temporary or permanent installation of utilities and signs, and
m) physical damage to the tree.

Tree protection zone fencing

Fencing should be erected before any machinery or materials are brought onto the site and before the commencement of works including demolition. Once erected, protective fencing must not be removed or altered without approval by the Project Arborist. The TPZ should be secured to restrict access.

AS 4687-2007 (Temporary fencing and hoardings) specifies applicable fencing requirements.

- Shade cloth or similar should be attached to reduce the transport of dust, other particulate matter and liquids into the protected area.
- Fence posts and supports should have a diameter greater than 20 mm and be located clear of roots.
- Existing perimeter fencing and other structures may be suitable as part of the protective fencing.
- Figures 1 & 2 indicate an example of protective fencing.
- Signs identifying the TPZ should be placed around the edge of the TPZ and be visible from within the development site. The lettering on the sign should comply with AS 1319-1994 (Safety signs for the occupational environment). Figure 3 gives an example of TPZ signage.



LEGEND:
1 Chain wire mesh panels with shade cloth (if required) attached, held in place with concrete feet.
2 Alternative plywood or wooden paling fence panels. This fencing material also prevents building materials or soil entering the TPZ.
3 Mulch installation across surface of TPZ (at the discretion of the project arborist). No excavation, construction activity, grade changes, surface treatment or storage of materials of any kind is permitted within the TPZ.
4 Bracing is permissible within the TPZ. Installation of supports should avoid damaging roots.

Figure 1: Example of protective fencing.

Figure 2: Typical TPZ fencing.

Figure 3: Example of TPZ signage.

Other tree protection measures

When tree protection fencing cannot be installed or requires temporary removal, other tree protection measures should be used, including those listed below.

Trunk and branch protection

Where necessary, install protection to the trunk and branches of trees as shown on Figure 4.

The materials and positioning of protection are to be specified by the Project Arborist. A minimum height of 2 m is recommended.

Do not attach temporary power lines, stays, guys and the like to the tree. Do not drive nails into the trunks or branches.

Ground protection

- If temporary access for machinery is required within the TPZ ground protection measures will be required. The purpose of ground protection is to prevent root damage and soil compaction within the TPZ. Measures may include a permeable membrane such as geotextile fabric beneath a layer of mulch or crushed rock below rumble boards as illustrated in Figure 4.
- These measures may be applied to root zones beyond the TPZ.

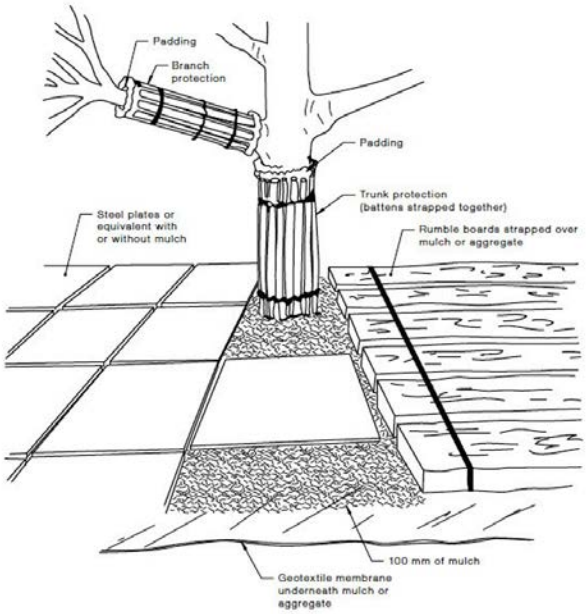


Figure 4: Examples of trunk, branch and ground protection.

Root protection during works within the TPZ

Some approved works within the TPZ, such as regrading, installation of piers or landscaping may have the potential to damage roots.

If the grade is to be raised the material should be coarser or more porous than the underlying material. Depth and compaction should be minimised.

Manual excavation should be carried out under the supervision of the Project Arborist to identify roots critical to tree stability. Relocation or redesign of works may be required.

Where the Project Arborist identifies roots to be pruned within or at the outer edge of the TPZ, they should be pruned with a final cut to undamaged wood. Pruning cuts should be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds should not be treated with dressings or paints. It is not acceptable for roots within the TPZ to be 'pruned' with machinery such as backhoes or excavators.

Where roots within the TPZ are exposed by excavation, temporary root protection should be installed to prevent them drying out. This may include jute mesh or hessian sheeting as multiple layers over exposed roots and excavated soil profile, extending to the full depth of the root zone. Root protection sheeting should be pegged in place and kept moist during the period that the root zone is exposed.

Other excavation works in proximity to trees, including landscape works such as paving, irrigation and planting can adversely affect root systems. Seek advice from the Project Arborist.

Installing underground services within TPZ

All services should be routed outside the TPZ. If underground services must be routed within the TPZ, they should be installed by directional drilling or in manually excavated trenches.

The directional drilling bore should be at least 600 mm deep. The Project Arborist should assess the likely impacts of boring and bore pits on retained trees.

For manual excavation of trenches the Project Arborist should advise on roots to be retained and should monitor the works. Manual excavation may include the use of pneumatic and hydraulic tools.

Scaffolding

Where scaffolding is required it should be erected outside the TPZ. Where it is essential for scaffolding to be erected within the TPZ, branch removal should be minimized. This can be achieved by designing scaffolding to avoid branches or tying back branches. Where pruning is unavoidable it must be specified by the Project Arborist in accordance with AS 4373-2007.

NOTE: Pruning works may require approval by the determining authority.

The ground below the scaffolding should be protected by boarding (e.g. scaffold board or plywood sheeting) as shown in Figure 5. Where access is required, a board walk or other surface material should be installed to minimize soil compaction. Boarding should be placed over a layer of mulch and impervious sheeting to prevent soil contamination. The boarding should be left in place until the scaffolding is removed.

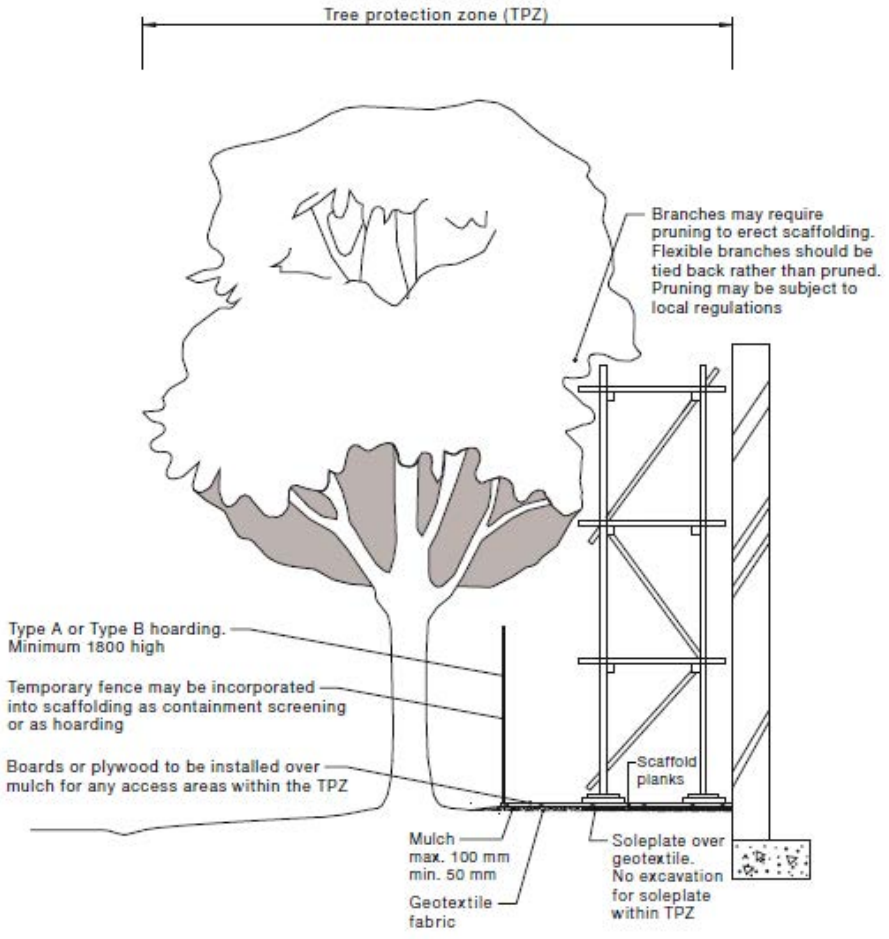


Figure 5: Indicative scaffolding within a TPZ.

Maintaining the TPZ

Mulching

The area within the TPZ should be mulched. The mulch must be maintained to a depth of 50–100 mm using material that complies with *AS 4454*. Where the existing landscape within the TPZ is to remain unaltered (e.g. garden beds or turf) mulch may not be required.

Watering

Soil moisture levels should be regularly monitored by the Project Arborist. Temporary irrigation or watering may be required within the TPZ. An above-ground irrigation system should be installed and maintained by competent person.

Weed removal

All weeds should be removed by hand without soil disturbance or should be controlled with appropriate use of herbicide.

Monitoring and certification

There are many stages in the development process from site acquisition to completion where the Project Arborist is required to monitor or certify tree protection. Table 1 summarizes the process and indicates the stages that normally require certification (a written statement of compliance).

Table 1: Stages in Development and the Tree Management Process

Stage in development	Tree management process	
	Matters for consideration	**Actions and certification**
Pre-construction		
Initial site preparation	State based OHS requirements for tree work	Compliance with conditions of consent
	Approved retention/removal	Tree removal/tree retention/transplanting
	Refer to AS 4373 for the requirements on the pruning of amenity trees	Tree pruning Certification of tree removal and pruning
	Specifications for tree protection measures	Establish/delineate TPZ Install protective measures Certification of tree protection measures
Construction		
Site establishment	Temporary infrastructure Demolition, bulk earthworks, hydrology	Locate temporary infrastructure to minimize impact on retained trees Maintain protective measures Certification of tree protection measures
Construction work	Liaison with site manager, compliance Deviation from approved plan	Maintain or amend protective measures Supervision and monitoring
Implement hard and soft landscape works	Installation of irrigation services Control of compaction work Installation of pavement and retaining walls	Remove selected protective measures as necessary Remedial tree works Supervision and monitoring
Practical completion	Tree vigour and structure	Remove all remaining tree protection measures Certification of tree protection
Post construction		
Defects liability/ maintenance period	Tree vigour and structure	Maintenance and monitoring Final remedial tree works Final certification of tree condition

Tree Protection Plan

The approved tree protection plan must be available onsite prior to the commencement of and during works. The tree protection plan will identify key stages where monitoring and certification will be required.

A pre-construction meeting should be attended by the site manager, the Project Arborist and contractors to introduce the tree protection plan and its requirements.

PRE-CONSTRUCTION

Tree removal and pruning

Trees for removal or transplanting should be marked onsite as per the approved tree protection plan. Before removal, the Project Arborist should confirm that all marked trees correspond with those shown on the schedule or plan. Other tree work may be specified in the tree protection plan.
Tree removal should be carried out prior to erection of protection fencing. Contractors should be instructed to avoid damage to trees within protection areas when removing or pruning trees. This may include restrictions of vehicle movements.

Any approved pruning required to allow for works should be done at this stage. AS 4373-2007 specifies requirements for pruning.

Stumps to be removed from within a TPZ must be removed in a manner that avoids damaging or disturbing roots of trees to be retained.

The Project Arborist should supervise tree removal, transplanting and pruning and certify the works on completion.

Installing tree protection fencing and other protection measures

Fencing and other protection measures are to be installed in compliance with Section 4 and as detailed in the tree protection plan.

Protection measures are to be certified by the Project Arborist.

CONSTRUCTION STAGE

General

In order to ensure that protection measures are being adhered to during the pre-construction and construction stages, there should be a predetermined number of site inspections carried out by the Project Arborist. Matters to be monitored and reported should include tree condition, tree protection measures and impact of site works which may arise from changes to the approved plans.

If there is non-compliance with tree protection measures or if trees have been damaged, a time frame for compliance and remedial works should be specified by the Project Arborist.

The determining authority may need to be notified of non-compliance issues. Monitoring, reporting and certification should be carried out at the following critical stages of construction.

Site establishment

The Project Arborist will monitor the impacts of demolition, bulk earth works, installation of temporary infrastructure including bunting, sediment control works, and drainage works.

The construction management plan (site establishment plan) should be checked for compliance with the tree protection plan. The construction management plan normally includes location of site sheds, stockpile areas, temporary access roads and sediment control devices.

At completion of site establishment, the Project Arborist should certify that tree protection measures comply with the tree protection plan.

Construction work

The Project Arborist will monitor the impacts of general construction works on retained trees. Monitoring should be done at regular intervals or in consultation with the site manager. Monitoring is to be recorded for inclusion in certification at practical completion.

Critical stages typically include installation of services, footings and slabs, scaffolding, works within the TPZ and at completion of building works.

Landscape works

The landscape plan should be checked for compliance with the tree protection plan. The Project Arborist may need to approve the staged removal of protection measures required to allow for landscape works.

The Project Arborist should supervise any works within TPZs, including retaining walls, irrigation and lighting installation, topdressing, planting and paving.

The Project Arborist should specify any remedial works above and below ground.

Monitoring is to be recorded for inclusion in certification at practical completion.

Practical completion

Practical completion assumes that all construction and landscaping works are finished. At practical completion all remaining tree protection measures should be removed. The Project Arborist should assess tree condition and provide certification of tree protection.

POST-CONSTRUCTION

Defects liability period

Completion of outstanding building or landscaping works following the construction period must not injure trees.

Final certification

The Project Arborist should assess the condition of trees and their growing environment and make recommendations for any necessary remedial actions.

Following the final inspection and the completion of any remedial works, the Project Arborist should certify (as appropriate) that the completed works have been carried out in compliance with the approved plans and specifications for tree protection. Certification should include a statement on the condition of the retained trees, details of any deviations from the approved tree protection measures and their impacts on trees. Copies of monitoring documentation may be required.

project GREEN

Pre-development Arboricultural Impact Assessment (addendum to report S35098)

7 November 2022 **S35098**

Prepared for:

Future Urban

Site Details:

Development site

207 Payneham Road
St Peters

Prepared by:

Project Green Pty Ltd

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Contents

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1 INTRODUCTION

Project Green was engaged by Future Urbans to prepare a Pre-development Arboricultural Impact Assessment in relation to an application to construct a new childcare centre at 207 Payneham Road St Peters. A large tree is located on a neighbouring allotment at 205 Payneham Road and Council requires a report on the potential impacts of the proposed development on the tree. Project Green undertook an assessment and issued a tree report dated 14 October 2022.

Following the recommendations in the assessment the client provided a revised civil plan aimed at reducing development impacts on the tree. This included:

- Removal of any retaining walls within the SRZ.
- Re-routing underground services outside of the TPZ.
- Adjustment to the surface/finished floor level to eliminate any excavation within the SRZ.
- Permeable paving to be applied to the car parking areas within the TPZ using a 'no dig' construction within the SRZ.

Photo 1: Subject tree viewed from development site.

2 SITE DESCRIPTION

The site comprises a large vacant allotment with frontages to Payneham Road and First Lane **(Refer Figure 1).** The subject tree is located in the adjacent property at 205 Payneham Road, in close proximity to the common site boundary. The site on which the tree is located is occupied by a former dwelling and rear carpark with gravel surface.

Figure 1: Aerial view showing development site and subject tree.

3 BACKGROUND INFORMATION

3.1 Documents and Information Provided

The following documents and information were referred to in preparation of this report:

- *Site drainage plan* by TRV Homes issue D dated 31/10/22.

Regard was given to the following legislation and standard for the purpose of conducting the assessment and advising on measures to limit developmental impacts:

- *Planning, Development and Infrastructure Act 2016.*
- *Planning, Development and Infrastructure (General) Regulations 2017.*
- *Planning and Design Code.*
- *Australian Standard 4970-2009 Protection of trees on development sites.*

4 METHOD

The following actions were undertaken to produce this report:

- Review of additional plans.
- Identification of the status of the tree under the regulated tree provisions of the *South Australian Planning, Development and Infrastructure Act 2016.*
- Identification of a Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) for the tree in accordance with *AS4970-2009 (Protection of trees on development sites*).
- Calculation of TPZ encroachments and potential development impacts.
- Recommendations regarding tree protection measures to be adopted to mitigate any development impacts.

4.1 Limitations

- The trunk measurements contained in this report are based on a trunk measurement provided by Councils arborist.
- This report relates to the subject tree only. Any other trees on or adjacent to the site were not included in the assessment.
- The tree was inspected visually from the ground only. No aerial, subsurface or invasive inspections were performed and no soil or plant samples were laboratory tested.
- Due to plant hybridisation some species can be difficult to accurately identify.

- Information contained in this report is based on observations taken on the day of inspection only. It is possible that changes in environmental conditions or subsequent information may affect these findings.
- This report has been prepared on behalf of and for the exclusive use of the Project Green client.

5 PROPOSED DEVELOPMENT

Based on the drawings provided, the proposed development includes the following:

•New 2 storey building located approx. 16m from the tree.

• New paved car park located approx. 1.5m from the tree. Shown as permeable paving (approx. 160m^2) within and contiguous with the TPZ. Depth of paving profile not known.

• Column footings to upper-level deck located approx. 3.0m from the tree (two on edge of SRZ). Size of isolated pier footings not known.

• Retaining wall (300H) located approx. 4.3m from the tree (indicating fill within TPZ).

• 1300L underground concrete pump station located approx. 13m from the tree.

• Pump main located approx. 13m from the tree.

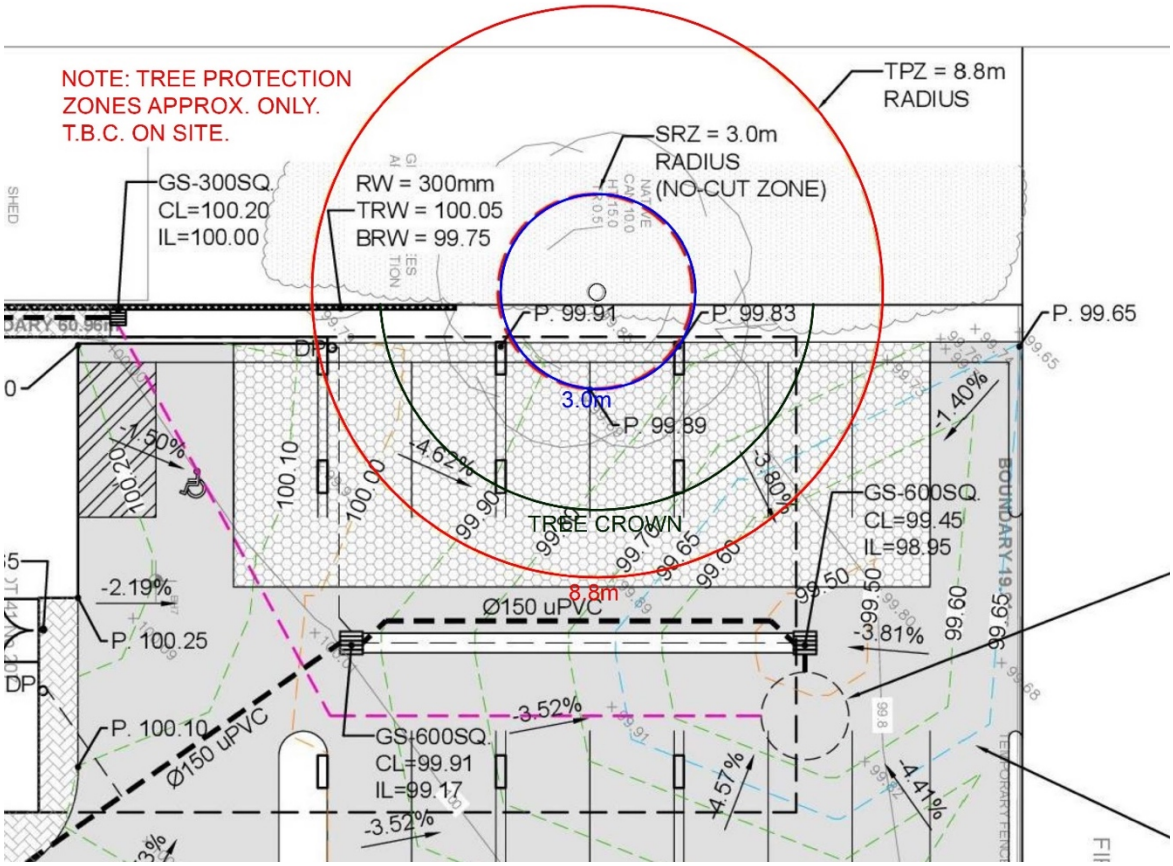


Figure 2: Revised- civil plan.

6 DEVELOPMENT IMPACTS

The proposed development activities at the site encroach into the TPZ of the tree by approx. **100m² (41%)** and there are paving works within the SRZ. This would comprise a 'major encroachment' under *AS4970*.

The revised design however has eliminated some of the most significant impacts on the tree, including the installation of permeable paving, relocation of the retaining wall outside of the SRZ and rerouting of underground service outside the TPZ.

The impacts of the proposed development can be further offset through the adoption of 'tree sensitive' construction methods. In this instance the following measures should be adopted to minimize development impacts on the tree.

- Permeable paving to be installed without lowering of grade (refer attached permeable paving guidelines). Minor raising of grade is acceptable provided that permeable materials are used.
- The extent of excavation required for the individual pier footings should be minimized to reduce damage to tree roots. Hydro-excavation will be required under arborists supervision to advise on any roots that may require cutting, especially at the edge of the SRZ.
- The SRZ is effectively an 'exclusion zone' for all site works, as it defines the area around the tree in which major structural roots are likely to occur. Cutting of larger diameter roots within an SRZ can compromise tree stability. No excavation is permitted within the SRZ of the tree without the approval of the project arborist.
- The TPZ and SRZ of this tree are estimates only. Site access should be arranged to enable measurement of the tree. Non -destructive root investigations using hydro-vac are recommended to identify the actual SRZ of the tree and the presence of any large diameter structural roots.

7 GLOSSARY

Centre of the Stem (CoS)	The Centre of the Stem at ground level (or point of origin) is the point from which all protection radii are to be measured.
Crown Density	The estimated % of density of foliage present in the crown compared to that idealised for the genus and species when in good condition of normal vigour and expressed as a %, considering vigour, predation, environmental condition, epicormic shoots and dormancy (Draper & Richards, 2009).
Crown Lifting	The removal or reduction of lower branches.
Crown Thinning	The selective removal of branches that does not alter the overall size of the tree.
Health	Includes the tree's vigour exhibited by density of crown, leaf colour and the effectiveness of wound occlusion etc.
ISA	International Society of Arboriculture (USA)
Live Crown Ratio (LCR)	The proportion of live crown relative to tree height used to assist in the assessment of potentially hazardous trees.
Maintenance Pruning	The removal of any dead, dying or diseased material.
Major Encroachment	Where the total encroachment for development activities is greater than 10% of the TPZ or within the SRZ; as per AS4970-2009 Protection of trees on development sites.
Minor Encroachment	Where the total encroachment for development activities is less than 10% of the TPZ and outside of the SRZ; as per AS4970-2009 Protection of trees on development sites.
Project Arborist	The suitably qualified person responsible for carrying out the tree assessment, report preparation, consultation with designers, specifying tree protection measures, monitoring and certification.
Reaction Wood	Also termed Response Growth and comprised of either Tension or Compression Wood, it occurs as a result of gravity or injury.
Reduction Pruning	The removal of the ends of branches to lower internal lateral branches or stems in order to reduce the height and/or spread of the tree.
Size	Tree height and crown spread measured in metres.
Species profile	Attributes and characteristics of the species which includes size, longevity, structural integrity, shedding behaviour etc.
Structural Root Zone (SRZ)	The SRZ is an area required for tree stability. Any encroachment is considered to be 'major encroachment' and should only occur in consultation with a Project Arborist.
Structure	An assessment of tree stability as per species, environment, identifiable defects and remedial options.
Taper	In roots and branches; the decrease in diameter along a given length, usually reducing gradually in the distal direction (away from the point of attachment).
Tree Protection Zone (TPZ)	The TPZ is a combination of the root area and crown area requiring protection to ensure the tree remains viable. Potential encroachment is to be assessed by the Project Arborist.
Tree Risk Rating (TRR)	Expressed as being either *low*, *moderate* or *high*, any rating above *low* requires a remedial action to be undertaken.
Useful Life Expectancy (ULE)	This rating gives an estimate of the expected useful life span of the tree and takes into account age, life span of the species, local environmental conditions, location, and any suitable remedial options for identified issues.

Vigour	The capacity for an organism to respond to adverse conditions such as pests, disease or climatic challenges. Stored energy that can be depleted overtime with age and/or the experience of the subject.
Visual Tree Assessment	A visual inspection of a tree from the ground undertaken by a trained arborist competent in determining tree type, structural integrity, health, growing environment and environmental benefits or impacts the tree may present. The assessment is used to determine suitable methods for managing the tree and the impact it may have on its immediate surrounds. The inspection is limited to those attributes observed on the day of inspection. No other investigative techniques are used unless stated otherwise.

8 BIBLIOGRAPHY

Australian Standards AS4373-2007 Pruning of amenity trees –Standards Australia.

Draper, D.B & Richards P.A (2009) Dictionary for Managing Trees in Urban Environments, CSIRO Australia.

Matheny, N.P: & Clark, J.R (1994) Evaluation of Hazard Trees in Urban Areas. ISA Publications.

Shigo, A.L. (1999) A New Tree Biology (9th edition) Sherwin Dodge Printers, Littleton, New Hampshire.

APPENDIX A- Permeable Paving Guidelines.

Installation of pavements within a TPZ can impact on tree health by the installation of impervious surfaces, and by excavation works. Covering the tree's root zone with hard impervious surfaces limit water infiltration and exchange of gases and nutrients conducive to root growth.

Permeable paving systems allow infiltration into the soil while still supporting pedestrian and vehicle loads. In permeable paving systems, the pavers are made of impervious materials, but with water infiltrating through enlarged gravel filled joints between the pavers (e.g. Ecotrihex, Best Bioloc).

Permeable paving systems require that the pavers be laid on some form of 'drainage layer' (usually no fines aggregate) which allows stormwater runoff to drain freely from the paved surface, and infiltrate into the sub-base.

The systems must be designed to meet engineering requirements in terms of both vehicles loads as well as infiltration capacity.

The following construction profile for permeable paving (for vehicle loads) around urban trees has been adopted in a number of instances. This is indicative only and may require civil engineering civil engineering input to support the proposed vehicle loads.

- 80mm 'Ecotrihex' pavers, joints filled with2-5mm screenings.
- 20mm levelling layer of 10mm washed crushed aggregate (no fines).
- 100mm drainage layer of 10mm washed crushed aggregate (no fines) in 'Geoweb' containment cells.
- Geotextile layer.
- Uncompacted subgrade.

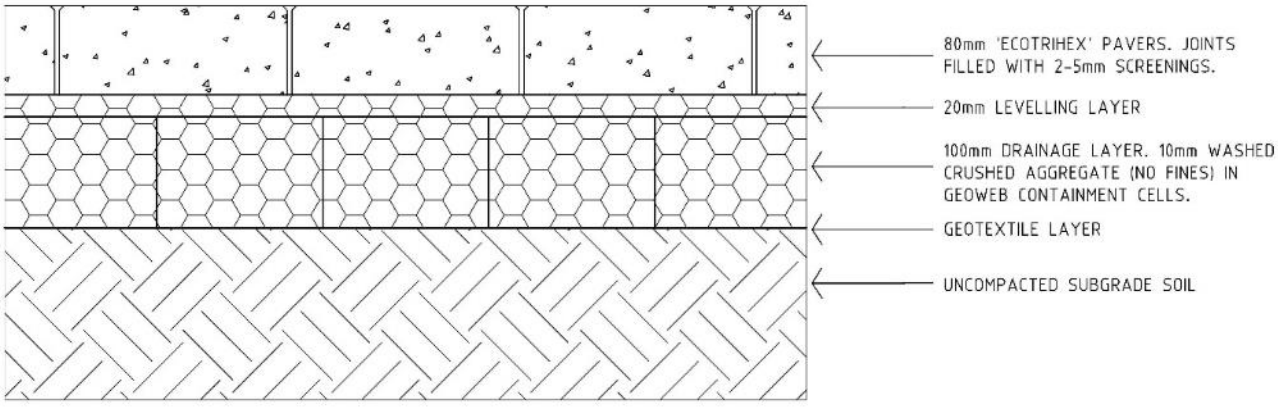


Figure 1: Typical permeable paving detail around trees (trafficable)

Figure 2: 'Ecotrihex' pavers on washed aggregate drainage layer.

The following methodology is recommended when installing permeable paving within a TPZ:

Root investigations

- Installation of the new pavement may need to be preceded by non-destructive root investigations such as hydro-excavation.
- Root investigations using non-destructive methods such as hydro-excavation may be required adjacent to the SRZ.
- Root investigations to be supervised by the project arborist who is to take photographs and prepare a root map.
- The design and construction method for the pavement to be modified in accordance with the root investigations.

Installation

- The permeable paving system is to be installed above grade if feasible to reduce the need for excavation within the TPZ and disturbance of the tree's root system
- Excavation depths should be adapted to the presence of large diameter roots.
- Excavation that occurs within the TPZ should be by manual excavation or hydro-excavation.
- The project arborist should advise on roots to be retained and should monitor the works.

- If roots are encountered and are larger than 50mm in diameter works should proceed under the direct supervision of the project arborist with a minimum qualification of Level 4 (AQTF 4).
- Where the project arborist identifies roots to be pruned within or at the outer edge of the TPZ, they should be pruned with a final cut to undamaged wood. Pruning cuts should be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds should not be treated with dressings or paints. It is not acceptable for roots within the TPZ to be 'pruned' with machinery such as backhoes or excavators.
- Where roots within the TPZ are exposed by excavation, temporary root protection should be installed to prevent them drying out. This may include jute mesh or hessian sheeting as multiple layers over exposed roots and excavated soil profile, extending to the full depth of the root zone. Root protection sheeting should be pegged in place and kept moist during the period that the root zone is exposed.
- All works within the TPZ should be undertaken in accordance to AS4970.

A pavement profile of approx. 350mm depth would appear to be consistent with current engineering practice for trafficable permeable paving. The system to be installed with minimal disturbance to the tree's root system without excavation into the existing base. All materials to be permeable.

207-209 Payneham Road Childcare Centre and Office

Environmental Noise Assessment

12 September 2022
Reference ID: 87-2

echo Acoustic Consulting

Contents

Figures

Tables

Abbreviations

AAAC	Association of Australasian Acoustical Consultants
BMT	Base Metal Thickness
DO	Desired Outcome of the Code
DTS	Deemed to Satisfy criteria of the Code
EPA	South Australian Environment Protection Authority
PO	Performance Outcome of the Code
WHO	World Health Organization

Glossary

A-weighting	A mathematical adjustment to the measured noise levels to represent the human response to sound. An *A-weighted noise level* is presented as dB(A).
Ambient noise level	The noise level associated with the environment in the absence of the activity under investigation.
Background noise level	The noise level exceeded for 90% of the measurement period. The background noise level represents the lulls in the ambient environment.
Characteristic	A characteristic determined in accordance with the *Environment Protection (Noise) Policy 2007* (the Policy) to be fundamental to the nature and impact of the noise. For example, a noise source is deemed to exhibit a characteristic if it produces distinctive tonal, impulsive, low frequency or modulating features.
Code	*Planning and Design Code* Version 2022.16 dated 1 September 2022, PlanSA.
Day	A period defined by the *Environment Protection (Noise) Policy 2007* as between 7am and 10pm.
EP Act	*Environment Protection Act 1993*
Equivalent noise level	The A-weighted noise level which is equivalent to a noise level which varies over time. The descriptor is L_{Aeq} and it is the A-weighted *source noise level (continuous)* referenced in the Policy. The L_{Aeq} is also referenced as an average noise level for simplicity.
dB	The logarithmic unit of measurement to define the magnitude of a fluctuating air pressure wave. Used as the unit for *sound* or *noise level*. An *A-weighted noise level* is presented as dB(A).
Indicative Noise Level	The noise level assigned by the Policy at a location to represent an impact on the acoustic amenity at that location. No further action is required to be taken under the *Environment Protection Act 1993* for noise levels which are lower than the Indicative Noise Level.

Instantaneous maximum noise level	The A-weighted noise level which is the instantaneous maximum over a period. The L_{Amax} is the A-weighted instantaneous maximum noise level referenced in Clause 20(b)(ii) of the Policy.
Night	A period defined by the *Environment Protection (Noise) Policy 2007* as between 10pm and 7am.
Noise	An interchangeable term with sound but which is most often described as *unwanted sound*.
Noise Sensitive Premises	Premises that could be "noise-affected". For the purposes of this assessment, the noise sensitive premises are residential dwellings.
Policy	The *Environment Protection (Noise) Policy 2007*
Sound	An activity or operation which generates a fluctuating air pressure wave. The ear drum can perceive both the frequency (pitch) and the magnitude (loudness) of the fluctuations to convert those waves to sound.
Sound power level	The amount of sound energy an activity produces for a given operation. The sound power level is a constant value for a given activity. The sound power level is analogous to the power rating on a light globe (which remains constant), whereas the lighting level in a space (sound pressure level in this analogy) will be influenced by the distance from the globe, shielding and different locations within the space.
Sound pressure level	The magnitude of sound (or noise) at a position. The sound pressure level can vary according to location relative to the noise source, and operational, meteorological and topographical influences. The terms *sound pressure level* and *noise level* are used interchangeably in this assessment.
WHO Guidelines	*Guidelines For Community Noise* Birgitta Berglund Thomas Lindvall Dietrich H Schwela London, United Kingdom, April 1999, World Health Organization.

Executive Summary

The proposed development at 207 to 209 Payneham Road, St Peters, (the facility) comprises:

1. a childcare centre at 207 Payneham Road with capacity for up to 82 children (aged 5 and under), car parking and outdoor play spaces
2. an office building at 209 Payneham Road with associated car parking

The childcare centre provides care and sleeping spaces for the different age groups with supporting staff areas. The childcare spaces open onto outdoor areas which will be used by the children for play when weather and the operation of the facility permits. The office provides a commercial space for typical office use with an ancillary car park.

The noise sources at the facility includes passenger vehicle activity in the car parks, the collection of waste bins, the operation of air conditioning and ventilation systems, and the sound of children playing (at the childcare centre).

Many childcare centres and offices are adjacent residential areas without any specific treatments to reduce noise levels to surrounding dwellings. Notwithstanding this regular feature, this assessment considers the sound against objective requirements.

The assessment process includes the prediction of noise levels based on established inputs from childcare centres and office activities. The predicted noise levels are compared against standards developed from the *Planning and Design Code* to provide an objective measure of adverse impacts on the amenity of an area. In the circumstance where the noise levels need to be reduced to achieve those standards, the assessment provides the recommended control measures, be it operational restrictions or physical construction requirements. The objective of the above process is to ensure the operation of the facility does not adversely impact on the amenity of surrounding dwellings.

This assessment determines the facility can reasonably and practicably achieve the relevant standards of the *Planning and Design Code* through implementing the following measures:

- constructing solid walls and balustrading between the upper-level childcare centre play areas and the nearest dwellings
- ensuring any shade systems at the childcare centre (other than the verandahs) are acoustically transparent (by using a material such as *shade cloth*)
- incorporating a *Noise Management Plan* for the childcare centre
- ensuring the private collection of waste occurs between 7am and 7pm Monday to Saturday and not on public holidays or Sundays
- locating mechanical plant away from the residences, subject to reviewing the services during the design stage of the project to achieve the *Environment Protection (Noise) Policy 2007*.

Introduction

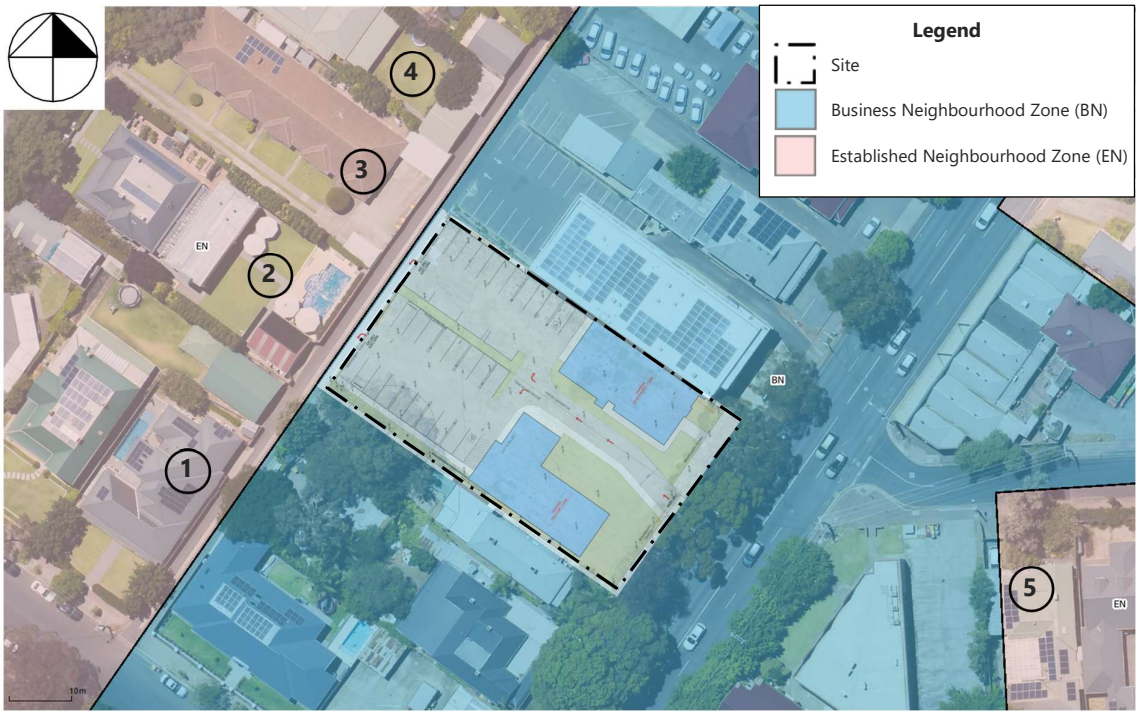
The proposed development at 207 to 209 Payneham Road, St Peters, (the facility) comprises a childcare centre and an office building respectively.

The noise generating activities associated with the operation of the facility and considered in this assessment include:

- children playing outside at the childcare centre
- vehicle movements in the car parking area (childcare centre and office)
- waste collection (childcare centre and office)
- operation of services including air conditioning and ventilation systems (childcare centre and office).

The facility and the closest dwellings are shown in Figure 1 below.

Figure 1 The facility and surrounding dwellings



Source Plan SA – SA Property & Planning Atlas

Assessment Criteria

The Code

The facility is located in a *Business Neighbourhood Zone* and nearest sensitive premises (dwellings) are all located within an *Established Neighbourhood Zone* of the *Planning and Design Code Version* 2022.16 dated 1 September 2022 (the Code). The following provisions within the Code are considered relevant to the environmental noise assessment.

Business Neighbourhood Zone (Part 2 – Zones and Sub Zones)

Performance Outcome PO 1.1

Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses *that do not materially impact residential amenity*.

Interface between Land Uses (Part 4 – General Development Policies)

Desired Outcome DO 1

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

Performance Outcome PO 1.2

Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is *designed to minimise adverse impacts*.

Performance Outcome PO 2.1

Non-residential development *does not unreasonably impact the amenity of sensitive receivers* (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:

a) the nature of the development
b) measures to mitigate off-site impacts
c) the extent to which the development is desired in the zone
d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.

Performance Outcome PO 4.1

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

Deemed to Satisfy Criteria DTS 4.1

Noise that might affect sensitive receivers achieves the relevant *Environment Protection (Noise) Policy* criteria.

Performance Outcome PO 4.2

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

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

The Policy

Interface between Land Uses DTS 4.1 references the *Environment Protection (Noise) Policy 2007* (the Policy).

The Policy was developed under the *Environment Protection Act 1993* (the EP Act). The EP Act incorporates a requirement to ensure the acoustic *amenity of a locality is not unreasonably interfered with*. The Policy provides a quantitative approach to satisfy this requirement underpinned by the World Health Organization's *Guidelines for Community Noise* (WHO Guidelines) as it relates to community annoyance and sleep disturbance.

Compliance with the Policy will satisfy *DTS 4.1* and is considered to also satisfy the subjective requirements of the Desired and Performance Outcomes in the Code (being the *Business Neighbourhood Zone PO 1.1* and *Interface between land uses DO 1, PO 1.2, PO 2.1, PO 4.1* and *PO 4.2*).

Schedule 1 (clause 6) of the Policy excludes noise from a school, kindergarten, childcare centre, or place of worship from its objective assessment method. The *Guidelines for the use of the Environment Protection (Noise) Policy 2007* note the following:

> *Child-care centres, schools, kindergartens, places of worships and playgrounds are often located immediately adjacent to residences and their impacts are rarely of concern, even though the sound levels can often easily exceed environmental noise criteria such as those contained in the general provisions of the Noise Policy. Complaints to the Authority regarding school and church noise do occur from time to time and there have been proceedings brought in the South Australian Environment Resources and Development Court to deal with noise nuisance impacts from a child-care centre in one case. Typically, such complaints are handled under the general environmental duty provisions of the Environment Protection Act 1993 rather than through comparison with objective criteria such as those in the Noise Policy, which have not been established for the specific circumstances presented by schools, kindergartens, child-care centres or places of worship.*

In the absence of the Policy as an objective measure, the Environment, Resources and Development Court has considered noise levels from children playing against the recommendations of the WHO guidelines. The WHO guidelines include that *to protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50 dB(A)* $L_{Aeq16hr}$.

The WHO guidelines criterion of an $L_{Aeq16hr}$ of 50 dB(A) is utilised by this assessment to satisfy the Code requirements from the sound of children playing. The criterion does not mean all people will be "moderately annoyed" at levels greater than 50 dB(A) but rather provides a criterion above which some people can become moderately annoyed.

The Policy is utilised for the assessment of the balance of activity at the facility, including car parking, mechanical plant operation and waste collection.

For waste collection, the Policy effectively restricts private collection (as distinct to public collection occurring at the same time as other surrounding dwellings) to between 7am and 7pm Monday to Saturday and not on public holidays or Sundays.

For car parking and mechanical plant, the Policy establishes noise levels that apply to new developments (being the *Indicative Noise Level* minus 5 dB(A)). The noise levels apply at noise sensitive premises (dwellings) for both the day (7am to 10pm) and night (10pm to 7am the following day) periods. These noise levels vary according to the land use zoning in which the facility and the dwellings are located.

The noise levels that apply at existing dwellings (identified as dwellings 1 through 5 in Figure 1) in an *Established Neighbourhood Zone* adjacent a development within a *Business Neighbourhood Zone* are:

- An average noise level of 47 dB(A) during the day
- An average noise level of 40 dB(A) during the night
- An instantaneous maximum noise level of 60 dB(A) during the night.

The "average noise level" is an *equivalent noise level* over a default assessment period of 15 minutes.

When predicting noise levels for comparison to the Policy, the predicted noise levels are to be adjusted (increased) where the activities exhibit "annoying" characteristics (dominant tonal, impulsive, low frequency content or modulation characteristics) in comparison to the surrounding ambient environment.

Assessment

WHO Guidelines

Noise from Children Playing

The WHO Guidelines criterion of an $L_{Aeq16hr}$ of 50 dB(A) is utilised by this assessment to satisfy the Code requirements from the sound of children playing.

The prediction of noise has been based on the facility operating at capacity (82 children) with all children outside for up to 8 hours per day and the following assumptions:

- 14 children less than 2 years old on ground level with a sound power level of 68 dB(A)[1] per child
- 16 children between 2 and 3 years old on ground level with a sound power level of 75 dB(A)[1] per child
- 52 children more than 3 years old on level 1 with a sound power level of 77 dB(A)[1] per child
- The external stairs are only used infrequently or for emergencies.

Noise Reduction Measures

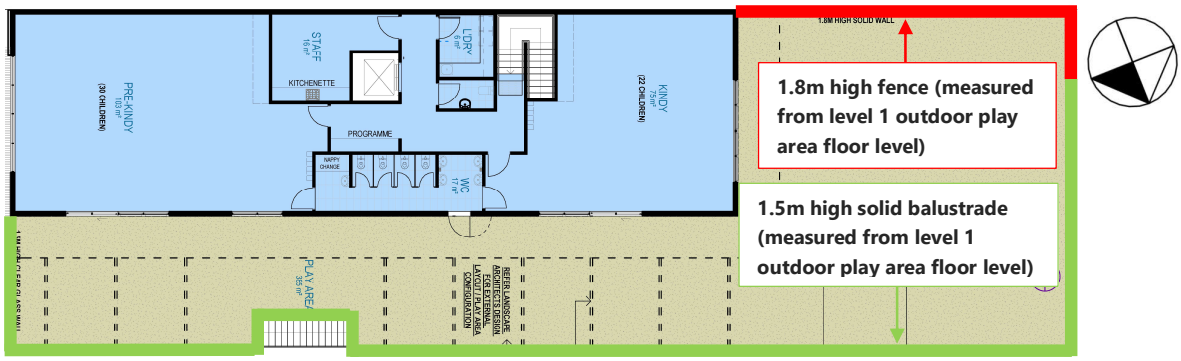
To achieve the WHO criterion and to ensure best practice operation with respect to childcare noise reduction to surrounding land uses, the following acoustic treatments are recommended:

- Ensure the extent of the wall depicted as red in Figure 2 is a minimum of 1.8m in height when measured from the upper play area floor level. The wall should be constructed from any material with a surface density equal to or greater than sheet steel with a base material thickness (BMT) of 0.42mm, and be sealed airtight at all junctions, including with the floor slab
- Ensure the extent of the balustrade depicted as green in Figure 2 is a minimum of 1.5m in height when measured from the upper play area floor level. The balustrade should be constructed from any material with a surface density equal to or greater than sheet steel with a BMT of 0.42mm, including glass; and be sealed airtight at all junctions, including with the floor slab, at joins, and at the junction with the wall (that is, there should be no gaps under or around the balustrade panels)
- Incorporate a solid external door/gate at the top of the external stairs with the same material specification and height as the balustrade and which has no appreciable gaps around its perimeter
- Ensure any shade sail used in the play areas is constructed from an acoustically transparent material such as "open weave" shade cloth (or similar) rather than waterproof PVC (that is, any material which can be breathed through)

[1] Sound power levels for age groups and modelling inputs in accordance with the Association of Australasian Acoustical Consultants (AAAC) *Guideline for Child Care Centre Acoustic Assessment* Version 3.0

- Maintain a *Noise Management Plan* for the facility which includes measures such as:
  - Closing doors and windows in rooms where music is being played
  - Ensuring outdoor play spaces are not used before 7am
  - Not introducing surfaces or equipment which would regularly elevate children above the wall/ balustrade
  - Not having equipment or surfaces intended for impact outside
  - Not having musical instruments outside
  - Maintaining play equipment such that noise which could be reduced by maintenance is not generated
  - Utilising gates and doors with soft close mechanisms
  - Maintaining a method for neighbours to contact the facility
  - Ensuring crying or distressed children are taken inside the centre and comforted
  - Monitoring the behaviour of children by trained childcare staff
  - Ensuring carers and staff control the level of their voice while outside.

Figure 2 Level 1 Play Area Treatments



Source On Architecture Drawing DA04.1

The Policy

Car Park Noise, Mechanical Plant, and Collection of Waste

The Policy is utilised by this assessment to satisfy the Code requirements that relate to noise from the use of the car park, operation of the mechanical services, and the collection of waste.

The following inputs have been utilised for the assessment over the default 15-minute period of the Policy and are the basis for the predicted noise levels in Table 1:

- 2 staff passenger vehicles and 2 client passenger vehicles in the childcare car park prior to 7am (in a 15-minute period) with a sound power level of 81 dB(A) per arrival or departure[2] (manoeuvring into the parking space, opening and closing doors and conversing)
- 10 client passenger vehicles in the childcare and office car park after 7am (in a 15-minute period) with a sound power level of 81 dB(A) per arrival or departure (as per above)
- Operation of external air conditioning plant with a sound power level of 77 dB(A) serving each building
- Operation of roof exhaust systems with a combined sound power level of 75 dB(A) serving each building

Existing Environment

Noise level measurements were conducted on Thursday 1 July 2022 using a calibrated *Rion NL-42 sound level meter* to establish the noise level in the existing ambient environment at a location which represents the closest dwellings.

The measurements indicated that the noise in the existing environment (when measured in First Lane), during the most sensitive period (prior to 7am), was dominated by vehicle movements on Payneham Road with equivalent noise levels typically ranging between 50 dB(A) and 60 dB(A), and maximum noise levels regularly above 60 dB(A) and occasionally up to 70dB(A).

In addition, it was observed that First Lane was utilised prior to 7am by existing businesses and dwellings which open into the lane. These occasional slow speed vehicle movements along the lane were not observed to adversely impact on the amenity of the existing ambient environment, which was dominated by Payneham Road. Although the noise from vehicle movements on public roads is not assessed under the Policy, any new activity will not be dissimilar to the existing movements along First Lane.

[2] Sound power levels for passenger vehicle activity in accordance with the Association of Australasian Acoustical Consultants (AAAC) *Guideline for Child Care Centre Acoustic Assessment* Version 3.0

Predicted Noise Level

Noise predictions have been made for the use of the car park and operation of the mechanical services and summarised in Table 1 for each identified dwelling location.

Table 1 Predicted Noise Levels dB(A)

Dwelling	Predicted cumulative noise level Car parking and plant operation (dB(A))			Compliance
	Day	Night		
	L_{Aeq}	L_{Aeq}	L_{Amax}	
Criteria	***47***	***40***	***60***	
1	39	38	54	**Yes**
2	39	38	54	**Yes**
3	40	38	55	**Yes**
4	37	36	50	**Yes**
5	<35	<35	<45	**Yes**

In this circumstance no adjustment is required to the predicted noise levels for "annoying" characteristics (dominant tonal, impulsive, low frequency content or modulation characteristics) on the basis that the predicted levels are not dominant when compared to the ambient environment from vehicles traveling on Payneham Road at greater speed than what occurs in carparks and in First Lane (as measured on site).

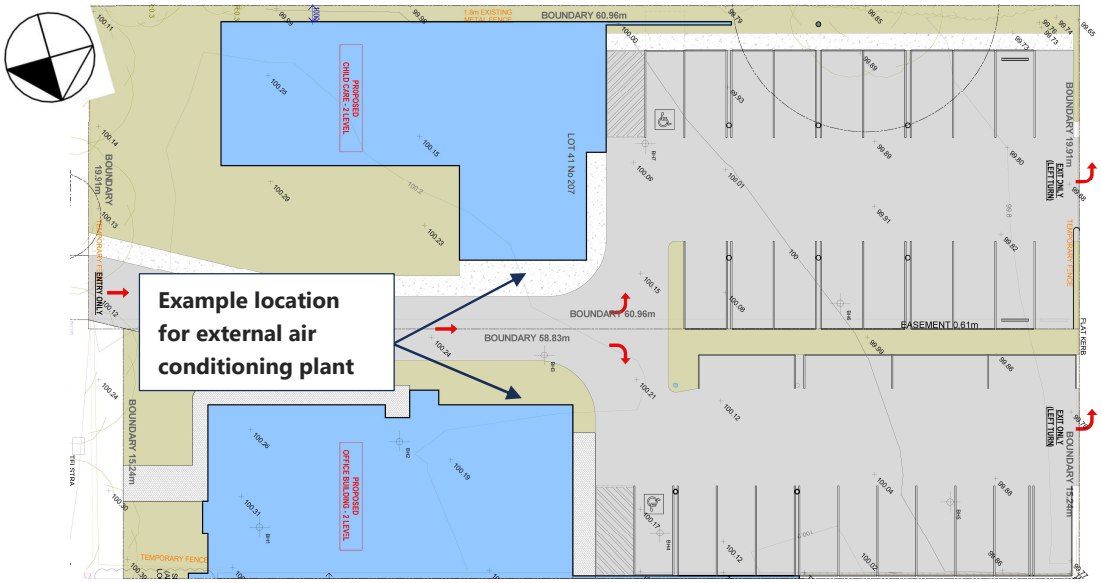
Noise Reduction Measures

With reference to Table 1, the car parking activity and the operation of mechanical services can achieve the assessment criteria required to satisfy the Code.

To maintain compliance with the Code, the following noise reduction measures are required:

- Ensure there are no irregularities on the car park surface which generate excessive impacts such as grates which move when driven over
- Locate the external air conditioning plant away from residential boundary. An example location is shown in Figure 3.

Figure 3 Car Park Noise and Mechanical Plant Treatments



Source On Architecture Drawing DA04.1

Future Services Design

The mechanical plant has not yet been designed, as is common at the planning application stage of a project. As a result, the noise from the air conditioning and ventilation systems should be confirmed during the design stage of the project when this aspect of the design is finalised.

Based on the assessment to date, a condition relating to the future air conditioning and ventilation system design achieving the Policy can be reasonably and practicably complied with. Any acoustic treatments recommendations will be subject to a review of the proposed system (once designed).

Waste Collection

It is recommended the hours of private waste collection from the facility (as distinct to waste collection which occurs at the same time as other dwellings in the area) occur between 7am and 7pm Monday to Saturday and not on public holidays or Sundays.

Conclusion

An environmental noise assessment has been made of the proposed childcare centre and office development at 207 to 209 Payneham Road, St Peters.

The environmental noise assessment considers the predicted noise levels from the development against standards established in accordance with the *Planning and Design Code*, the World Health Organization's *Guidelines for Community Noise,* and the *Environment Protection (Noise) Policy 2007,* to ensure the acoustic amenity of the surrounding sensitive premises (dwellings) is not adversely impacted.

The assessment determines the facility can reasonably and practicably achieve the relevant standards through implementing the following measures:

- constructing solid walls and balustrading between the upper-level childcare centre play areas and the nearest dwellings
- ensuring any shade systems at the childcare centre (other than the verandahs) are acoustically transparent (by using a material such as *shade cloth*)
- incorporating a *Noise Management Plan* for the childcare centre
- ensuring the private collection of waste occurs between 7am and 7pm Monday to Saturday and not on public holidays or Sundays
- locating mechanical plant away from the residences, subject to reviewing the services during the design stage of the project to achieve the *Environment Protection (Noise) Policy 2007*.

With the implementation of the above measures, the assessment concludes the facility will not adversely impact on the amenity of dwellings in the locality and will provide a facility which will meet the relevant *Planning and Design Code* provisions.

References

D'Andrea Architects Drawing *"A2201"* dated 1 August 2022

Environment Protection (Noise) Policy 2007, SA EPA

Guideline for Child Care Centre Acoustic Assessment Version 3.0, Association of Australasian Acoustical Consultants

Guidelines For Community Noise Birgitta Berglund Thomas Lindvall Dietrich H Schwela London, United Kingdom, April 1999, World Health Organization

Guidelines For the Use of The Environment Protection (Noise) Policy 2007, SA EPA June 2009

Planning and Design Code Version 2022.16 dated 1 September 2022, PlanSA

Document Details

Distribution:

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Description	Environmental Noise Assessment

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E: townhall@npsp.sa.gov.au

Disclaimer

This map is a representation of the information current held by The City of Norwood, Payneham & St Peters. While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Data Acknowledgement:
Property, Road & Administrator Boundaries - Supplied by Department Environment & Heritage (DEH)

Zoning Map


Second Lane
Winchester St
EN
BN
EN
Key
BN Business Neighbourhood Zone
EN Established Neighbourhood Zone

Contact Details

175 The Parade, Norwood
South Australia 5067
P: 08 8366 4555 F: 08 8332 6338
E: townhall@npsp.sa.gov.au

Disclaimer

Details of Representations

Attachment 5

Application Summary

Application ID	22014281
Proposal	Construction of a two level child care centre with associated signage, external play areas and car parking (with vehicular access and egress from Payneham Road only)
Location	207 PAYNEHAM RD ST PETERS SA 5069

Representations

Representor 1 - R Arthur Ward

Name	R Arthur Ward
Address	PO BOX 380 STEPNEY SA, 5069 Australia
Submission Date	16/02/2023 04:49 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
Reasons Please see attached email	

Attached Documents

RepresentationForm-MrArthurWard-4902873.pdf

Tala Aslat

From: Ann and Arthur Ward <wardsaanda@hotmail.com>
Sent: Thursday, 16 February 2023 3:04 PM
To: Tala Aslat
Subject: 207 and 209 Payneham Road St Peters
Attachments: Payneham Rd Developments.pdf

Thank you for your help to date.
Please see the attached PDF.

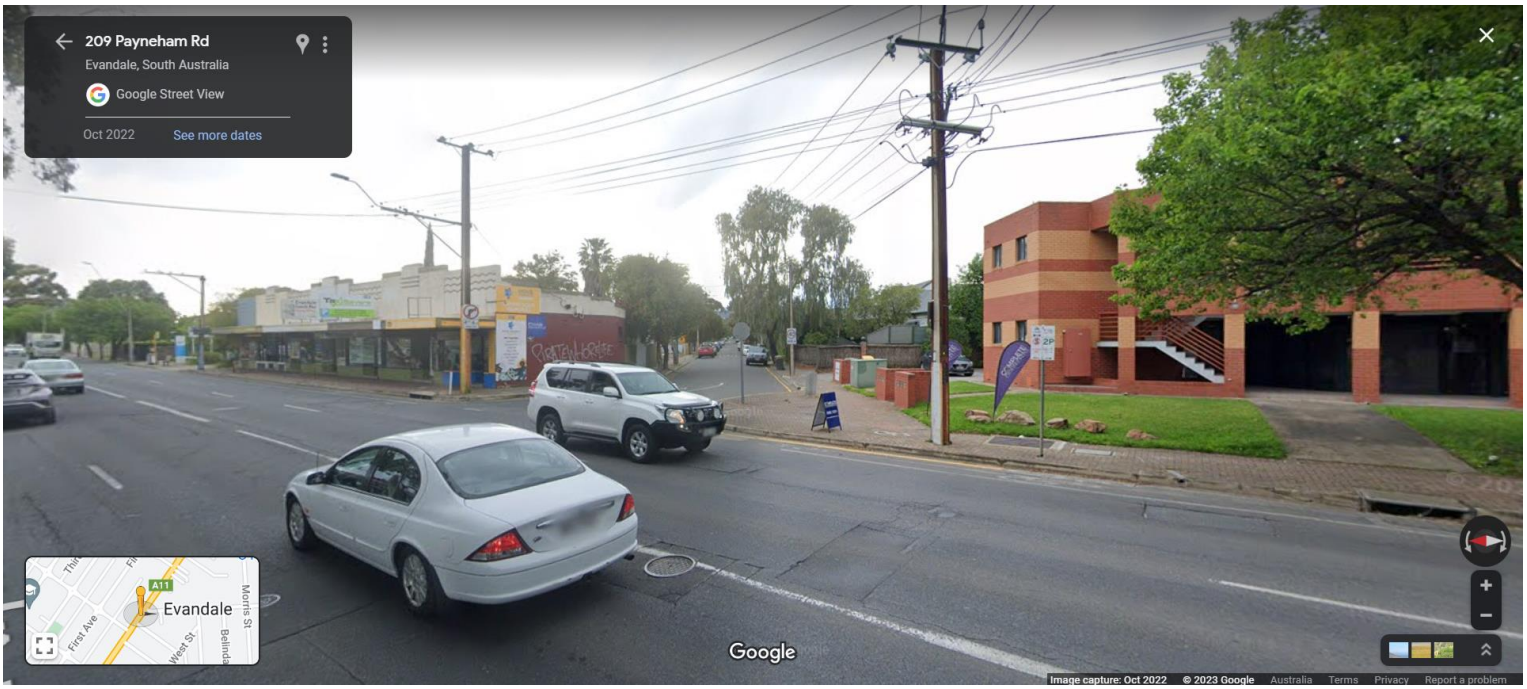
R. Arthur Ward

Development Assessment for proposals at 207 and 209 Payneham Road, St Peters

I consider that the proponents of these proposals have underestimated the impact on road traffic in the area. My wife and I have owned property in mid Bakewell Rd, Evandale since 2001 and lived there since 2010. Traffic has grown considerably in this time. However, I don't oppose the proposals and believe it is the responsibility of Government to upgrade the roads to suit.

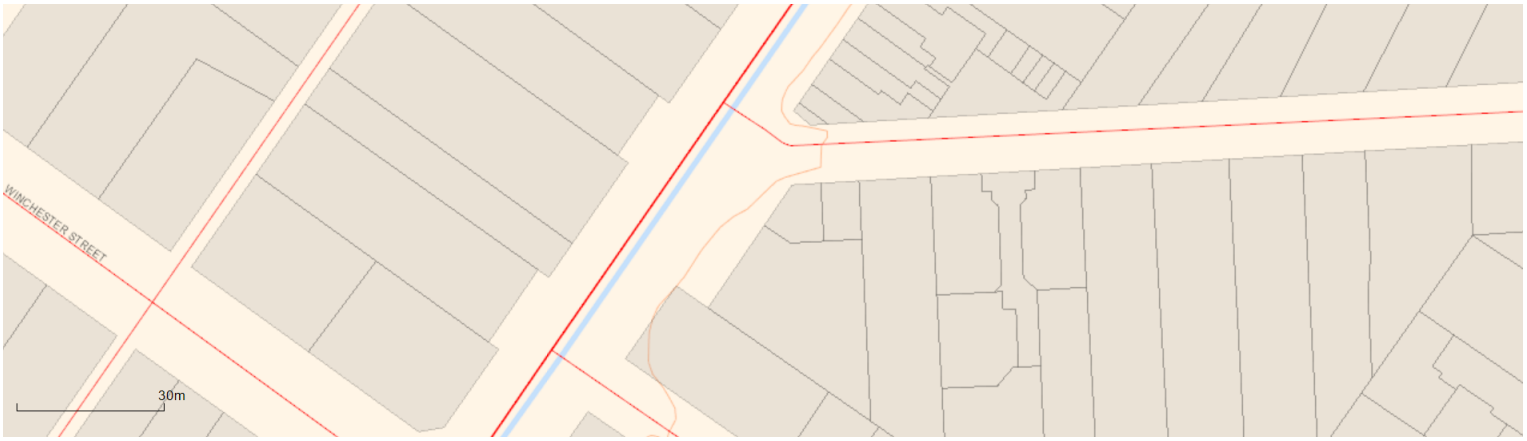
There is only one location in the adjacent 1.75 km section of Payneham Road where traffic lights provide a relatively safe option for motorists to turn right into or out of the adjoining area. The SW approach to these lights (at Lambert Road) has a right-turn lane providing some help in entering Llandower Av. However, the lights' position mostly hinders right turns out of Llandower Av.

Even left turns can be daunting with 60 kph traffic bearing down on you at spots with restricted sight lines and pedestrians etc. I note that egress from 207 and 209 would have good sight lines enabling motorists to safely merge with traffic. Some of those who had not arrived via Lambert Rd, First Av and Winchester St will now return via Lambert Rd, First Av and Stephen Tc.



The above would approximate your driver's view when about to exit the proposed developments. If the sedan here is waiting to turn into Bakewell Rd opposite and the left lane is clear, those following will pass it on the left, thereby blocking you. The grassed area evident on the SE side of Payneham Rd corresponds to the set-back of the property boundary as on the SAPPA plan below. It seems that the set-back was planned to allow modification of this road junction to improve its capacity and safety for all users.

I believe that suitable modification of this road junction must be complete <u>before</u> the currently proposed private developments are commissioned. During construction, there must be tight controls to minimise congestion and maintain safety in this vicinity.



Because I am not supporting or opposing the proposals and have no experience in formal representations, I would need help to present this as such. I can attend the NPSP Parade office next week.

R.A. Ward Tel: 83631474 E: wardsaanda@hotmail.com

16 February 2023

Representor 2 - R authur Ward

Name	R authur Ward
Address	PO Box 380 STEPNEY SA, 5069 Australia
Submission Date	20/02/2023 05:21 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
Reasons Please see Representation Form attached	

Attached Documents

RepresentationFromMrWard-4924103.pdf

Tala Aslat

From: Ann and Arthur Ward <wardsaanda@hotmail.com>
Sent: Thursday, 16 February 2023 9:19 PM
To: Tala Aslat
Subject: 207 and 209 Payneham Road St Peters
Attachments: Payneham Rd Developments.pdf

Thank you again, Tala, for the additional help you gave me by phone today.

If it can be managed, I would prefer my PDF attachment to my earlier email today to be replaced by the revised one now attached. Besides the addition of my postal address, the only changes are to the third sentence of the third paragraph. My intent is to make the sentence less cryptic to those not familiar with the realities of driving in the Payneham Road area.

Regards,
R. Arthur Ward

Development Assessment for proposals at 207 and 209 Payneham Road, St Peters

I consider that the proponents of these proposals have underestimated the impact on road traffic in the area. My wife and I have owned property in mid Bakewell Rd, Evandale since 2001 and lived there since 2010. Traffic has grown considerably in this time. However, I don't oppose the proposals and believe it is the responsibility of Government to upgrade the roads to suit.

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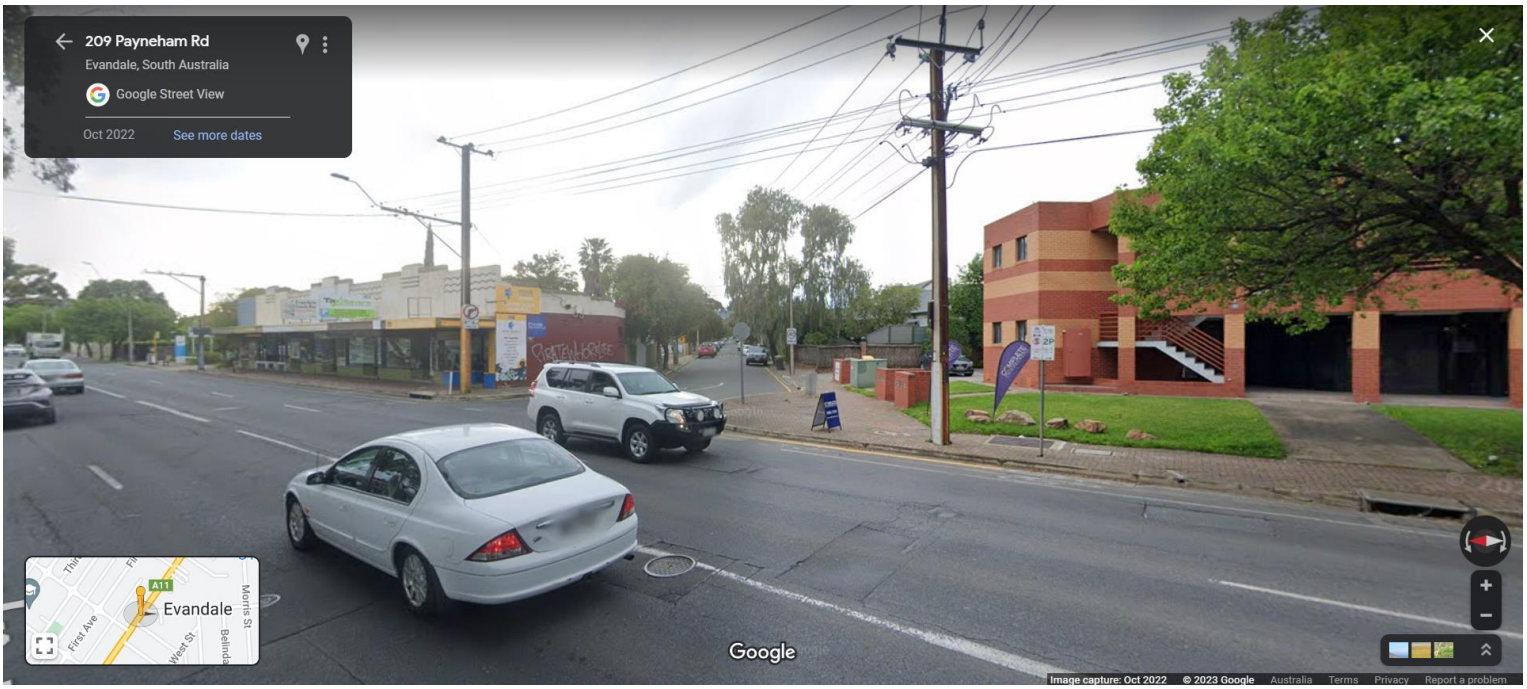

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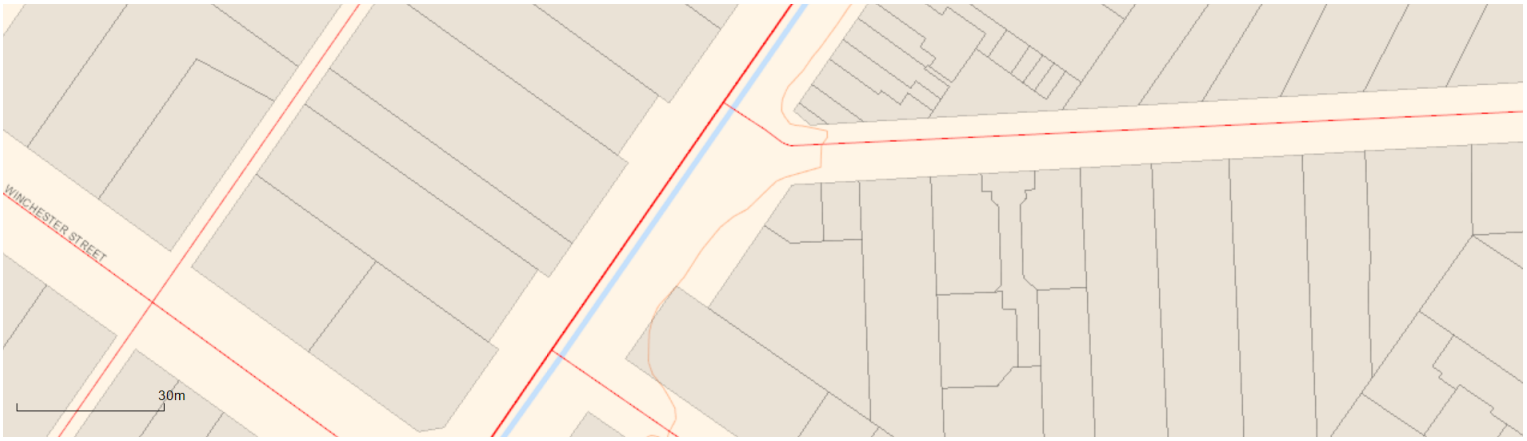


Because I am not supporting or opposing the proposals and have no experience in formal representations, I would need help to present this as such. I can attend the NPSP Parade office next week.

R.A. Ward Tel: E PO Box 380 Stepney 5069 16 February 2023

Representor 3 - Nicholas Rice

Name	Nicholas Rice
Address	83 First Ave ST PETERS SA, 5069 Australia
Submission Date	26/02/2023 08:20 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns

Reasons

POTENTIAL DAMAGE TO REGULATED TREE ON PROPERTY BOUNDARY • The neighbouring tree of concern supports a lot of birdlife. It is very likely to be damaged by the construction. As far as I can see, the rear deck will encroach upon some of the branches. I am sure a child care centre will not tolerate any branches overhanging a child play area, and I am worried that up to half of the tree will therefore be removed. The arborist report has NOT concluded that the tree will not die as a result of the development. INCREASE IN REAR FENCE HEIGHT • For privacy and noise reduction, I request a 2.1 metre high fence along the lane, for both proposed developments at 207 and 209 Payneham Rd. WASTE BINS • I request that the waste bin area be relocated closer to the childcare building, due to potential significant human waste odour in my property. PEDESTRIAN ACCESS TO CHILDCARE CENTRE VIA FIRST LANE • Even though there is now no vehicle access to both properties via First Lane, I am still concerned that parents will access the child care centre via the rear gate opening onto First Lane. This situation is extremely unsafe, as multiple residential and business cars, as well as trucks, use this lane which has no speed limit. I request that no parent is allowed to drop off, or pick up, their child via the rear gate either on foot or from a car stopped in First Lane. Also of concern is that residents have very limited vision into the lane when exiting their garage. Any foot traffic, especially children in prams, would be at risk. EXTRA TREES TO BE PLANTED ALONG REAR BOUNDARY • I request at least another two or three trees planted along the rear boundary, with professional advice as to the appropriate type of evergreen tree. These will help enormously with a) the anticipated glare directly into the living area of my home from the solid white wall at the rear of the upper deck of the child care centre, b) the noise, and c) the intrusion of two double storey buildings visible from the main living area of my house. THE ECHO ACOUSTIC STILL SHOWS INGRESS AND EGRESS FROM FIRST LANE. • This is incorrect.

Attached Documents

Representations

Representor 4 - Saleme Facoory

Name	
Address	
Submission Date	27/02/2023 08:02 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns

Reasons

The sound coming from the childcare centre does not appear to be adequately addressed. Shade cloth offers no level of sound proofing. It is mentioned that staff will take children inside if they are upset yet this relies on individual staff's performance and can not be considered as design or a reliable solution Whilst it is welcomed that no car access will be possible from first lane has adequate parking for both staff and parents dropping off or collecting children been considered. Parking on the neighboring streets is a considerable inconvenience to residents and one that should not be supported. Has council given consideration as to how they will prevent parents from street parking on Winchester st or first avenue for a full day after having dropped children off and then getting public transport into the city- again filling our streets and inconveniencing residents parking outside their own homes and preventing residents having visitors during the day. Has consideration been given to ensure children (with parents) are not using first lane as a walkway to access the pedestrian entrance on first lane to the childcare centre? Cars come and go down that Laneway especially around peak times and having children in the alley could result in injury or death if children break free from parents or run ahead. Industrial air conditioning units are loud as can be heard from other new office builds in the area. The addition of a further 2 units would significantly increase noise pollution for residents. Can further sound proofing me considered Has any consideration been given to the location of the childcare centre given the type of business undertaken at 205 payneham road.

Attached Documents

Representor 5 - John and Melissa Kavanagh

Name	John and Melissa Kavanagh
Address	89 FIRST AVENUE ST PETERS SA, 5069 Australia
Submission Date	28/02/2023 12:06 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Please see attached Submission	

Attached Documents

RepresentationSubmissionFromJohnKavvanagh-89FirstAvenueStPeters-4983663.pdf

Tala Aslat

From: Home Email <john.melissa@internode.on.net>
Sent: Monday, 27 February 2023 9:47 PM
To: Development Assessment
Subject: Representation on Application – Performance Assessed Development - 207 - 209 Payneham Road, St Peters SA 5069 - DA No's: 22014281 and 22017100 ("Development")
Attachments: Representation_on_Application_-_Performance_Assessed_Development (89 First Avenue St Peters) (27.2.23) -207 -209 Payneham Road - Proposal.pdf; ATT00001.htm; Attachment A to Representation on Application for Development of 207 - 209 Payneham Road, St Peters SA 5069 27.02.pdf; ATT00002.htm

Dear Sir or Madam,

Re: Representation on Application – Performance Assessed Development - 207 - 209 Payneham Road, St Peters SA 5069 - DA No's: 22014281 and 22017100 ("Development")

Please see attached my "*Representation on Application – Performance Assessed Development*" in relation to the above proposed Development.

I look forward to being given the opportunity to be heard in support of my submission.

Kind regards,

John Kavanagh
Mobile: 0409 091 730
89 First Avenue ST PETERS SA

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Rick D'Andrea
Development Number:	22014281 and 22017100
Nature of Development:	Child Care Centre with associated signage, external play areas and car parking at 207 Payneham Road St Peters (DA 22014281) and construction of a two-storey office building at 209 Payneham Road, St Peters (DA 22017100)
Zone/Sub-zone/Overlay:	Business Neighbourhood Zone
Subject Land:	207 – 209 Payneham Road, St Peters SA 5069
Contact Officer:	Assessment Panel at City of Norwood, Payneham and St. Peters
Phone Number:	08 8366 4530
Close Date:	11.59pm on 27/02/2023 *[closing date for submissions]*

My name*: John Kavanagh and Melissa Smith	My phone number: 0409 091 730
My postal address*: 89 First Avenue, St Peters SA 5069	My email: john.melissa@internode.on.net

** Indicates mandatory information*

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

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

See document attached headed "**Attachment A – Reasons for Rejecting Planning Consent"**

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
  - Click here to enter text. [*list any accepted or deemed-to-satisfy elements of the development]*.

I:	☒ wish to be heard in support of my submission*
	☐ do not wish to be heard in support of my submission
By:	☒ appearing personally
	☐ being represented by the following person: Click here to enter text.

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

Signature: John Kavanagh Date: 27/02/2023

Return Address: Assessment Panel at City of Norwood, Payneham and St. Peters at PO Box 204, Kent Town SA 5067 or

Email: developmentassessment@npsp.sa.gov.au

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

"Attachment A – Reasons for Rejecting Planning Consent"

207 Payneham Road – Child Care Centre, with external signage, external play areas and car parking

Land Use

As per my previous representation of 7 November 2022, I maintain an overall objection to the proposed childcare centre development on the basis that it is clearly not a suitable land use for this site and is not envisaged by the DPF 1.1 of the Zone, as conceded by Future Urban on page 8 of their report dated 23 September 2022.

For the reasons outlined below, the proposal will, despite the views of Future Urban, "*materially impact*" the residential amenity for the owners and occupiers of the surrounding residential properties and is not in keeping with the "Business Neighbourhood Zone" on which the land is located.

Pedestrian access issues

First Lane runs along the rear of the subject site from Winchester Street for about 150 metres. Cars using the Lane cannot see what is coming down the Lane when entering the Lane, or if exiting the Lane, they cannot see who is attempting to enter the Lane.

Accordingly, there are safety issues to consider with the now proposed use of a rear gate for pedestrian access, as office staff, as well as parents and caregivers will park on Winchester St or First Avenue and walk down the Lane with their child to drop them off or collect them.

Several times a day, I see pedestrians who use First Lane having to quickly move to the side of the Lane, as vehicles attempt to squeeze past. If this development proceeds, there will be a substantial increase in pedestrians using First Lane (including toddlers and young children), which will inevitably lead to a greater risk of someone being injured or worse by a vehicle using the Lane.

It should also be noted that the Lane has a 50km speed limit (which is dangerous, given there are cars exiting residential carports regularly who must brake hard to avoid a t-bone collision). This proposal, if granted consent, will only exacerbate this already dangerous situation. I understand that when the Green Dispensary building (211 Payneham Road), was developed the Council alluded to traffic calming measures being installed in the Lane but this has not occurred. There are not even mirrors at the entrance point on the Lane to assist drivers with their vision when entering or exiting the Lane. Further, there needs to be more signage alerting drivers to the presence of pedestrians, when entering or exiting the Lane.

Car Parking

While there is stated to be "sufficient" on-site vehicle parking, I believe there will undoubtedly be parking overspill if this proposal is granted consent. I note there is only 13 car spaces for employees use only.

This parking overspill is likely to impact First Ave the most, as Winchester Street has timed (7am – 7pm) weekday parking and very limited on-street parking available, with the recent extension of yellow line markings between Winchester Street and the First Avenue roundabout.

The paucity of on-street parking is already an issue for the residents in this vicinity of First Avenue, of which the Council is no doubt aware, given the policies of some of the candidates in the St Peters Ward during the recent local government elections.

When the "Pop-Up Community Care" business was located at 215 Payneham Road it had around 20 or so fleet vehicles that their staff used to attend to clients. As these vehicles were parked on-site, their staff had to park on the surrounding streets and walk up First Lane to attend the office. Accordingly, from around 5.30am each morning until around 7pm each night, there were numerous cars parked on the surrounding streets. First Avenue was congested with vehicles parked on both sides for about 200 metres either side of the roundabout on the corner of First Avenue and Winchester Street. This combined with parents and caregivers using the street to park their cars for “drop-off” and “pick-up” at East Adelaide School each weekday, meant there was little available on-street parking in this part of First Avenue.

Should the childcare development proceed, this situation will now repeat itself and more likely be worse than when “Pop Up Community Care” was using 215 Payneham Road.

In addition to the traffic congestions issues, there is the safety issues that increase of on-street parking creates for the users of First Avenue, including pedestrians’ views being obscured when crossing the road by the many parked cars. This is compounded by the fact that there is a “rat running” problem in the peak morning and evening times when drivers seek to avoid traffic on Payneham Road by travelling along First Avenue. I understand the Council has already been advised by residents of the concerning issue of “rat running” along First Avenue on several occasions and that it has been the subject of a signed petition.

Vehicular movements

We agree with the proposal in the amendment development application for the installation of a 1.8m “Good Neighbour” colourbond fence at the rear boundary of the properties with vehicle access and egress to be solely from Payneham Road. This is the most safe and efficient way of managing vehicular movements to and from the property.

Overlooking

207 Payneham Road – Childcare Centre

While there is a proposal for 1.5 metre glazing on the upper-level play area on the childcare centre that is said to be “obscure glazing” this still creates the ability for overlooking into residential properties to the west of the building.

There should be opaque solid screening, so that you cannot see through the glazing balcony fencing.

I note the proposed balcony for the Green Dispensary building at 211 Payneham Road was removed from the initial development application, as the same concerns were raised by residents at the time of the application.

209 Payneham Road – Office Building

It is not clear from the office building proposal whether there is balcony proposed for this development but, if there is I would object to this, as the other commercial office accommodation in the immediate vicinity do not have balconies.

205 Payneham Road – Blue Room Massage

Finally, I query the suitability of having a childcare centre immediately adjacent the "Blue Room Massage" and adult relaxation business.

This adult only business (as can be seen from their website) operates from mid-morning to evening 7 days a week. It is regularly frequented, and the clients of this facility also use the Lane as their means of accessing and exiting the business for appointments.

Level 1, 74 Pirie Street
Adelaide SA 5000
PH: 08 8221 5511
W: www.futureurban.com.au
E: info@futureurban.com.au
ABN: 76 651 171 630

March 6, 2023

Nenad Milasinovic
Senior Urban Planner
City of Norwood Payneham & St Peters
Via: The PlanSA Portal

Dear Nenad,

RE: DA 22014281 & 22017100 – RESPONSE TO REPRESENTATIONS

I write on behalf of, Rick D'Andrea ('Applicant') to provide a consolidated response to the representations received for both the construction of a two-storey childcare centre and a two-storey office at 207 and 209 Payneham Road, St Peters as part of Development Applications 22014281 ('Child Care DA') and 22017100 (Office DA').

Due to their intrinsically linked access, parking and waste management arrangements, I consider it appropriate for the two development applications to be determined concurrently.

Both applications were originally notified in October 2022, however in direct response to matters raised by third parties and you, the applications were amended as follows:

- No vehicle access via First Lane.
- Vehicle access and egress will be solely provided from Payneham Road via a shared left in-left out arrangement;
- Pedestrian access is to be provided from First Lane via a pedestrian only access gate at the rear of 207 Payneham Road;
- Erection of a 1.8 metre high, 'Good Neighbour' Colorbond fence along the rear boundary;
- 1.8 metre high solid 'privacy' wall (in lieu of 1.5 metres obscure glass) on the north elevation of Level-1 outdoor plan area of the child care centre to prevent overlooking; and
- An amended car parking layout that provides 33 onsite car parking spaces, which exceeds the recommended minimum specified in *Table 2 – Off Street Car Parking Requirements in Designated Areas* within the *Transport Access and Parking* module in Part 4 of the Code;

Due to the extent of the amendments described above, both applications were publicly notified for a second time in February 2023. The representors and their position for each application is summarised in Table 1 below.

Table 1 *Summary of Representors for Childcare DA & Office DA.*

Child Care DA	Office DA
Support with some concerns • R Arthur Ward (Bakewell Rd, Evandale) • Saleme Facoory (87 First Ave, St Peters) • Nicholas Rice (83 First Ave, St Peters) **Opposed** • John and Melissa Kavanagh (89 First Avenue, St Peters)	**Support** with some concerns • R Arthur Ward (Bakewell Rd, Evandale) • Saleme Facoory (87 First Ave, St Peters) **Opposed** • John and Melissa Kavanagh (89 First Avenue, St Peters)

Upon my review of the representations the key planning issues can be summarised as follows:

- Land Use;
- Traffic and Pedestrian Safety;
- Car Parking;
- Privacy;
- Noise; and
- Tree Damaging Activity.

Before outlining my response to the representations, I further direct your attention to the supporting documentation submitted on January 27, 2023 including the previously submitted Arboricultural Impact Assessment, Environmental Noise Impact Assessment. These documents should be read in conjunction with my below response to representations.

Land Use

The representor opposed to DA 22014281 (John and Melissa Kavanagh of 89 First Avenue, St Peters), assert that a *child care centre* is not a suitable use of land within the Business Neighbourhood Zone.

First. The representors assertions are unsubstantiated and fail to establish any objective or detailed assessment of the proposal against the Code.

Second. The representor blatantly misrepresents our assessment of the suitability of the land use as provided in the planning report dated September 23, 2023. To that end, I re-assert that a *child care centre* is an appropriate use of land within the Zone for the following reasons:

- Whilst *child care centre* is not expressly referenced in Zone DPF 1.1 as a *standard outcome*, the corresponding PO, namely PO 1.1, envisages *"…other non-residential uses that do not materially impact residential amenity"*.
- When assessing the proposal's *material impact* on residential amenity in the adjoining Established Neighbourhood Zone, it is instructive to consider that Commissioner Hodgson of the Environment, Resources and Development Court stated, as part of his judgement in relation to the matter of *Bond v City of Norwood, Payneham & St Peters [2007] SAERDC 56*, that:

  > *"Lanzilli Holdings and Papadopoulos are, in my view, authorities for the proposition that the amenity expectations of those who reside in zones within which commercial or residential activities are envisaged, or even on the periphery of a residential zone in close proximity to a commercial or industrial zone, cannot equate with those of residents in the heart of residential zones."*

- It is our considered opinion that the proposed child care centre will not *materially impact* the residential amenity of nearby residences insofar as:
  - **Noise**
    - the Environment Noise Assessment ('ENA') by Echo Consulting was prepared on the assumption that 82 children are playing outside for up to 8 hours per day. This is a conservative assumption that is highly unlikely to replicate operational realities.
    - the ENA by Echo Consulting measured noise emissions from the Level-1 outdoor play area for the child care centre based on the original 1.5 metres obscure glass balustrade on the north elevation. The amended proposal includes a 1.8 metres solid wall on the north elevation which improves acoustic attenuation.

- by adopting the noise reduction measures as recommended in the ENA by Echo Consulting, the proposal will comply with the *Environment Protection (Noise) Policy 2007*, and thereby will not result in any adverse noise impacts to surrounding dwellings.

» **Sunlight access**

- the building mass is set back from the interface with residential properties in the Established Neighbourhood Zone and will not restrict access to sunlight or result in any unreasonable visual bulk impacts;

» **Privacy**

- the north elevation of the Level-1 outdoor play area will contain 1.8-metre-high solid privacy screen (in lieu of the previously proposed 1.5 metres obscure glass) to mitigate all direct overlooking to the nearest residential uses to the northwest and west.

» **On-street parking**

- sufficient on-site vehicle parking will be provided in accordance with PO 5.1 of the *Transport, Access and Parking* module in Part 4 of the Code where there will be no anticipated parking overspill into the surrounding street network.

» **Traffic movements**

- no vehicular access is provided from First Lane, including waste collection vehicles.

Traffic and Pedestrian Safety

In response to the submission of R Arthur Ward of Bakewell Road, Evandale, I submit the following comments:

- The amended application, (i.e. the amended access arrangements on Payneham Road) was referred to the Commissioner of Highways ('CoH') pursuant to Section 122 of the *Planning, Development and Infrastructure Act 2017*.
  - » the CoH does not object to the application, and using power of *direction*, has sought for the relevant authority to impose conditions relating to vehicular ingress and egress.

In response to the concerns raised by Saleme Facoory of 87 First Ave, St Peters, Nicholas Rice of 83 First Ave, St Peters, and John and Melissa Kavanagh of 89 First Avenue, St Peters, I submit the following comments:

- whilst a pedestrian gate is provided on First Lane, parents dropping off and collecting children will most likely use the 33 on-site parking spaces which offer safe and convenient access to the building. Overspill of car parking onto the surrounding local road network is not anticipated.
- First Lane is a public road under the care and control of the Council. Council's internal traffic experts have not raised pedestrian safety or access on First Lane as being an issue.
  - » In any event, the installation of a fence or gate to provide pedestrian access to First Lane does not require a development authorisation.

Car Parking

As previously detailed, the proposal includes on-site parking for 33 vehicles.

The provision of 33 on-site parking spaces exceeds the minimum theoretical demand provided in *Table 2 – Off Street Car Parking Requirements in Designated Areas* within the *Transport Access and Parking* module in Part 4 of the Code.

In addition to the above, the proposal has been reviewed by expert traffic engineers, Phil Weaver and Associates, who conclude that the proposal has an adequate provision of on-site parking based on the

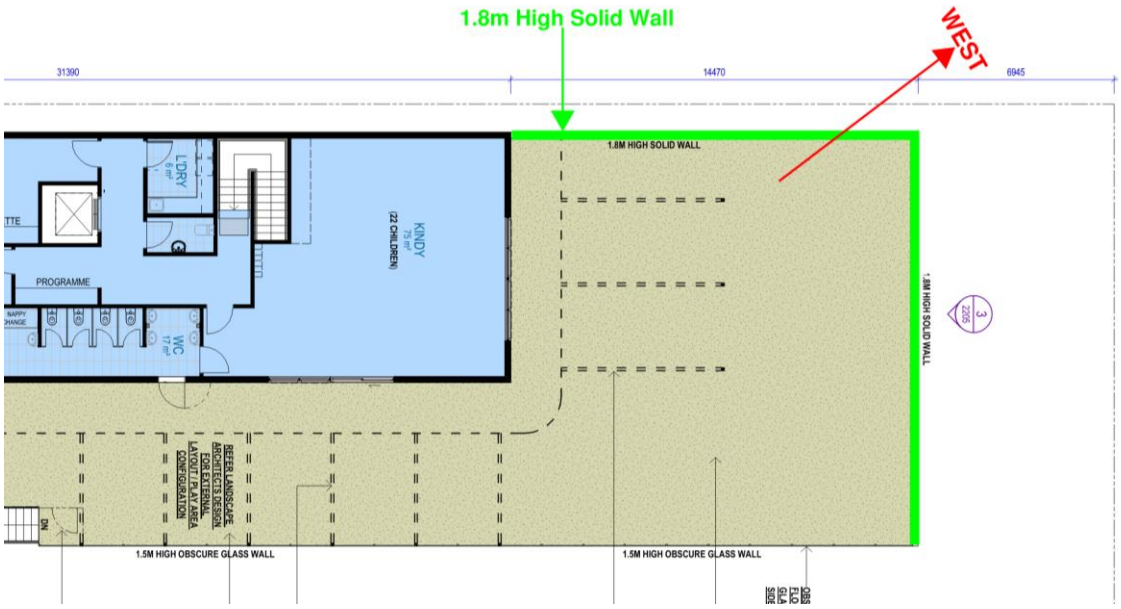
theoretical demand, and that circulation through and around the site can be achieved in a safe and efficient manner.

Privacy

John and Melissa Kavanagh of 89 First Avenue, St Peters expressed concern about loss of privacy due to the outdoor play area located on Level-1 of the child care centre.

I confirm that the design has been amended to now include 1.8m high solid 'privacy' walling to both the south-western side and rear elevations of the Level-1 outdoor play area which will mitigate direct overlooking into residential properties to the north-west of the site. This demonstrated in **Figure 2** below.

Figure 2 Balcony Treatments to Child Care Centre Level-1 Outdoor Play Area



In direct response to the concerns of the Kavanagh's, I note that PO 10.2 in the *Design* and *Design in Urban Areas* ('DUA') modules in Part 4 of the Code state the following:

"Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones."

(my emphasis)

It is clear to my reading of Design and DUA PO 10.2 that the Code anticipates a degree of direct overlooking given that the PO seeks to *mitigate* rather than *prevent* direct overlooking. This ostensibly acts as a counter balance with other Code policies that encourage casual surveillance of the public realm together with maintaining appropriate standards of amenity for occupants of new buildings.

In regard to the consternations raised by the Kavanagh's, I note the following:

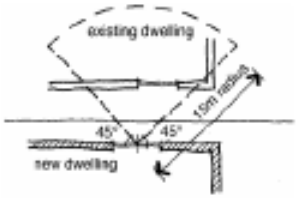
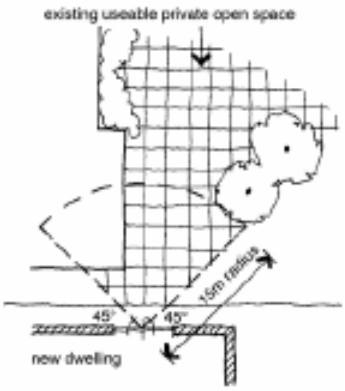
- The Kavanagh's property is sited approximately 50 metres north of the child care centre building; and
- The Kavanagh's property is improved by an existing outbuilding located in the south-west corner, effectively obstructing/obscuring lines of sight from the child care centre.
- First Lane predominantly provides vehicular access to the rear of properties.

» no buildings have primary frontage to First Lane and current opportunities for casual surveillance are minimal.

To that end, I note that Design and DUA DPF 10.2 identifies 15 metres as being a separation distance that may, in the absence of other privacy measures, mitigate direct overlooking,

Further to this, I note that a separation distance of 15 metres is provided by the Good Residential Design SA document (a publication by the former Planning SA) as a method to overcome direct overlooking. This separation distance is a generally accepted method in planning practice and I point to the intentions of the State Planning Commission to include a new definition in Part 8 of the Code, as proposed in the Miscellaneous Technical Code Enhancement Code Amendment ('MTECA'). The definition proposed in the MTECA is shown in Figure 1, below.

Figure 1: *Excerpt from MTECA Attachment A*

Direct overlooking	*In relation to direct overlooking from a window, is limited to an area that falls within a horizontal distance of 15 metres measured from the centre line of the overlooking window and not less than 45 degree angle from the plane of the wall containing the overlooking window.* *In relation to direct overlooking from a deck, balcony or terrace, is limited to an area that falls within a horizontal distance of 15m measured from any point of the overlooking deck, balcony or terrace.*	*Overlooking window*  

Accordingly, I submit that there is appropriate spatial separation between the proposed outdoor play area on Level-1 of the child care centre and the Kavanagh's property such that the extent of overlooking will be appropriately mitigated as envisaged by Design and DUA PO 10.2, coupled with the achievement of an improved level of casual surveillance to First Lane.

Noise

In response to concerns originally raised by representors the proposals were amended to be consistent with the noise reduction measures outlined by Echo Acoustic Consulting, including:

- The solid, 1.8 metres high wall has been extended along the rear, Level-1 outdoor play area.
  - » This not only exceeds the recommended noise reduction measures but also adopts the preference put forward by other representors in an effort to further mitigate any perceived privacy impacts;

- All glass balustrades for the remaining Level-1 outdoor play area have been extended to seal any gaps between abutting glass panels and the floor.
- Locating mechanical plant as far as practicable from the residential interface.

I again affirm that the proposal has been assessed by expert acoustic consultants, Echo who confirm that the proposed child care centre will comply with the noise criteria and guidelines expressed in the Code, the World Health Organization's *Guidelines for Community Noise*, and the *Environment Protection (Noise) Policy 2007*, to ensure the acoustic amenity of the surrounding sensitive receivers is not adversely impacted.

I can also confirm that the Applicant is supportive of the noise reduction measures recommended on Pages 7, 8, 10 and 11 of Echo Acoustic Consulting's report being adopted as conditions of planning consent.

Tree Damaging Activity

Concern was also raised in respect to potential regulated or significant trees located in the adjoining property at 205 Payneham Road.

In response, a Pre-development Arboricultural Impact Assessment Report and an addendum prepared by Project Green was enclosed in the original package of documentation. Project Green have identified in their report that the adjoining property contains a 'regulated tree' as defined under the Act, namely, a *Eucalyptus camaldulensis* (River red gum) with a trunk circumference of 2.23 metres measured at 1 metre above ground level.

Project Green has reviewed the potential development impact of the proposed child care centre on this tree and has subsequently provided a series of design recommendations to ensure the tree's health and preservation is not unduly compromised.

The design strategies recommended by the Project Green arborist have been nominated on the amended Site and Drainage Plan enclosed, and includes:

- removal of any retaining walls within the SRZ;
- re-routing underground services outside of the TPZ;
- adjustment to the surface/finished floor level to eliminate any excavation within the SRZ; and
- permeable paving to be applied to the car parking areas within the TPZ using a 'no dig' construction within the SRZ.

Project Green reviewed the amended Site and Drainage plan and provided an addendum to their Pre-development Arboricultural Impact Assessment Report. In their addendum, Project Green have recommended that the impacts of the proposed development can be further offset through the adoption of four 'tree sensitive' construction methods, including:

1. *Permeable paving to be installed without lowering of grade (refer attached permeable paving guidelines). Minor raising of grade is acceptable provided that permeable materials are used.*
2. *The extent of excavation required for the individual pier footings should be minimized to reduce damage to tree roots. Hydro-excavation will be required under arborists supervision to advise on any roots that may require cutting, especially at the edge of the SRZ.*
3. *The SRZ is effectively an 'exclusion zone' for all site works, as it defines the area around the tree in which major structural roots are likely to occur. Cutting of larger diameter roots within an SRZ can compromise tree stability. No excavation is permitted within the SRZ of the tree without the approval of the project arborist.*

4. *The TPZ and SRZ of this tree are estimates only. Site access should be arranged to enable measurement of the tree. Non -destructive root investigations using hydro-vac are recommended to identify the actual SRZ of the tree and the presence of any large diameter structural roots.*

The Applicant intends to ensure no adverse impacts to this regulated tree and in turn, is supportive of the four construction methods recommended by Project Green above forming as a condition of planning consent.

Other

Representors have queried the suitability of the proposed child care centre being located adjacent the "Blue Room Massage" at 205 Payneham Road.

In response this query, it should be noted that the Code sets out the key planning considerations with respect to land use conflict within the Interface between Land Uses section of the Code.

The relevant performance outcomes of this section seek to minimise interface impacts to sensitive receivers through land use impacts such as noise, vibration, air quality, light spill, solar reflectivity and glare. The performance outcomes do not bring to question whether or not an adjoining "adult relaxation business" is appropriate or not in general terms and is therefore not a relevant planning consideration.

Nevertheless, I note the proposed development will not experience any adverse interface impacts from the existing land use activities undertaken at 205 Payneham Road and in turn, does not present any land use combability implications from a planning perspective.

Conclusion

In conclusion, I am of the view that the two development applications contain sufficient planning merit when assessed against the Code policies in full, and warrant planning consent accordingly.

I trust the above satisfactorily responds to the key planning matters raised in the representations and wish to confirm my attendance at the next available Council Assessment Panel meeting in support of both applications.

Yours sincerely,

Jason Cattonar
Associate Director

Referral Snapshot

Development Application number:
22017100

Consent:
Planning Consent

Relevant authority:
City of Norwood, Payneham and St. Peters

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:
24 Feb 2023

Advice:
With comments, conditions and/or notes

Condition 1
Vehicular access via Payneham Road shall be limited to left in and left out and in accordance with the Site Plan by D'Andrea Architects, sheet number A-2201, date generated 17/01/2023. The access point to and from Payneham Road shall be used by passenger vehicles (including with trailer) only. The access points shall be suitably signed and line marked to reinforce the desired traffic flow. The final design for the Payneham Road access shall be undertaken to the satisfaction of DIT with all costs being borne by the applicant.
Note: Prior to undertaking detailed design, the applicant shall contact Mr Narendra Patel, Senior Network Integrity Engineer, Network Management Services on telephone (08) 8226 8244, mobile 0400 436 745 or via email: narendra.patel@sa.gov.au to progress this.

Condition 2
All vehicles shall enter and exit Payneham Road in a forward direction. All on-site vehicle manoeuvring areas shall remain clear of any impediments.

Condition 3
The street trees along the frontage of the site on Payneham Road shall be managed in such a way that sight distances in accordance with the Urban Transport Routes Overlay DTS/DPF 5.1. are achieved.

Condition 4
Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Advisory Note 1
The shared access, internal manoeuvring area and carparking will need to be suitably delineated as rights of way or common property to ensure their ongoing shared operation.

5.4 DEVELOPMENT NUMBER 22017100 – RICK D'ANDREA – 209 PAYNEHAM ROAD, ST PETERS

DEVELOPMENT NO.:	22017100
APPLICANT:	Rick D'Andrea
ADDRESS:	209 PAYNEHAM RD ST PETERS SA 5069
NATURE OF DEVELOPMENT:	Construction of a two-level office building with associated car parking (with vehicular access and egress from Payneham Road only)
ZONING INFORMATION:	**Zones:** • Business Neighbourhood **Overlays:** • Airport Building Heights (Regulated) • Hazards (Flooding - General) • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development • Urban Transport Routes **Technical Numeric Variations (TNVs):** • Maximum Building Height (Levels) (Maximum building height is 2 levels)
LODGEMENT DATE:	14 Jun 2022
RELEVANT AUTHORITY:	Assessment panel at City of Norwood, Payneham and St. Peters
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
REFERRALS STATUTORY:	Commissioner of Highways
REFERRALS NON-STATUTORY:	Manager, Traffic & Integrated Transport
REPORTING OFFICER	Nenad Milasinovic Senior Urban Planner

CONTENTS:

DETAILED DESCRIPTION OF PROPOSAL:

The proposed development comprises the construction of a two level office building that comprises four tenancies, two of which are located at ground level and two located at upper level.

A car parking area is proposed to the rear (west and northwest) of the proposed two level building. The car parking area comprises 33 spaces which are to be shared between the proposed office building on the subject land (ie. 209 Payneham Road) and the proposed childcare centre at 207 Payneham Road, which is subject to a separate Development Application (22014281) before the Panel currently. The car parking area is to be accessed and egressed from Payneham Road.

The proposed building is to be sited adjacent to Payneham Road, setback 5.2 metres from the Payneham Road property boundary. The building comprises 165m^2 and 303m^2 of gross leasable floor area at ground level and upper level respectively, totalling 468m^2.

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 209 PAYNEHAM RD ST PETERS SA 5069

Title ref.: CT 5786/269	**Plan Parcel:** F135691 AL40	**Council:** THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

The subject land is currently vacant. Historically, the land was originally occupied by a detached dwelling. According to the Council's records, in 1974 the former Town of St Peters approved a change of use to an office and dwelling on the land. In 2006, Development Approval was granted to demolish the building on the land.

The subject land is not serviced by a crossover to Payneham Road. Instead, the land is accessed and egressed via First Lane.

Two well-established street trees are located adjacent the Payneham Road frontage of the subject land. The south-westernmost street tree is a non-regulated Swamp Mallet. The north-easternmost street tree is a regulated Wallangarra White Gum. A stobie pole is located directly to the southwest of the Swamp Mallet.

Locality

As detailed on the Zoning Map contained in **Attachment 3**, the subject land and the adjacent and neighbouring properties located both on the north-western and south-eastern sides of Payneham Road, are located within the Business Zone.

The character of the locality is heavily influenced by the nature and function of Payneham Road, with its high traffic volumes. Residential properties, fronting First Avenue, are situated to the northwest of the subject land (ie. on the other side of First Lane). To the southwest of the subject land at 207 Payneham Road is a vacant parcel of land. To the northeast at 211 Payneham Road is a two level office building that was granted Development Approval in 2014.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
  Office: Code Assessed - Performance Assessed

- **OVERALL APPLICATION CATEGORY:**
  Code Assessed - Performance Assessed

- **REASON**
  P&D Code

PUBLIC NOTIFICATION

- **REASON**
  The office exceeds 250m² Gross Leasable Floor Area (GLFA).

- **LIST OF REPRESENTATIONS**

Name	Address	Status	Wishes to be Heard?
Ann and Arthur Ward	PO Box 380, Stepney	Support with concerns	No
		Support with concerns	Yes
John and Melissa Kavanagh	89 First Avenue, St Peters	Opposed	Yes

- **SUMMARY**
  In summary, the concerns raised by representors relate to:

  - Car parking provision;
  - Traffic movements and potential for conflict along Payneham Road; and
  - Car parking overspill into surrounding street network

AGENCY REFERRALS

- Commissioner of Highways

The Commissioner of Highways is supportive of the application. Refer to **Attachment 7** for a copy of the Referral Snapshot.

INTERNAL REFERRALS

- Manager, Traffic & Integrated Transport

PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in **Appendix One**.

Land Use/Interface Between Land Uses

Business Neighbourhood Zone Desired Outcome 01 states:

A variety of housing and accommodation types and compatible employment generating land uses in an environment characterised by primarily low-rise buildings

Performance Outcome 1.1 of the Business Neighbourhood Zone states:

Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses that do not materially impact residential amenity.

Designated Performance Feature 1.1(d) lists both offices and dwellings as envisaged land uses. Performance Outcome 1.2 states:

"*Business and commercial land uses complement and enhance the prevailing or emerging neighbourhood character.*"

Designated Performance Feature 1.2 seeks a maximum gross leasable floor area of 250m² for shops, offices and consulting rooms (or any combination thereof). The proposed two-level building has a gross leasable floor area of 468m².

An office land use is considered to provide for a reasonable transition between residential land uses and more intense land uses. In particular, offices are generally less intensive in terms of traffic generation than other commercial land uses such as shops and consulting rooms.

An office is considered to be an acceptable land use for the subject land, provided that Performance Outcome 1.2 is achieved, insofar as it complements and enhances the prevailing neighbourhood character. According to the rules of interpretation of the Planning & Design Code, the 250m² floor area limit in DPF 1.2 provides a guide as to what is generally considered to satisfy Performance Outcome 1.2, but does not need to necessarily be satisfied to meet the performance outcome, and does not derogate from the discretion to determine that the outcome is met in another way, or from the need to assess development on its merits against all relevant policies.

Despite having a gross leasable floor area which is 87% greater than DPF 1.2, in this instance it is considered that Performance Outcome 1.2 is achieved. The site is relatively large and the ground level footprint of the building is relatively small, allowing for a reasonable landscaped front setback and the creation of a car parking area located wholly to the rear of the subject land.

The directly adjacent two-level building at 211 Payneham Road was approved as part of Development Approval (Application Number 155/186/2014) on 9 October 2014 and comprised the construction of a two-level office building with 23 car parking spaces. This neighbouring two-level building comprises a gross leasable floor area in the order of 738m², some 137m² (or 23%) greater than that being proposed on the subject land.

With a gross leasable floor area of 468m² the proposed office use generates a demand for 14 car spaces, compared to 8 spaces for a 250m² office achieving the DPF. The difference in associated impacts for a relatively low intensity land use as an office, is considered to be minimal. The proposed office use is therefore considered to complement and enhance the prevailing neighbourhood character.

Building Height

Performance Outcome 3.1 of the Business Neighbourhood Zone states:

Buildings are generally of low rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood type zone to positively contribute to the built form character of the locality.

Designated Performance Feature 3.1 envisages a maximum of two (2) building levels within the Business Neighbourhood Zone.

The proposed two level building is consistent with the two level Designated Performance Feature.

The subject land is located marginally north-east of the centre of the Business Zone. In this context, the proposal is considered to be reasonably consistent with the performance outcome in that *"taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood type zone*".

Setbacks, Design & Appearance

Performance Outcome 3.2 of the Business Neighbourhood Zone states:

Buildings are set back from primary street boundaries consistent with the existing streetscape.

Designated Performance Feature 3.2(b) states:

The building line of a building set back from the primary street boundary:

(b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building

The proposed new building is set back between 5.2 metres from its Payneham Road property boundary. Directly to the northeast, the adjoining two-level building at 211 Payneham Road has a setback of approximately 7.6 metres from its Payneham Road boundary whereas to the southwest at 207 Payneham Road, is the previously identified vacant parcel of land.

It is worth noting that the Payneham Road property boundary of the subject land is set back approximately 2.1 metres further than the front boundaries of 207 and 211 Payneham Road. In a practical sense, when measured to its building line the proposed building is to be set forward of the existing building at 211 Payneham Road by approximately 600mm.

The front setbacks of existing buildings within the wider locality of Payneham Road vary and includes buildings sited on the Payneham Road boundary at 199 – 201,178, 180, 184, 188, 190 and 192 Payneham Road. Further to the southwest, the buildings at 203 and 205 Payneham Road have front setbacks ranging between 7 and 10.5 metres respectively whereas further to the northeast at 213, 215 and 217 – 219, the buildings are setback 8.5, 8.5 and 5 metres.

In this context, whilst the proposed front setback is not consistent with Designated Performance Feature 3.2(b), the setback is considered to be relatively consistent with the existing streetscape and therefore satisfies Performance Outcome 3.2.

Performance Outcome 3.6 of the Business Neighbourhood Zone states:

Buildings are set back from side boundaries to provide:

(a) separation between dwellings in a way that complements the established character of the locality
(b) access to natural light and ventilation for neighbours.

The proposed office building is to abut the north-eastern side boundary both at ground and upper level. The existing directly neighbouring two-level building at 211 Payneham is built to its south-western side/subject land's north-eastern side boundary.

The proposed side setbacks are similar to development on adjacent and nearby land (ie. 196, 198, 211 and 213 Payneham Road), which typically incorporate buildings that are abutting one side boundary, with a generous side setback on the other side of the building, generally to accommodate a driveway. In this context, the proposal is consistent with part (a) of Designated Performance Feature 3.6 in that the proposed boundary development complements the established character of the locality.

Designated Performance Feature 3.7 states:

Buildings walls are set back from the rear boundary at least:
(a) 3m for the first building level
(b) 5m for any second building level.

The rear of the building is proposed to be set back approximately 31 metres from the rear north-western boundary at ground level and 17 metres at the upper level. The proposed rear setbacks are therefore consistent with Designated Performance Feature 3.7.

Performance Outcome 2.1 of the Business Neighbourhood Zone states:

Buildings are of a scale and design that complements surrounding built form, streetscapes and local character.

Aside from the relatively new office and consulting room buildings at 211 and 217 – 219 Payneham Road respectively, the nearby buildings at 172, 178, 180, 184, 188, 190, 192, 199 – 201, 203, 205, 213 and 215 Payneham Road are a combination of villas and/or bungalows and original shop buildings and have front verandahs situated over the footpath area.

In this context, the proposed development is of a contrasting style and bulk to the existing development within the immediate locality, displaying a distinctly contemporary commercial appearance. The wider locality contains a broad range of architectural styles and includes buildings of a similar scale and rectilinear style to that which is proposed.

Performance Outcome 2.1 seeks *compatibility* in the scale and design of new buildings, as opposed to consistency as is sought for some other zones. Given the range of buildings scale and style within the broader locality, the proposal is considered to achieve this performance outcome.

The solid external elements of the proposed building primarily comprise cementitious precast concrete panels, painted 'Monument' projecting blade wall elements and black powder-coated aluminium commercial glazing. The combination of materials is considered appropriate in that it is compatible with the two contemporary commercial buildings at 211 and 217 – 219 Payneham Road.

With this in mind, it is considered that the streetscape appearance of the new building, is contextually compatible with the established built form character of adjacent and nearby buildings as called for by Performance 2.1.

Traffic Impact, Access and Parking

The proposal was referred to the Commissioner of Highways in accordance with Schedule 9(3)(7) of the *Planning, Development and Infrastructure (General) Regulations* 2017, Future Road Widening Overlay.

The Commissioner of Highways advised the Council that they are supportive of the proposed development and directed the inclusion of four (4) conditions of consent. In summary, the conditions of consent relate to:

- vehicular access arrangements reflecting the proposed plans prepared by the applicant;
- all vehicles shall enter and exit the subject land in a forward direction;
- street trees shall not preclude sight distances of motorists; and
- stormwater run-off to be collected and discharged via appropriate stormwater drainage infrastructure.

A 33 vehicle car parking area is proposed to the rear of both the subject land and 207 Payneham Road. The car parking area is intended to service both the proposed office building on the subject land as well as the proposed childcare centre at 207 Payneham Road, which is subject of a separate Development Application (22014281). A dual crossover (ie. left-in and left-out configuration) is proposed to be constructed at the junction of the internal property boundary and Payneham Road boundaries of both 207 and 209 Payneham Road.

In order to facilitate the construction of the left-out crossover component, removal of the non-regulated Swamp Mallet street tree is required. Authorisation for the removal of the Swamp Mallet is currently being sought from the Council's delegate for such matters, the Manager, Development Assessment. At the time of writing that process had not been completed, however as there is a reasonable likelihood that tree removal will be authorised, the Development Application is not hypothetical and the Panel may proceed to make a determination.

By way of background, the Council's Planning staff originally requested that the applicants for both 207 and 209 Payneham Road configure both the access and egress arrangements to the shared car parking area in such a way that does not require removal of any of the four (4) well-established street trees situated adjacent the verge areas of both properties. With this in mind, the applicants for both applications configured the access and egress arrangements that involved 'entry only' from Payneham Road and 'exit and entry' from First Lane.

However, during the assessment process it was determined by the Council's Manager, Traffic & Integrated Transport, that access to and from First Lane was considered to be unsafe and inconvenient given the narrowness of the laneway which effectively does not allow for sufficient simultaneous passing distances for vehicles travelling in either direction along the laneway, notwithstanding that a number of adjacent and neighbouring properties benefit from access and/or egress to First Lane. On this basis, the applicants subsequently amended both applications such that access and egress to both the proposed office building and childcare centre is from Payneham Road only.

On balance, the removal of the Swamp Mallet street tree is considered reasonable as there are no alternative design solutions that involve the retention of all the adjacent street trees. Should the Panel determine to approve the Application, it is recommended that a condition be imposed requiring the Applicant to pay the costs for the removal the street tree.

Transport, Access and Parking, Table 2 - Off-Street Car Parking Requirements in Designated Areas, prescribes a rate of *3 spaces per 100m² of gross leasable floor area* for sites located within a Business Neighbourhood Zone.

Applying the rate of 3 spaces per 100m² of gross leasable floor area to the 468m² of floor area equates to a car parking demand of 14 spaces. The proposed development includes the provision of a total of 33 car parking spaces and as such, the provision of car parking is therefore consistent with the criteria detailed in Table 2.

The proposal also includes designated bicycle provision (ie. 6 parks) between the north-western rear ground elevation and the car parking area. In terms of bicycle parking rates, Table 3 Off-Street Bicycle Parking Requirements, prescribes a rate for an office land use of *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*. The proposed bicycle provision is consistent with these criteria.

With respect to the car parking layout and configuration, the Councils Manager, Traffic & Integrated Transport, has undertaken a review of the proposed development. In summary, the Manager, Traffic & Integrated Transport has advised that the proposal is a well-considered practical approach and that they raise no objections from a traffic and parking perspective.

Environmental Factors

Landscaping

General Development Policies, Design in Urban Areas Performance Outcome 3.1 states:

Soft landscaping and tree planting are incorporated to:

(a) minimise heat absorption and reflection
(b) maximise shade and shelter
(c) maximise stormwater infiltration
(d) enhance the appearance of land and streetscapes.

The Applicant has proposed landscaping beds adjacent to the Payneham Road frontage as part of the development proposal. In addition to this, landscaping is proposed between the south-western side of the office building and the internal driveway. The landscaping includes a mixture of shrubs, small trees and ground covers which in overall terms, is considered to be generally consistent with Performance Outcome 3.1.

Stormwater Management

Design in Urban Areas Performance Outcome 42.3 states:

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.

The proposed development will result in a relatively high percentage of land that will be covered with impervious surfaces compared with the existing completely pervious condition of the property. In this context, it is considered necessary that on-site detention be provided to ensure that stormwater leaving the site in a high rainfall event does not exceed current pre-development state of the subject land.

The Council's Urban Services Department, have advised that the Site Drainage Plan prepared by Ajax Engineering is considered to be acceptable in principle, but the Applicant should be required to prepare a Stormwater Management Plan to ensure that stormwater disposal is maintained at pre-development levels. Specifically, stormwater disposal should meet the Council's minimum storage requirements in order to detain the post development 1 in 100 year Average Return Interval (ARI) storm event, with discharge being at the pre-development 1 in 5 year ARI rate.

As such, if the Panel determines to approve the proposed development, it is recommended that a condition be imposed requiring a Stormwater Management Plan be submitted with the documentation for Building Consent, which confirms that stormwater disposal will be maintained at pre-development levels.

CONCLUSION

Desired Outcome 1 of the Business Neighbourhood Zone states:

A variety of housing and accommodation types and compatible employment generating land uses in an environment characterised by primarily low-rise buildings

The proposed two-level office building is considered to be acceptable from a land use perspective, insofar as offices are envisaged in the Business Neighbourhood Zone.

The proposed setbacks are compatible with other development within the locality. No unreasonable overlooking will result from the upper level areas of the development into neighbouring residential properties fronting both First Avenue and First Lane. The proposed car parking provision satisfies the relevant quantitative on-site parking criteria. The proposed car parking configuration and the proposed vehicular access and egress arrangements are considered to be safe and convenient.

The scale of the proposed office building is greater than the relevant Designated Performance Feature for office uses anticipated within the Business Neighbourhood Zone. That said, the scale of the office use is considered to be compatible with the built form character of the locality.

It is considered that the proposal sufficiently accords with the Planning and Design Code to merit consent.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and

2. Development Application Number 22017100, by Rick D'Andrea is granted Planning Consent subject to the following conditions:

CONDITIONS

Planning Consent

Conditions Imposed by the Council

1. The development granted Planning Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).

2. A Stormwater Management Plan shall be provided for the development. Calculations are required to demonstrate detention storage meets the minimum requirements of Council. The detention requirements for the site are to detain the post development 1 in 100 year ARI storm event, with discharge being at the pre development 1 in 5 year ARI rate. The Stormwater Management Plan is to conform to the Council's Urban Services requirements, prior to the granting of Development Approval.

3. All stormwater from buildings and paved areas shall be disposed of in accordance with the approved Stormwater Management Plan (in accordance with Condition 2) and recognised engineering practices in a manner and with materials that does not result in the entry of water onto any adjoining property or any building, and does not affect the stability of any building and in all instances the stormwater drainage system shall be directly connected into either the adjacent street kerb & water table or a Council underground pipe drainage system.

4. The upper floor windows to the rear elevation shall either have sill heights of 1500mm above floor level or be treated to a height of 1500mm above floor level, prior to occupation of the building, in a manner that restricts views being obtained by a person within the room to the reasonable satisfaction of the Assessment Manager and such treatment shall be maintained at all times.

5. The carparking area(s) associated with this proposal shall be developed in accordance with the following requirements:

   (i) All carparking spaces, driveways and associated manoeuvring areas shall be sealed in bitumen, concrete or brick pavers prior to occupation of the proposed development;
   (ii) The proposed car parking layout and access areas are to conform with the Australian Standards 2890.1 for Off-Street Parking Facilities;
   (iii) That all parking areas be marked, to delineate the parking spaces, prior to the occupation of the proposed development in accordance with the relevant Australian Standard AS 1742; and
   (iv) Wheel stopping devices constructed as per Australian Standard AS 2890.1.

6. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of any goods, materials or waste at any time.

7. All areas nominated as landscaping or garden areas on the approved plans shall be planted with a suitable mix and density of trees, shrubs and groundcovers within the next available planting season after the occupation of the premises to the reasonable satisfaction of the Assessment Manager and such plants, as well as any existing plants which are shown to be retained, shall be nurtured and maintained in good health and condition at all times, with any diseased or dying plants being replaced, to the reasonable satisfaction of the Council or its delegate.

8. The proposed development, herein approved, may only commence following the payment of all costs associated with the removal of the Swamp Mallet street tree and the planting of a new street tree in a suitable location. The Council will undertake the work with all costs to be borne by the Applicant. Specific costings will be provided to the Applicant by the Assessment Manager as soon as practicable. Payment must be made prior to the issuing of full Development Approval and prior to construction work commencing. Please contact the Council's Urban Planning & Environment Department to arrange payment of the associated costs.

9. All external lighting of the site, including car parking areas and buildings, shall be located, directed and shielded and of such limited intensity that no nuisance or loss of amenity is caused to any person beyond the site to the reasonable satisfaction of the Assessment Manager.

Conditions imposed by Commissioner of Highways under Section 122 of the Act

1. Vehicular access via Payneham Road shall be limited to left in and left out and in accordance with the Site Plan by D'Andrea Architects, sheet number A-2201, date generated 17/01/2023. The access point to and from Payneham Road shall be used by passenger vehicles (including with trailer) only. The access points shall be suitably signed and line marked to reinforce the desired traffic flow. The final design for the Payneham Road access shall be undertaken to the satisfaction of DIT with all costs being borne by the applicant.

   Note: Prior to undertaking detailed design, the applicant shall contact Mr Narendra Patel, Senior Network Integrity Engineer, Network Management Services on telephone (08) 8226 8244, mobile 0400 436 745 or via email: narendra.patel@sa.gov.au to progress this.

2. All vehicles shall enter and exit Payneham Road in a forward direction. All on-site vehicle manoeuvring areas shall remain clear of any impediments.

3. The street trees along the frontage of the site on Payneham Road shall be managed in such a way that sight distances in accordance with the Urban Transport Routes Overlay DTS/DPF 5.1. are achieved.

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

ADVISORY NOTES

Planning Consent

Advisory Note 1
The access, internal manoeuvring and carparking areas serving 207 and 209 Payneham Road, St Peters function on a shared basis. These areas cannot operate in isolation without shared use rights first being established (via a free and unrestricted right of way or common property arrangements etc.) or a variation being sought to the Planning Consent / Development Approval for alternate arrangements.

Advisory Note 2
The Applicant is reminded of its responsibilities under the Environment Protection Act 1993, to not harm the environment. Specifically, paint, plaster, concrete, brick wastes and wash waters should not be discharged into the stormwater system, litter should be appropriately stored on site pending removal, excavation and site disturbance should be limited, entry/exit points to the site should be managed to prevent soil being carried off site by vehicles, sediment barriers should be used (particularly on sloping sites), and material stockpiles should all be placed on site and not on the footpath or public roads or reserves. Further information is available by contacting the EPA.

Advisory Note 3
The granting of this consent does not remove the need for the beneficiary to obtain all other consents which may be required by any other legislation.

The Applicant's attention is particularly drawn to the requirements of the Fences Act 1975 regarding notification of any neighbours affected by new boundary development or boundary fencing. Further information is available in the 'Fences and the Law' booklet available through the Legal Services Commission.

Advisory Note 4
The Applicant is advised that construction noise is not allowed:
1. on any Sunday or public holiday; or
2. after 7pm or before 7am on any other day

Advisory Note 5
The Applicant is advised that any works undertaken on Council owned land (including but not limited to works relating to crossovers, driveways, footpaths, street trees and stormwater connections) will require the approval of the Council pursuant to the Local Government Act 1999 prior to any works being undertaken. Further information may be obtained by contacting Council's Public Realm Compliance Officer on 8366 4513.

Advisory Note 6
The Applicant is advised that the condition of the footpath, kerbing, vehicular crossing point, street tree(s) and any other Council infrastructure located adjacent to the subject land will be inspected by the Council prior to the commencement of building work and at the completion of building work. Any damage to Council infrastructure that occurs during construction must be rectified as soon as practicable and in any event, no later than four (4) weeks after substantial completion of the building work. The Council reserves its right to recover all costs associated with remedying any damage that has not been repaired in a timely manner from the appropriate person.

Advisory Note 7
The Council has not surveyed the subject land and has, for the purpose of its assessment, assumed that all dimensions and other details provided by the Applicant are correct and accurate.

Advisory Note 8
Appeal Rights - General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

Advisory Note 9
Consents issued for this Development Application will remain valid for the following periods of time:

1. Planning Consent is valid for 24 months following the date of issue, within which time Development Approval must be obtained;
2. Development Approval is valid for 24 months following the date of issue, within which time works must have substantially commenced on site;
3. Works must be substantially completed within 3 years of the date on which Development Approval is issued.

If an extension is required to any of the above-mentioned timeframes a request can be made for an extension of time by emailing the Planning Department at townhall@npsp.sa.gov.au. Whether or not an extension of time will be granted will be at the discretion of the relevant authority.

Advisory Note 10
No work can commence on this development unless a Development Approval has been obtained. If one or more Consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

Advisory Notes imposed by Commissioner of Highways under Section 122 of the Act

Advisory Note 1
The shared access, internal manoeuvring area and carparking will need to be suitably delineated as rights of way or common property to ensure their ongoing shared operation.

Address: **209 PAYNEHAM RD ST PETERS SA 5069**

Click to view a detailed interactive SAILIS in SAILIS

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

Property Zoning Details

Local Variation (TNV)
Maximum Building Height (Levels) *(Maximum building height is 2 levels)*
Overlay
Airport Building Heights (Regulated) *(All structures over 110 metres)*
Hazards (Flooding - General)
Prescribed Wells Area
Regulated and Significant Tree
Traffic Generating Development
Urban Transport Routes
Zone
Business Neighbourhood

Selected Development(s)

Office

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

Property Policy Information for above selection

Office - Code Assessed - Performance Assessed

Part 2 - Zones and Sub Zones

Business Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome	
DO 1	A variety of housing and accommodation types and compatible employment-generating land uses in an environment characterised by primarily low-rise buildings
DO 2	Buildings of a scale and design that complements surrounding built form, streetscapes and local character and provide for landscaping and 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 Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses that do not materially impact residential amenity.	DTS/DPF 1.1 Development comprises one or more of the following: (a) Community facility (b) Consulting room (c) Dwelling (d) Office (e) Residential flat building (f) Shop
PO 1.2 Business and commercial land uses complement and enhance the prevailing or emerging neighbourhood character.	DTS/DPF 1.2 Shops, offices and consulting rooms (or any combination thereof) do not exceed 250m^2 in gross leasable floor area.
Built Form and Character	
PO 2.1 Buildings are of a scale and design that complements surrounding built form, streetscapes and local character.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development provides attractive landscaping to the primary street frontage.	DTS/DPF 2.2 None are applicable.
PO 2.3 Site coverage is limited to provide space for landscaping, open space and pervious areas.	DTS/DPF 2.3 Development does not result in site coverage exceeding 60%.
Building height and setbacks	
PO 3.1 Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of the locality.	DTS/DPF 3.1 Except on a Catalyst site in the Melbourne Street West Subzone, Building height (excluding garages, carports and outbuildings) is no greater than: (a) the following: **Maximum Building Height (Levels)**

	Maximum building height is 2 levels (b) in all other cases (ie there is a blank field for both values): (i) 2 building levels or 9m where the development is located adjoining a different zone that primarily envisages residential development (ii) 3 building levels or 12m in all other cases. In relation to DTS/DPF 3.1, in instances where: (c) more than one value is returned in the same field: (i) for the purpose of DTS/DPF 3.1(a), refer to the Maximum Building Height (Metres) Technical and Numeric Variation layer or Maximum Building Height (Levels) Technical and Numeric Variation layer in the SA planning database to determine the applicable value relevant to the site of the proposed development (ii) 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 3.2 Buildings are set back from primary street boundaries consistent with the existing streetscape.	DTS/DPF 3.2 The building line of a building set back from the primary street boundary: (a) at least the average setback to the building line of existing buildings on adjoining sites which face the same primary street (including those buildings that would adjoin the site if not separated by a public road or a vacant allotment) (b) where there is only one existing building on adjoining sites which face the same primary street (including those that would adjoin if not separated by a public road or a vacant allotment), not less than the setback to the building line of that building or (c) not less than 5m where no building exists on an adjoining site with the same primary street frontage.
PO 3.3 Buildings set back from secondary street boundaries (other than rear laneways) contribute to a consistent streetscape.	DTS/DPF 3.3 Building walls are set back from the secondary street frontage: (a) the average of any existing buildings on adjoining sites having frontage to the same street or (b) not less than 900mm where no building exists on an adjoining site.
PO 3.4 Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining residential properties.	DTS/DPF 3.4 Except where the dwelling is located on a central site within a row dwelling or terrace arrangement, side boundary walls occur only on one side boundary and satisfy (a) or (b): (a) side boundary walls adjoin or abut a boundary wall of a building on adjoining land for the same or lesser length and height (b) side boundary walls do not:

	(i) exceed 3.2m in height from the lower of the natural or finished ground level (ii) exceed 11.5m in length (iii) when combined with other walls on the boundary of the subject development site, exceed a maximum 45% of the length of the boundary (iv) encroach within 3m of any other existing or proposed boundary walls on the subject land.
PO 3.6 Buildings are set back from side boundaries to provide: (a) separation between dwellings in a way that complements the established character of the locality (b) access to natural light and ventilation for neighbours.	DTS/DPF 3.6 Other than walls located on a side boundary, building walls are set back at least 900mm from side boundaries.
PO 3.7 Buildings are set back from rear boundaries to provide: (a) separation between dwellings in a way that complements the established character of the locality (b) access to natural light and ventilation for neighbours (c) open space recreational opportunities (d) space for landscaping and vegetation.	DTS/DPF 3.7 Buildings walls are set back from the rear boundary at least: (a) 3m for the first building level (b) 5m for any second building level.
Concept Plans	
PO 6.1 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 6.1 The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant: In relation to DTS/DPF 6.1, in instances where: (a) one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant. (b) in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 6.1 is met.

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. All development undertaken by: (a) the South Australian Housing Trust either individually or jointly with other persons or bodies or (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.	Except development involving any of the following: 1. residential flat building(s) of 3 more more building levels 2. the demolition of a State or Local Heritage Place 3. the demolition of a building (except an ancillary building) in a Historic Area Overlay.
3. Any development involving any of the following (or of any combination of any of the following): (a) advertisement (b) air handling unit, air conditioning system or exhaust fan (c) ancillary accommodation (d) building work on railway land (e) carport (f) community facility (g) deck (h) dwelling (i) dwelling addition (j) fence (k) outbuilding (l) pergola (m) private bushfire shelter (n) residential flat building (o) retaining wall (p) shade sail (q) solar photovoltaic panels (roof mounted) (r) student accommodation (s) swimming pool or spa pool (t) verandah (u) water tank.	Except development that: 1. exceeds the maximum building height specified in Business Neighbourhood Zone DTS/DPF 3.1 or 2. is on a Catalyst Site that exceeds the maximum building height in Business Neighbourhood Zone DTS/DPF 3.1 that applies to development not on a Catalyst Site or 3. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
4. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) office (c) shop.	Except development that: 1. does not satisfy Business Neighbourhood Zone DTS/DPF 1.2 or 2. exceeds the maximum building height specified in

	Business Neighbourhood Zone DTS/DPF 3.1 or 3. is on a Catalyst Site that exceeds the maximum building height in Business Neighbourhood Zone DTS/DPF 3.1 that applies to development not on a Catalyst Site or 4. involves a building wall (or structure) that is proposed to be situated on (or abut) an allotment boundary (not being a boundary with a primary street or secondary street or an excluded boundary) and: (a) the length of the proposed wall (or structure) exceeds 11.5m (other than where the proposed wall abuts an existing wall or structure of greater length on the adjoining allotment) or (b) the height of the proposed wall (or post height) exceeds 3.2m measured from the lower of the natural or finished ground level (other than where the proposed wall abuts an existing wall or structure of greater height on the adjoining allotment).
5. Any development involving any of the following (or of any combination of any of the following): (a) internal building work (b) land division (c) replacement building (d) temporary accommodation in an area affected by bushfire (e) tree damaging activity.	None specified.
6. Demolition.	Except any of the following: 1. the demolition of a State or Local Heritage Place 2. the demolition of a building (except an ancillary building) in a Historic Area Overlay.

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

Placement of Notices - Exemptions for Restricted Development
None specified.

Part 3 - Overlays

Airport Building Heights (Regulated) Overlay

Assessment Provisions (AP)

Desired Outcome	
DO 1	

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

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

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

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Any of the following classes of development: (a) building located in an area identified as 'All structures' (no height limit is prescribed) or will exceed the height specified in the *Airport Building Heights (Regulated) Overlay* (b) building comprising exhaust stacks that generates plumes, or may cause plumes to be generated, above a height specified in the *Airport Building Heights (Regulated) Overlay.*	The airport-operator company for the relevant airport within the meaning of the *Airports Act 1996* of the Commonwealth or, if there is no airport-operator company, the Secretary of the Minister responsible for the administration of the *Airports Act 1996* of the Commonwealth.	To provide expert assessment and direction to the relevant authority on potential impacts on the safety and operation of aviation activities.	Development of a class to which Schedule 9 clause 3 item 1 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Hazards (Flooding – General) Overlay

Assessment Provisions (AP)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than: In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.

Procedural Matters (PM) - Referrals

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

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 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
PO 1.1 Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.	DTS/DPF 1.1 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or

	more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.2 Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.	DTS/DPF 1.2 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m2 or more (c) retail development with a gross floor area of 2,000m2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m2 or more (e) industry with a gross floor area of 20,000m2 or more (f) educational facilities with a capacity of 250 students or more.

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road: (a) land division creating 50 or more additional allotments (b) commercial development with a gross floor area of 10,000m^2 or more (c) retail development with a gross floor area	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure

of 2,000m^2 or more (d) a warehouse or transport depot with a gross leasable floor area of 8,000m^2 or more (e) industry with a gross floor area of 20,000m^2 or more (f) educational facilities with a capacity of 250 students or more.			(General) Regulations 2017 applies.

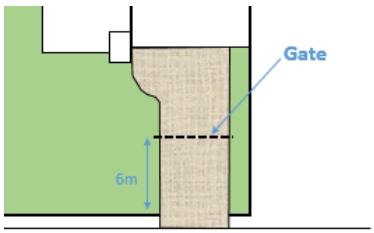
Urban Transport Routes Overlay

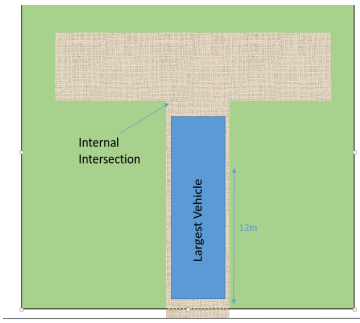
Assessment Provisions (AP)

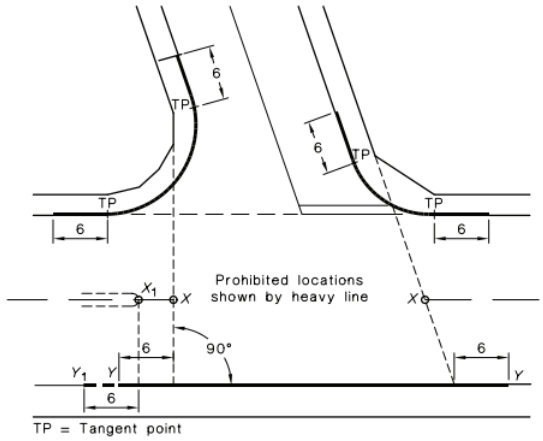
Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from Urban Transport Routes.

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)	
PO 1.1 Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State maintained roads.	DTS/DPF 1.1 An access point satisfies (a), (b) or (c): (a) where servicing a single (1) dwelling / residential allotment: (i) it will not result in more than one access point (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) it will have a width of between 3m and 4m (measured at the site boundary) (b) where the development will result in 2 and up to 6 dwellings: (i) (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site in a forward direction (iii) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (iv) passenger vehicles (with a length up to 5.2m) can enter and exit the site wholly within the kerbside lane of the road (v) 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) (c) where the development will result in 7 or more dwellings, or is a non-residential land use: (i) it will not result in more than one access point servicing the development site (ii) vehicles can enter and exit the site using left turn only movements

	(iii) vehicles can enter and exit the site in a forward direction (iv) vehicles can cross the property boundary at an angle between 70 degrees and 90 degrees (v) 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 (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 (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 (viii) provides for simultaneous two-way vehicle movements at the access: A. with entry and exit movements for vehicles with a length up to 5.2m vehicles being fully within the kerbside lane of the road and B. with entry movements of 8.8m vehicles (where relevant) being fully within the kerbside lane of the road and the exit movements of 8.8m vehicles do not cross the centreline of the road.
Access - On-Site Queuing	
PO 2.1 Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and maintain safe vehicle movements.	DTS/DPF 2.1 An access point in accordance with one of the following: (a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) as shown in the following diagram:  (b) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length no greater than 6.4m (ii) there are no internal driveways, intersections, parking spaces or gates within 6.0m of the access point (measured from the site boundary into the site) (c) will service, or is intended to service, development that will generate less than 60 vehicle movements per day, and: (i) is expected to be serviced by vehicles with a length greater than a 6.4m small rigid vehicle (ii) there are no internal driveways, intersections, parking spaces or

	gates within 6.0m of the access point (measured from the site boundary into the site) (iii) any termination of or change in priority of movement within the main car park aisle is located far enough into the site so that the largest vehicle expected on-site can store fully within the site before being required to stop (iv) all parking or manoeuvring areas for commercial vehicles are located a minimum of 12m or the length of the longest vehicle expected on site from the access (measured from the site boundary into the site) as shown in the following diagram: 
Access - (Location Spacing) - Existing Access Point	
PO 3.1 Existing access points are designed to accommodate the type and volume of traffic likely to be generated by the development.	DTS/DPF 3.1 An existing access point satisfies (a), (b) or (c): (a) it will not service, or is not intended to service, more than 6 dwellings (b) it is not located on a Controlled Access Road and will not service development that will result in (b) a larger class of vehicle expected to access the site using the existing access (c) is not located on a Controlled Access Road and development constitutes: (i) a change of use between an office <500m² gross leasable floor area and a consulting room <500m² gross leasable floor area or vice versa (ii) a change in use from a shop to an office, consulting room or personal or domestic services establishment (iii) a change of use from a consulting room or office <250m² gross leasable floor area to shop <250m² gross leasable floor area (iv) a change of use from a shop <500m² gross leasable floor area to a warehouse <500m² gross leasable floor area (v) an office or consulting room with a <500m² gross leasable floor area.
Access – Location (Spacing) – New Access Points	
PO 4.1 New access points are spaced apart from any existing access point or public road junction to manage impediments to traffic flow and maintain safe and efficient operating conditions on the road.	DTS/DPF 4.1 A new access point satisfies (a), (b) or (c): (a) where a development site is intended to serve between 1 and 6 dwellings and has frontage to a local road (not being a Controlled Access Road) with a speed environment of 60km/h or less, the new access point is provided on the local road and located a minimum of 6.0m from the tangent point as shown in the following diagram:



NOTE:
The points marked X_1 and X are respectively at the median end on a divided road and at the intersection of the main road centre-line and the extensions of the side road property lines shown as dotted lines, on an undivided road. On a divided road, dimension Y-Y extends to Point Y_1.

(b) where the development site is intended to serve between 1 and 6 dwellings and access from a local road (being a road that is not a State Maintained Road) is not available, the new access:

(i) is not located on a Controlled Access Road

(ii) is not located on a section of road affected by double barrier lines

(iii) will be on a road with a speed environment of 70km/h or less

(iv) is located outside of the bold lines on the diagram shown in the diagram following part (a)

(v) located minimum of 6m from a median opening or pedestrian crossing

(c) where DTS/DPF 4.1 part (a) and (b) do not apply and access from an alternative local road at least 25m from the State Maintained Road is not available, and the access is not located on a Controlled Access Road, the new access is separated in accordance with the following:

Speed Limit	Separation between access points	Separation from public road junctions and merging/terminating lanes
50 km/h or less	No spacing requirement	20m
60 km/h	30m	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)

PO 5.1

Access points are located and designed to accommodate sight lines that enable drivers and pedestrians to navigate potential conflict points with roads in a controlled and safe manner.

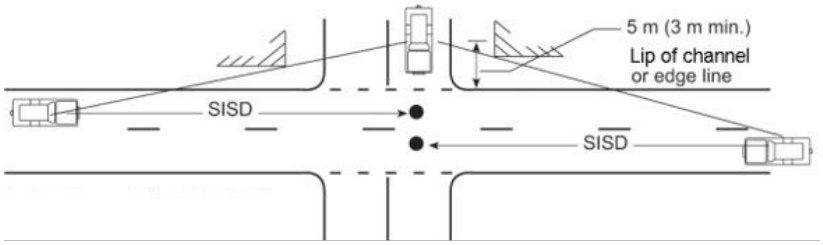
DTS/DPF 5.1

An access point satisfies (a) or (b):

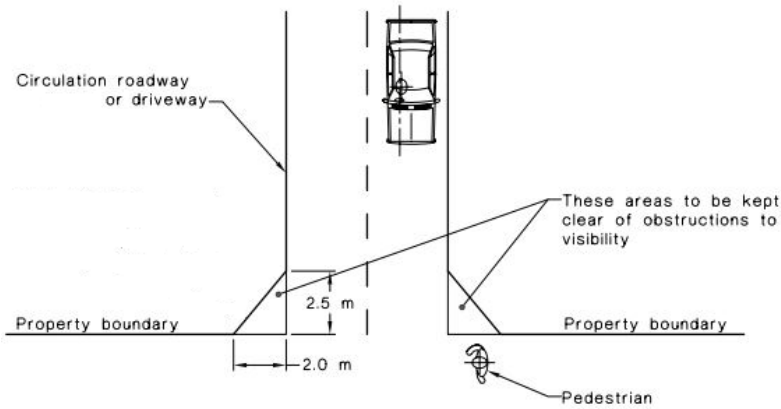
(a) drivers approaching or exiting an access point have an unobstructed line of sight in accordance with the following (measured at a height of 1.1m above the surface of the road):

Speed Limit	Access point serving 1-6 dwellings	Access point serving all other development
40 km/h or less	40m	73m

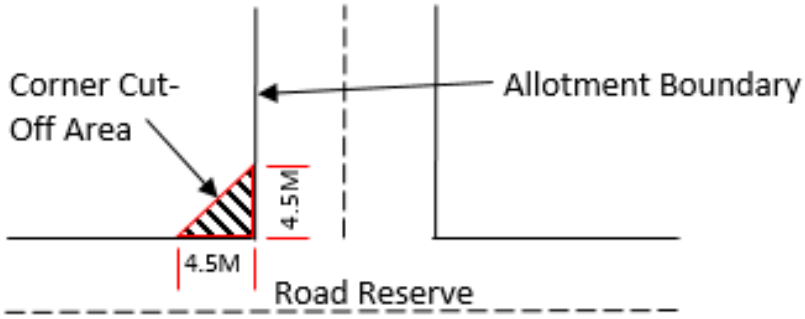
50 km/h	55m	97m
60 km/h	73m	123m
70 km/h	92m	151m
80 km/h	114m	181m
90 km/h	139m	214m
100 km/h	165m	248m
110km/h	193m	285m



(b) pedestrian sightlines in accordance with the following diagram:



Access – Mud and Debris	
PO 6.1 Access points constructed to minimise mud or other debris being carried or transferred onto the road to ensure safe road operating conditions.	DTS/DPF 6.1 Where the road has an unsealed shoulder and the road is not kerbed, the access way is sealed from the edge of seal on the road for a minimum of 10m or to the property boundary (whichever is closer).
Access - Stormwater	
PO 7.1 Access points are designed to minimise negative impact on roadside drainage of water.	DTS/DPF 7.1 Development does not: (a) decrease the capacity of an existing drainage point (b) restrict or prevent the flow of stormwater through an existing drainage point and system.
Building on Road Reserve	
PO 8.1 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 Buildings or structures are not located on, above or below the road reserve.

Public Road Junctions	
PO 9.1 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 Development does not comprise any of the following: (a) creating a new junction with a public road (b) opening an unmade public road junction (c) modifying an existing public road junction.
Corner Cut-Offs	
PO 10.1 Development is located and designed to maintain sightlines for drivers turning into and out of public road junctions to contribute to driver safety.	DTS/DPF 10.1 Development does not involve building work, or building work is located wholly outside the land shown as 'Corner Cut-Off Area' in the following diagram: 

Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
Except where all of the relevant deemed-to-satisfy criteria are met, development (including the division of land) that involves any of the following to/on a State Maintained Road or within 25 metres of an intersection with any such road: (a) creation of a new access or junction (b) alterations to an existing access or public road junction (except where deemed to be minor in the opinion of the relevant authority) (c) development that changes the nature of vehicular movements or increase the number or frequency of movements through an existing access (except where deemed to be minor in the opinion of the relevant authority).	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

Part 4 - General Development Policies

Clearance from Overhead Powerlines

Assessment Provisions (AP)

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

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

Design in Urban Areas

Assessment Provisions (AP)

Desired Outcome	
DO 1	Development is: (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributing to the character of the locality (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All Development	
External Appearance	

PO 1.1 Buildings reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).	DTS/DPF 1.1 None are applicable.
PO 1.2 Where zero or minor setbacks are desirable, development provides shelter over footpaths (in the form of verandahs, awnings, canopies and the like, with adequate lighting) to positively contribute to the walkability, comfort and safety of the public realm.	DTS/DPF 1.2 None are applicable.
PO 1.3 Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.	DTS/DPF 1.3 None are applicable.
PO 1.4 Plant, exhaust and intake vents and other technical equipment are integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by: (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces (b) screening rooftop plant and equipment from view (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.	DTS/DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.	DTS/DPF 1.5 None are applicable.
Safety	
PO 2.1 Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.	DTS/DPF 2.1 None are applicable.
PO 2.2 Development is designed to differentiate public, communal and private areas.	DTS/DPF 2.2 None are applicable.
PO 2.3 Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.	DTS/DPF 2.3 None are applicable.
PO 2.4	DTS/DPF 2.4

Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.	None are applicable.
PO 2.5 Common areas and entry points of buildings (such as the foyer areas of residential buildings) and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.	DTS/DPF 2.5 None are applicable.
Landscaping	
PO 3.1 Soft landscaping and tree planting are incorporated to: (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes.	DTS/DPF 3.1 None are applicable.
Environmental Performance	
PO 4.1 Buildings are sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.	DTS/DPF 4.1 None are applicable.
PO 4.2 Buildings are sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.	DTS/DPF 4.2 None are applicable.
PO 4.3 Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.	DTS/DPF 4.3 None are applicable.
On-site Waste Treatment Systems	
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.	DTS/DPF 6.1 Effluent disposal drainage areas do not: (a) encroach within an area used as private open space or result in less private open space than that specified in Design in Urban Areas Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.
Car parking appearance	
PO 7.1	DTS/DPF 7.1

Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on streetscapes through techniques such as: (a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.	None are applicable.
PO 7.2 Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2 None are applicable.
PO 7.3 Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.	DTS/DPF 7.3 None are applicable.
PO 7.4 Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.	DTS/DPF 7.4 Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.
PO 7.5 Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5 Vehicle parking areas comprising 10 or more car parking spaces include soft landscaping with a minimum dimension of: (a) 1m along all public road frontages and allotment boundaries (b) 1m between double rows of car parking spaces.
PO 7.6 Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6 None are applicable.
PO 7.7 Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7 None are applicable.
Earthworks and sloping land	
PO 8.1 Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1 Development does not involve any of the following: (a) excavation exceeding a vertical height of 1m (b) filling exceeding a vertical height of 1m (c) a total combined excavation and filling vertical height of 2m or more.
PO 8.2	DTS/DPF 8.2

Driveways and access tracks designed and constructed to allow safe and convenient access on sloping land.	Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): (a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway (b) are constructed with an all-weather trafficable surface.
PO 8.3 Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8): (a) do not contribute to the instability of embankments and cuttings (b) provide level transition areas for the safe movement of people and goods to and from the development (c) are designed to integrate with the natural topography of the land.	DTS/DPF 8.3 None are applicable.
PO 8.4 Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on site drainage systems to minimise erosion.	DTS/DPF 8.4 None are applicable.
PO 8.5 Development does not occur on land at risk of landslip or increase the potential for landslip or land surface instability.	DTS/DPF 8.5 None are applicable.
Overlooking / Visual Privacy (low rise buildings)	
PO 10.1 Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.	DTS/DPF 10.1 Upper level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level (c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level.
PO 10.2 Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones.	DTS/DPF 10.2 One of the following is satisfied: (a) the longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace or (b) all sides of balconies or terraces on upper building levels are permanently obscured by screening with a maximum 25% transparency/openings fixed to a minimum height of: (i) 1.5m above finished floor level where the balcony is located at least 15 metres from the nearest habitable window of a dwelling on adjacent land or

	(ii) 1.7m above finished floor level in all other cases
Site Facilities / Waste Storage (excluding low rise residential development)	
PO 11.1 Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.	DTS/DPF 11.1 None are applicable.
PO 11.2 Communal waste storage and collection areas are located, enclosed and designed to be screened from view from the public domain, open space and dwellings.	DTS/DPF 11.2 None are applicable.
PO 11.3 Communal waste storage and collection areas are designed to be well ventilated and located away from habitable rooms.	DTS/DPF 11.3 None are applicable.
PO 11.4 Communal waste storage and collection areas are designed to allow waste and recycling collection vehicles to enter and leave the site without reversing.	DTS/DPF 11.4 None are applicable.
PO 11.5 For mixed use developments, non-residential waste and recycling storage areas and access provide opportunities for on-site management of food waste through composting or other waste recovery as appropriate.	DTS/DPF 11.5 None are applicable.
All Development - Medium and High Rise	
External Appearance	
PO 12.1 Buildings positively contribute to the character of the local area by responding to local context.	DTS/DPF 12.1 None are applicable.
PO 12.2 Architectural detail at street level and a mixture of materials at lower building levels near the public interface are provided to reinforce a human scale.	DTS/DPF 12.2 None are applicable.
PO 12.3 Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.	DTS/DPF 12.3 None are applicable.
PO 12.4 Boundary walls visible from public land include visually interesting treatments to break up large blank elevations.	DTS/DPF 12.4 None are applicable.
PO 12.5 External materials and finishes are durable and age well to minimise ongoing maintenance requirements.	DTS/DPF 12.5 Buildings utilise a combination of the following external materials and finishes: (a) masonry (b) natural stone (c) pre-finished materials that minimise staining, discolouring or deterioration.

PO 12.6

Street-facing building elevations are designed to provide attractive, high quality and pedestrian-friendly street frontages.

DTS/DPF 12.6

Building street frontages incorporate:

(a) active uses such as shops or offices
(b) prominent entry areas for multi-storey buildings (where it is a common entry)
(c) habitable rooms of dwellings
(d) areas of communal public realm with public art or the like, where consistent with the zone and/or subzone provisions.

PO 12.7

Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.

DTS/DPF 12.7

Entrances to multi-storey buildings are:

(a) oriented towards the street
(b) clearly visible and easily identifiable from the street and vehicle parking areas
(c) designed to be prominent, accentuated and a welcoming feature if there are no active or occupied ground floor uses
(d) designed to provide shelter, a sense of personal address and transitional space around the entry
(e) located as close as practicable to the lift and / or lobby access to minimise the need for long access corridors
(f) designed to avoid the creation of potential areas of entrapment.

PO 12.8

Building services, plant and mechanical equipment are screened from the public realm.

DTS/DPF 12.8

None are applicable.

Landscaping

PO 13.1

Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.

DTS/DPF 13.1

Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.

PO 13.2

Deep soil zones are provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi-storey buildings.

DTS/DPF 13.2

Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.

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

	medium tree / 60 m^2

Tree size and site area definitions	
Small tree	4-6m mature height and 2-4m canopy spread
Medium tree	6-12m mature height and 4-8m canopy spread
Large tree	12m mature height and >8m canopy spread
Site area	The total area for development site, not average area per dwelling

PO 13.3 Deep soil zones with access to natural light are provided to assist in maintaining vegetation health.	DTS/DPF 13.3 None are applicable.
PO 13.4 Unless separated by a public road or reserve, development sites adjacent to any zone that has a primary purpose of accommodating low-rise residential development incorporate a deep soil zone along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more building levels in height.	DTS/DPF 13.4 Building elements of 3 or more building levels in height are set back at least 6m from a zone boundary in which a deep soil zone area is incorporated.
Environmental	
PO 14.1 Development minimises detrimental micro-climatic impacts on adjacent land and buildings.	DTS/DPF 14.1 None are applicable.
PO 14.2 Development incorporates sustainable design techniques and features such as window orientation, eaves and shading structures, water harvesting and use, green walls and roof designs that enable the provision of rain water tanks (where they are not provided elsewhere on site), green roofs and photovoltaic cells.	DTS/DPF 14.2 None are applicable.
PO 14.3 Development of 5 or more building levels, or 21m or more in height (as measured from natural ground level and excluding roof-mounted mechanical plant and equipment) is designed to minimise the impacts of wind through measures such as: (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street (b) substantial verandahs around a building to deflect downward travelling wind flows over pedestrian areas (c) the placement of buildings and use of setbacks to deflect the wind at ground level (d) avoiding tall shear elevations that create windy conditions at street level.	DTS/DPF 14.3 None are applicable.

Car Parking	
PO 15.1 Multi-level vehicle parking structures are designed to contribute to active street frontages and complement neighbouring buildings.	DTS/DPF 15.1 Multi-level vehicle parking structures within buildings: (a) provide land uses such as commercial, retail or other non-car parking uses along ground floor street frontages (b) incorporate facade treatments in building elevations facing along major street frontages that are sufficiently enclosed and detailed to complement adjacent buildings.
PO 15.2 Multi-level vehicle parking structures within buildings complement the surrounding built form in terms of height, massing and scale.	DTS/DPF 15.2 None are applicable.
Overlooking/Visual Privacy	
PO 16.1 Development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones through measures such as: (a) appropriate site layout and building orientation (b) off-setting the location of balconies and windows of habitable rooms or areas with those of other buildings so that views are oblique rather than direct to avoid direct line of sight (c) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms (d) screening devices that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.	DTS/DPF 16.1 None are applicable.
All non-residential development	
Water Sensitive Design	
PO 42.1 Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 42.1 None are applicable.
PO 42.2 Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 42.2 None are applicable.
PO 42.3 Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.	DTS/DPF 42.3 None are applicable.

Wash-down and Waste Loading and Unloading	
PO 43.1 Areas for activities including loading and unloading, storage of waste refuse bins in commercial and industrial development or wash-down areas used for the cleaning of vehicles, plant or equipment are: (a) designed to contain all wastewater likely to pollute stormwater within a bunded and roofed area to exclude the entry of external surface stormwater run-off (b) paved with an impervious material to facilitate wastewater collection (c) of sufficient size to prevent 'splash-out' or 'over-spray' of wastewater from the wash-down area (d) are designed to drain wastewater to either: (i) a treatment device such as a sediment trap and coalescing plate oil separator with subsequent disposal to a sewer, private or Community Wastewater Management Scheme or (ii) a holding tank and its subsequent removal off-site on a regular basis.	DTS/DPF 43.1 None are applicable.
Laneway Development	
Infrastructure and Access	
PO 44.1 Development with a primary street comprising a laneway, alley, lane, right of way or similar minor thoroughfare only occurs where: (a) existing utility infrastructure and services are capable of accommodating the development (b) the primary street can support access by emergency and regular service vehicles (such as waste collection) (c) it does not require the provision or upgrading of infrastructure on public land (such as footpaths and stormwater management systems) (d) safety of pedestrians or vehicle movement is maintained (e) any necessary grade transition is accommodated within the site of the development to support an appropriate development intensity and orderly development of land fronting minor thoroughfares.	DTS/DPF 44.1 Development with a primary street frontage that is not an alley, lane, right of way or similar public thoroughfare.

Interface between Land Uses

Assessment Provisions (AP)

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

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

<table>
<tr><th>Performance Outcome</th><th>Deemed-to-Satisfy Criteria / Designated Performance Feature</th></tr>
<tr><td colspan="2">Hours of Operation</td></tr>
<tr><td>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.</td><td>DTS/DPF 2.1

Development operating within the following hours:

<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

8am to 5pm, Saturday</td></tr><tr><td>Office</td><td>7am to 9pm, Monday to Friday

8am to 5pm, Saturday</td></tr><tr><td>Shop, other than any one or combination of the following:

(a) restaurant
(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</td><td>7am to 9pm, Monday to Friday

8am to 5pm, Saturday and Sunday</td></tr></table></td></tr>
<tr><td colspan="2">Overshadowing</td></tr>
<tr><td>PO 3.1

Overshadowing of habitable room windows of adjacent residential land uses in:

a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight
b. other zones is managed to enable access to direct winter sunlight.</td><td>DTS/DPF 3.1

North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</td></tr>
<tr><td>PO 3.2

Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:

a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight
b. other zones is managed to enable access to direct winter sunlight.</td><td>DTS/DPF 3.2

Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:

a. for ground level private open space, the smaller of the following:
i. half the existing ground level open space
or
ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)</td></tr>
</table>

	b. for ground level communal open space, at least half of the existing ground level open space.
PO 3.3 Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account: (a) the form of development contemplated in the zone (b) the orientation of the solar energy facilities (c) the extent to which the solar energy facilities are already overshadowed.	DTS/DPF 3.3 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.
PO 4.5 Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.5 None are applicable.
PO 4.6 Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.	DTS/DPF 4.6 Development incorporating music includes noise attenuation measures that will achieve the following noise levels: **Assessment location** / **Music noise level** Externally at the / Less than 8dB above the level of

	nearest existing or envisaged noise sensitive location	background noise ($L_{90,15min}$) in any octave band of the sound spectrum (LOCT10,15 < LOCT90,15 + 8dB)
Air Quality		
PO 5.2 Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by: (a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.	DTS/DPF 5.2 None are applicable.	
Light Spill		
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 6.1 None are applicable.	
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.	

Out of Activity Centre Development

Assessment Provisions (AP)

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Non-residential development outside Activity Centres of a scale and type that does not diminish the role of Activity Centres: (a) as primary locations for shopping, administrative, cultural, entertainment and community services (b) as a focus for regular social and business gatherings	DTS/DPF 1.1 None are applicable.

(c) in contributing to or maintaining a pattern of development that supports equitable community access to services and facilities.	
PO 1.2 Out-of-activity centre non-residential development complements Activity Centres through the provision of services and facilities: (a) that support the needs of local residents and workers, particularly in underserviced locations (b) at the edge of Activities Centres where they cannot readily be accommodated within an existing Activity Centre to expand the range of services on offer and support the role of the Activity Centre.	DTS/DPF 1.2 None are applicable.

Site Contamination

Assessment Provisions (AP)

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

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

	range of uses), remediation work has been carried out or will be carried out (and the applicant has provided a written undertaking that the remediation works will be implemented in association with the development) and (ii) no other class 1 activity or class 2 activity has taken place at the land since the preparation of the site contamination audit report (as demonstrated in a site contamination declaration form).

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.

Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is: (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.2 Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.	DTS/DPF 3.2 None are applicable.
PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.	DTS/DPF 3.3 None are applicable.
PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.	DTS/DPF 3.4 None are applicable.
PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.	DTS/DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).	DTS/DPF 3.6 Driveways and access points: (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: (i) a single access point no greater than 6m in width is provided or

	(ii) not more than two access points with a width of 3.5m each are provided.
PO 3.7 Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.	DTS/DPF 3.7 Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing: (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.	DTS/DPF 3.8 None are applicable.
PO 3.9 Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.	DTS/DPF 3.9 None are applicable.
Access for People with Disabilities	
PO 4.1 Development is sited and designed to provide safe, dignified and convenient access for people with a disability.	DTS/DPF 4.1 None are applicable.
Vehicle Parking Rates	
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as: (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.	DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant: (a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.
Vehicle Parking Areas	
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.	DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.
PO 6.2 Vehicle parking areas are appropriately located, designed and	DTS/DPF 6.2 None are applicable.

constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.	
PO 6.3 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.
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.
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	DTS/DPF 10.1

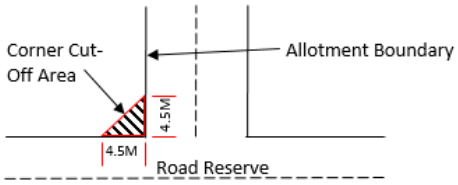
Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram: 

Table 1 - General Off-Street Car Parking Requirements

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

Class of Development	Car Parking Rate (unless varied by Table 2 onwards) Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Residential Development	
Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Group Dwelling	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Residential Flat Building	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered. 0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings.
Row Dwelling where vehicle access is from the primary street	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.

Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement village	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan park / tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m^2 of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Call centre	8 spaces per 100m^2 of gross leasable floor area.
Motor repair station	3 spaces per service bay.

Office	4 spaces per 100m^2 of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m^2 gross leasable floor area.
Service trade premises	2.5 spaces per 100m^2 of gross leasable floor area 1 space per 100m^2 of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m^2 of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m^2 of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m^2 of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m^2 of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Childcare centre	0.25 spaces per child
Library	4 spaces per 100m^2 of total floor area.
Community facility	10 spaces per 100m^2 of total floor area.
Hall / meeting hall	0.2 spaces per seat.
Place of worship	1 space for every 3 visitor seats.
Pre-school	1 per employee plus 0.25 per child (drop off/pick up bays)
Educational establishment	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site.

	For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any time.
Health Related Uses	
Hospital	4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Consulting room	4 spaces per consulting room excluding ancillary facilities.
Recreational and Entertainment Uses	
Cinema complex	0.2 spaces per seat.
Concert hall / theatre	0.2 spaces per seat.
Hotel	1 space for every 2m^2 of total floor area in a public bar plus 1 space for every 6m^2 of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility	6.5 spaces per 100m^2 of total floor area for a Fitness Centre 4.5 spaces per 100m^2 of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses	
Fuel depot	1.5 spaces per 100m^2 total floor area 1 spaces per 100m^2 of outdoor area used for fuel depot activity purposes.
Industry	1.5 spaces per 100m^2 of total floor area.
Store	0.5 spaces per 100m^2 of total floor area.
Timber yard	1.5 spaces per 100m^2 of total floor area 1 space per 100m^2 of outdoor area used for display purposes.
Warehouse	0.5 spaces per 100m^2 total floor area.
Other Uses	
Funeral Parlour	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the

	parlour.
Radio or Television Station	5 spaces per 100m^2 of total building floor area.

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

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

(a) the location of the development is unable to satisfy the requirements of Table 2 – Criteria (other than where a location is exempted from the application of those criteria)

or

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

Class of Development	**Car Parking Rate** **Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.**		**Designated Areas**
	Minimum number of spaces	**Maximum number of spaces**	
Development generally			
All classes of development	No minimum.	No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is: 1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres. Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.	Capital City Zone City Main Street Zone City Riverbank Zone Adelaide Park Lands Zone Business Neighbourhood Zone (within the City of Adelaide) The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	5 spaces per 100m^2 of gross leasable floor area.	City Living Zone Urban Corridor (Boulevard) Zone

			Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Non-residential development excluding tourist accommodation	3 spaces per 100m^2 of gross leasable floor area.	6 spaces per 100m^2 of gross leasable floor area.	Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Business Neighbourhood Zone Suburban Main Street Zone Urban Activity Centre Zone
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential development			
Residential component of a multi-storey building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Strategic Innovation Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling	None specified.	City Living Zone Urban Activity Centre Zone Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone

	3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.		Urban Corridor (Main Street) Zone Urban Neighbourhood Zone

Table 2 - Criteria:
The following criteria are used in conjunction with Table 2. The 'Exception' column identifies locations where the criteria do not apply and the car parking rates in Table 2 are applicable.

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

[NOTE(S): (1)Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles. (2) A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.]

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate **Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.**
Consulting Room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.
Educational establishment	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors. For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.

Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m^2 of gross leasable floor area for visitors.
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.
Office	1 space for every 200m^2 of gross leasable floor area plus 2 spaces plus 1 space per 1000m^2 of gross leasable floor area for visitors.
Pre-school	1 space per 20 full time employees plus 1 space per 40 full time children.
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.
Shop	1 space for every 300m^2 of gross leasable floor area plus 1 space for every 600m^2 of gross leasable floor area for customers.
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

Schedule to Table 3

Designated Area	**Relevant part of the State** **The bicycle parking rate applies to a designated area located in a relevant part of the State described below.**
All zones	City of Adelaide
Business Neighbourhood Zone Strategic Innovation Zone Suburban Activity Centre Zone Suburban Business Zone Suburban Main Street Zone Urban Activity Centre Zone	Metropolitan Adelaide

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

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January 20, 2023

Nenad Milasinovic
Senior Urban Planner
City of Norwood Payneham & St Peters
Via: PlanSA Portal

Dear Nenad,

RE: DA 22014281 & 22017100 207-209 PAYNEHAM ROAD, ST PETERS

We write on behalf the Applicant, Rick D'Andrea, in response to your email received on December 8th, 2022 which raised particular concern with the proposed access and egress arrangements to First Lane for the proposed child care centre and office development as part of applications 22034281 and 22017100.

It is understood that Council have since re-considered their initial position to not permit the removal of a street tree on Payneham Road and the use of First Lane for vehicle access or egress following further review and consideration.

Following, we have presented Council with two amended concepts, with Concept B considered as the most safe and efficient traffic arrangement to Payneham Road and as supported by Council on January 9th, 2023. Such has been adopted in the amended documentation enclosed and presents the following improvements:

- No vehicle access via First Lane with the rear boundary to accommodate a new 1.8 metre high, 'Good Neighbour' Colorbond fence in a monument finish;
- Vehicle access and egress will be solely provided from Payneham Road via a shared left in-left out arrangement, which will require the removal of one, non-regulated street tree;
- Pedestrian access is to be provided from First Lane via a pedestrian only access gate at the rear of 207 Payneham Road;
- The planting of a new tree and landscaping within the northern, rear corner of 209 Payneham Road to avoid any net loss in tree canopy cover resulting from the removal of the street tree; and
- An amended car parking layout that provides 33 onsite car parking spaces, which exceeds the recommended minimum specified in the Planning and Design Code and will effectively facilitate all anticipated vehicle movements.

This response is to be considered in conjunction with our response to representations and supporting documentation, including the previously submitted Arboricultural Impact Assessment and the Environmental Noise Impact Assessment.

We trust our response adequately addresses Council's concerns and presents a much-improved traffic outcome that will also alleviate majority of the concerns raised by the representors.

Accordingly, given the nature of the changes proposed are considered to be 'substantial' for the purposes of Regulation 35(3) of the *Planning, Development and Infrastructure (General) Regulations 2017*, could you please commence the re-notification and referral to the Commissioner of Highways for both applications at your earliest convenience.

Should you have any queries, please do not hesitate to contact the undersigned.

Yours sincerely,

Christopher Webber
Senior Consultant

Encl: *Amended Architectural Drawings*
Amended Civil Plans
Amended Traffic and Parking Assessment
Arboricultural Impact Assessment & Addendum
Environmental Noise Impact Assessment

FIRST LANE

PAYNEHAM ROAD

1 : 100 SCALE Level 00 1

PEDESTRIAN ACCESS
WASTE STORE
1.8M HIGH REFUSE - 1.8M HIGH PERIMETER SCREEN RED CEDAR TIMBER SLATS CONCEALING BINS FROM VIEW
1.8M HIGH GOOD-NEIGHBOUR COLOURBOND FENCING - COLOUR: MONUMENT
PEDESTRIAN ACCESS GATE
GROUP OF TREES APPROX. LOCATION
NATIVE CAN:10.0 HT:15.0 TR:0.5
RB205
TENANCY 1 1214 m²
BOUNDARY 19.91m
PROPOSED NEIGHBOURHOOD LEVEL CHILDCARE CENTRE (REFER SEPERATE APPLICATION)
TEMPORARY FENCE
FOOTPATH
UPRIGHT K & WT
TBM NAIL IN KERB RL 100.00m
PROPOSED LANDSCAPING
COVERED WALKWAY
FFL100.35
TENANCY 1 112 m²
WC ACCESS 4 m² 5 m²
KITCHEN 5 m²
LIFT
SERVICES
LOBBY 26 m²
TENANCY 2 53 m²
6 X BIKE PARKS
OUTLINE OF UPPER LEVEL
CAR PARK
EXISTING RDRY FENCING TO REMAIN
STORMWATER / CIVIL DESIGN BY ENGINEER
ACACIA PYCNANTHA 'GOLDEN WATTLE'. 4M MATURE HEIGHT
PROPOSED STREET TREE TO BE REMOVED
TELSTRA BOLLARD
OVERHEAD WIRES
EC
True North
UNCLAS

AREA SCHEDULE:

GROUND FLOOR GFA:	236m2
GROUND FLOOR GLA:	165m2
FIRST FLOOR GFA:	366.5m2
FIRST FLOOR GLA:	303m2

Recent revision history

#	Status	Description	Date

Notes & Legend
Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawings.

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Project
PROPOSED 2 LEVEL OFFICE BUILDING AT: 209 PAYNEHAM RD, ST PETERS

Client
MANU SALARIA - TRV HOMES

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Project number Project Number
Size check 25mm
Checked Checker
Approved Approver
Sheet size A1
Scale 1 : 100

Sheet title
DRAWING SERIES
FLOOR PLANS

Sheet number A-2201
Revision

Status
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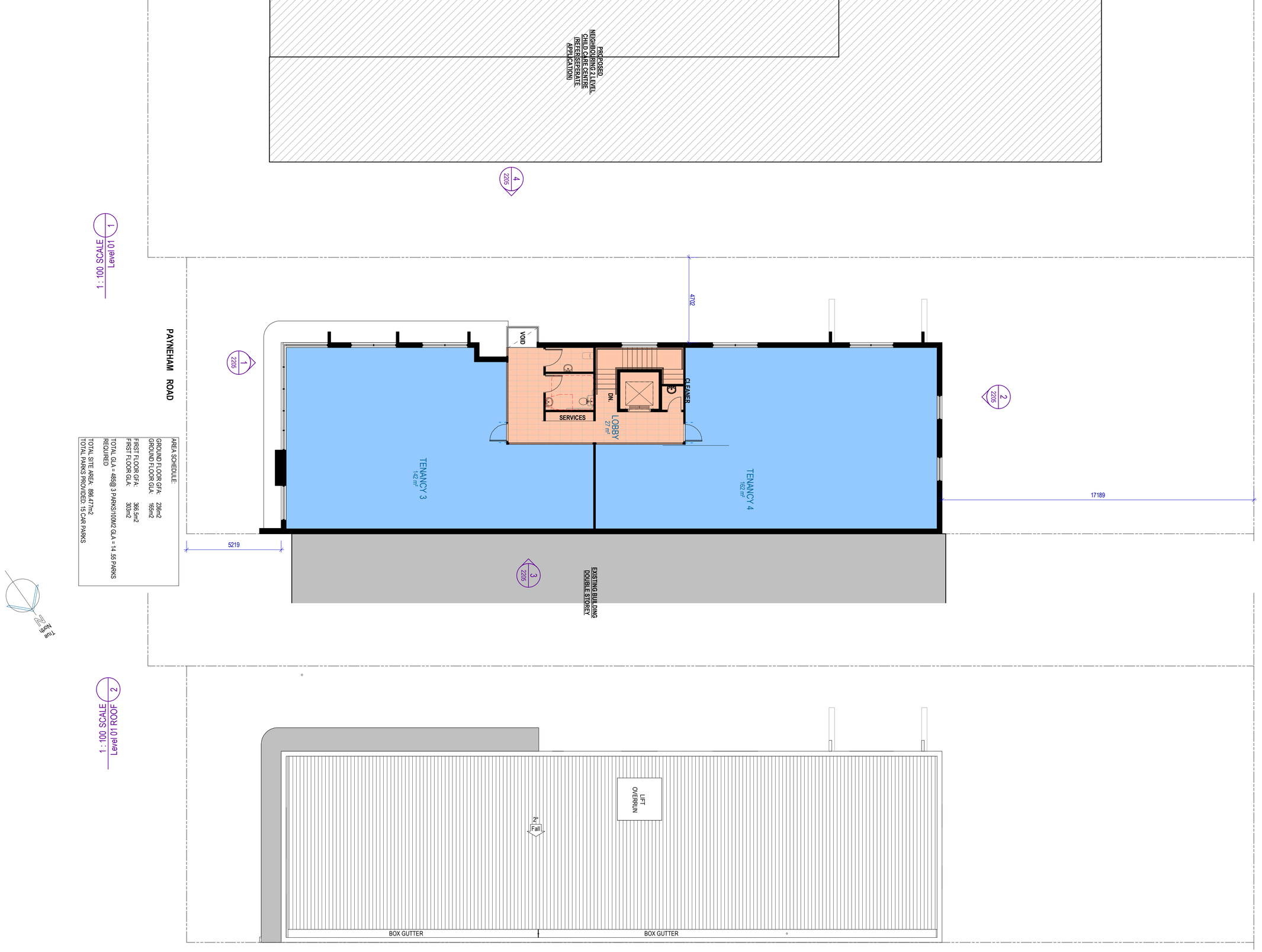

Recent revision history

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Notes & Legend

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Project
PROPOSED 2 LEVEL OFFICE BUILDING AT: 209 PAYNEHAM RD, ST PETERS

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Project number: Project Number
Size check: 25mm
Checked: Checker
Approved: Approver
Sheet size: A1
Scale: 1 : 100

Sheet title
FLOOR PLANS

Sheet number: 2202
Revision:

Status
PLANNING APPLICATION

Recent revision history

#	Status	Description	Date

Notes & Legend

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Project

PROPOSED 2 LEVEL OFFICE BUILDING AT: 209 PAYNEHAM RD, ST PETERS

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Size check: 25mm
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Approved: Approver
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Scale: 1 : 1

Sheet title

PERSPECTIVES

Sheet number: 2203
Revision:

Status

PLANNING APPLICATION

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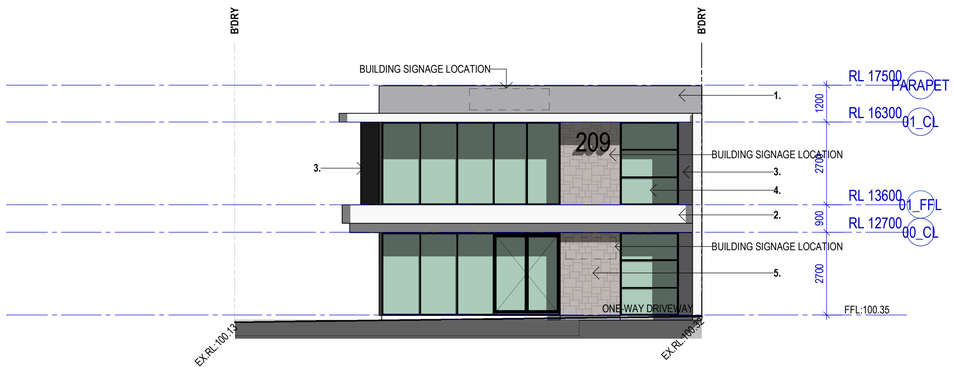

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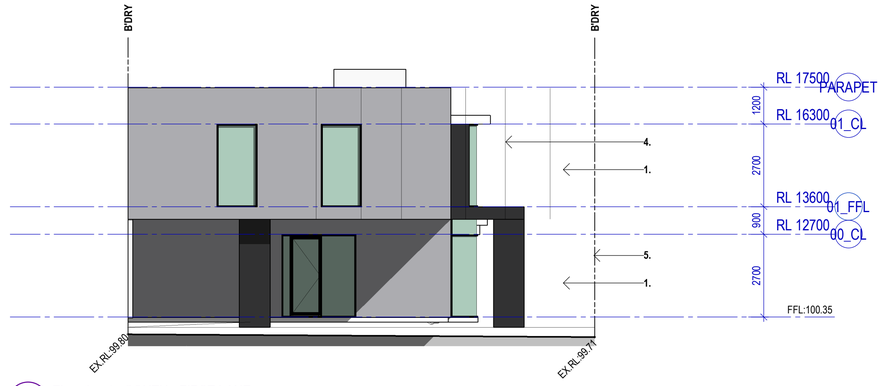
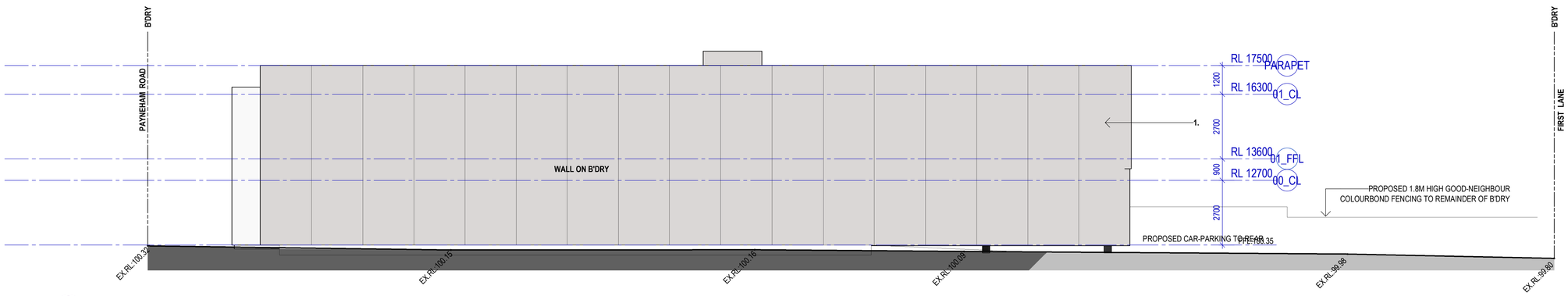


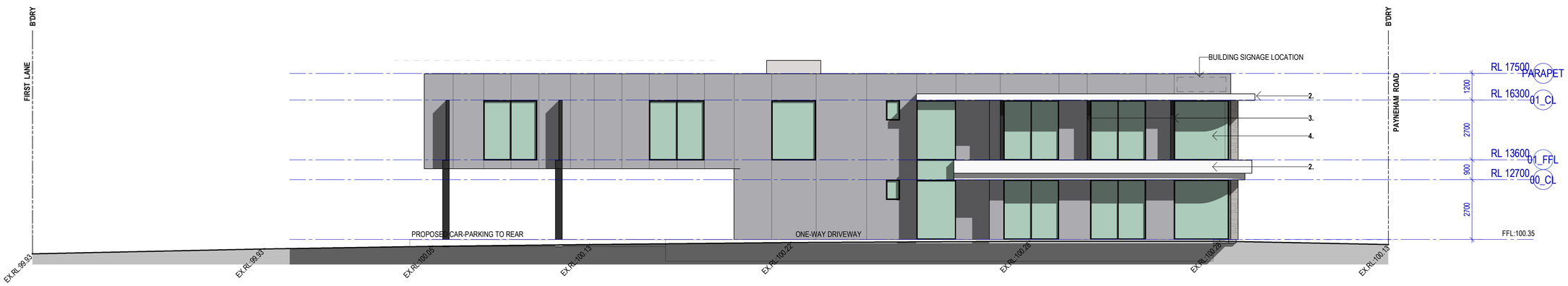
2 Elevation 4 - SOUTH - FIRST LANE
SCALE 1 : 100

EXTERIOR MATERIAL SCHEDULE

1.PRECAST PANELS - ROCKCOTE CEMENT FINISH
2.OFF-WHITE SPANDREL PANELS / ROOF OVERHANGS
3. MONUMENT COLOUR VERTICAL SUN SHADE BLADES & PAINT COLOUR TO PRECAST WHERE NOMINATED
4. POWDERCOATED BLACK ALUMINIUM WINDOW & DOOR JOINERY
5. MONUMENT COLOUR PAINTED EXTERIOR COLUMNS



3 Elevation 2 - NORTH
SCALE 1 : 100



4 Elevation 1 - WEST
SCALE 1 : 100

Recent revision history
Status Description Date

Notes & Legend
Contractor must verify all dimensions on site before commencing work or preparing shop drawings. Do not scale drawings.

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Project
PROPOSED 2 LEVEL OFFICE BUILDING AT: 209 PAYNEHAM RD, ST PETERS

Client
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Project number: Project Number
Size check: 25mm
Checked: Checker
Approved: Approver
Sheet size: A1
Scale: 1 : 100

Sheet title: ELEVATIONS
Sheet number: 2205
Revision:
Status: PLANNING APPLICATION

PROPOSED 2 LEVEL OFFICE BUILDING

209 PAYNEHAM ROAD, ST PETERS SA

LOCALITY PLAN (N.T.S.)

IMAGE COURTESY OF METROMAP

TRV HOMES
CONCEPT TO COMPLETION

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JOB NUMBER:
AJX 2112.15

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209 Payneham Rd, St Peters SA 5113

STATUS	DATE	BY	ISSUE
FOR PLANNING APPROVAL	04/05/22	AL	A

CIVIL/ STORMWATER NOTES & SPECIFICATIONS

GENERAL

G-1 ALL ENGINEERING DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL CONSULTANT(S)/ ARCHITECTS DRAWINGS. ANY DISCREPANCY MUST BE REFERRED TO AJAX ENGINEERING BEFORE COMMENCEMENT OF SITE WORKS.

G-2 ALL ENGINEERING DRAWINGS SHALL NOT BE DIMENSIONED, SCALED AND BE USED FOR SETTING OUT, AND SHALL BE STRICTLY IN ACCORDANCE WITH THE ARCHITECTURAL DOCUMENTS. ENGINEERING DRAWINGS ISSUED IN ELECTRONIC FORMAT MUST NOT BE USED FOR DIMENSIONAL MEASUREMENTS. ALL DIMENSIONS SHOWN SHALL BE VERIFIED BY THE BUILDER ON SITE. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS AND LEVELS IN METERS UNLESS NOTED OTHERWISE.

G-3 ANY ENGINEERING DISCREPANCY MUST BE REPORTED TO THE SUPERINTENDENT, ENGINEER OR ARCHITECT FOR DECISION MAKING BEFORE ORDERING OF MATERIALS OR COMMENCEMENT OF SITE WORK.

G-4 THE BUILDER/ CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY PROPPING AND SHORING AS REQUIRED, INCLUDING TEMPORARY BRACING SUPPORT FOR TRENCHING AND EXCAVATIONS FOR THE ENTIRE DURATION OF WORK.

G-5 THE CONTRACTOR IS RESPONSIBLE FOR DEWATERING THE SITE AND PROVIDING TEMPORARY STORMWATER DIVERSION MEASURE FOR ALL UPSTREAM OVERLAND FLOW AND STORMWATER SYSTEMS

G-6 ALL MATERIALS AND WORKS SHALL CONFORM TO RELEVANT AUTHORITY AND AUSTRALIAN STANDARDS OR CODES.

G-7 ALL PROPRIETARY PRODUCTS NOMINATED ON ALL THE ENGINEERING DRAWINGS SHALL BE USED AND OPERATED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND INSTRUCTIONS. EQUIVALENT OR SIMILAR APPROVED PRODUCTS SHALL BE USED.

G-8 DIFFERENT LINETYPES, ALIGHMENTS AND COLOURS MAY BE USED TO DELINEATE DIFFERENT FEATURES OR FOR CLARITY PURPOSE ON PLAN. DRAWINGS ARE TO BE PRINTED OR READ IN COLOUR FOR BETTER CLARITY AND UNDERSTANDING.

SURVEY

S-1 ALL ENGINEERING PLANS ARE BASED UPON ALL INFORMATION AVAILABLE IN THE EXISTING SITE SURVEY PREPARED BY OTHERS.

S-2 AJAX ENGINEERING TAKES NO RESPONSIBILITY FOR DIGITAL INFORMATION ONCE RELEASED FROM THIS OFFICE. ALL DIGITAL INFORMATION MUST BE CONFIRMED AND VERIFIED AGAINST SITE CONDITIONS BY THE CONTRACTOR AND SURVEYOR PRIOR TO USE.

S-3 THE BUILDER/ CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AND PROTECTING ANY SURVEY/ SETOUT PEGS AND SURVEY MARKS FOR THE ENTIRE DURATION OF WORKS.

EARTHWORKS, DEMOLITION

E-1 ALL EARTHWORKS SHALL BE CARRIED OUT TO THE SPECIFIED FINISHED LEVELS SHOWN ON THE DRAWINGS. ALL BATTERS SHALL NOT EXCEED 50% SLOPE, UNLESS SHOWN OTHERWISE ON ENGINEERING DRAWINGS. ALL BATTERS/ EMBANKMENT SHOWN ARE INDICATIVE ONLY AND MUST BE VERIFIED ON SITE TO ENSURE THEY ARE WITHIN MAXIMUM SLOPE.

E-2 THE BUILDER/ CONTRACTOR SHALL STRIP ALL AREAS SUBJECTED TO NOMINATED AREA FOR PAVEMENT CONSTRUCTION, BULK EARTHWORKS, OR ALL ASPHALT, TOPSOIL AND OTHER DELETERIOUS MATERIAL(S). THE SITE STRIP INCLUDES THE REMOVAL OF ALL DELETERIOUS MATERIALS FOR EXPOSING THE REQUIRED SUBGRADE AS SPECIFIED IN THE GEOTECHNICAL REPORT COMPLETED FOR THIS SITE (CBR 3%).

E-3 THE CONTRACTOR SHALL ACHIEVE 95% MAXIMUM MODIFIED DRY DENSITY (MMDD) COMPACTION ON ALL FINISHED SUBGRADES AND FORMATIONS WITHIN + 2% OF OPTIMUM MOISTURE CONTENT. ALL SUBGRADES ARE TO BE PROOF ROLLED WITH A STATIC SMOOTH WHEEL ROLLER OR PNEUMATIC TYRES OF PLANT NOMINATED OF NOT LESS THAN 10 TONNES IN WEIGHT AND APPROVED BY THE SUPERINTENDANT PRIOR TO CONSTRUCTION OF PAVEMENTS AND/ OR FILLING. SUBGRADES ARE TO BE COMPACTED WITH A MINIMUM OF SIX PASSES WITH PLANT NOMINATED PRIOR TO PROOF ROLLING.

E-4 ALL SERVICE TRENCH BACKFILL COMPACTION TO BE DONE USING LIGHTWEIGHT EQUIPMENT TO ENSURE NO DAMAGE IS DONE TO EXISTING OR NEW UNDERGROUND SERVICES

E-5 FILLING OF SITE MUST BE CARRIED OUT IN STRICT ACCORDANCE WITH THE SPECIFICATIONS AND AS3798. APPROVED MATERIALS FROM SITE OR APPROVED COMPACTED FILL TO BE MOISTURE CONDITIONED IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE LATEST GEOTECHNICAL REPORT BY CMW GEOSCIENCES PRIOR TO BEING PLACED IN UNIFORM HORIZONTAL LAYERS OF 300mm MAXIMUM DEPTH AND COMPACTED AS SPECIFIED.

E-6 ALLOWANCE SHALL BE MADE FOR SOFT SPOTS AS PER RECOMMENDATIONS OUTLINED IN GEOTECHNICAL REPORT.

KERBS

K-1 MATCH NEW CONCRETE KERBS NEATLY INTO EXISTING LEVELS WHERE REQUIRED. NEW KERB & GUTTER TO HAVE MIN. 1:250 LONGITUDINAL GRADE TO ENSURE SMOOTH STORMWATER FLOW. SAW-CUT AND REINSTATE EXISTING PAVEMENT IN FRONT OF KERB TO FALL TO NEW KERB LEVEL.

STORMWATER DRAINAGE

D-1 ALL STORMWATER DRAINAGE PIPES ARE TO COMPLY AND TESTED IN ACCORDANCE WITH AS3500.3 SECTION 10.

D-2 ALL STORMWATER DRAINAGE PIPES UP TO 200Ø TO BE SEWER QUALITY UPVC (RUBBER RING JOINTED) UNLESS NOTED OTHERWISE. ALL STORMWATER DRAINAGE PIPES ABOVE Ø300mm TO BE MINIMUM OF CLASS 3 REINFORCED CONCRETE, FRCP OR SRCP (RUBBER RING JOINTED) UNLESS NOTED OTHERWISE. COMPACTED CLASS 2 FCR TO BE USED FOR TRENCH BACKFILLING FOR NEW PIPES UNDER ROAD PAVEMENTS AND BUILDING SLABS. SELECTED CLAY FILL CAN BE USED TO BACKFILL TRENCHES IN LANDSCAPE AREA.

D-3 ALL STORMWATER DRAINAGE PITS TO BE CAST IN-SITU CONCRETE PITS AS DETAILED OR AS PER APPROVED PRECAST CONCRETE COMPLYING WITH THE RELEVANT AUSTRALIAN STANDARDS. ALL STORMWATER PITS WITH MORE THAN 1.0m IN DEPTH ARE TO BE PROVIDED WITH APPROVED STEP IRONS AT 300 MAX. CENTERS. PROVIDE CLASS D PIT COVER TO ALL PITS THAT ARE SITUATED ON A ROAD (TRAFFICABLE) AND CLASS A PIT COVERS TO ALL OTHER AREAS, UNLESS NOTED OTHERWISE.

D-4 REFER TO ARCHITECTURAL DRAWINGS FOR BOX GUTTERS & DOWNPIPES LOCATIONS, SIZES & DETAILS. ALL IN GROUND DOWNPIPE CONNECTIONS ARE TO BE 150Ø UPVC OR AS MINIMALLY EQUALED TO THE SIZE OF DOWNPIPE, UNLESS SHOWN OTHERWISE. CONNECTIONS OF DOWNPIPES INTO THE MAIN DRAINAGE PIPE SHALL BE VIA A 45° OBLIQUE JUNCTION OR BANDAGE JOINT AS DETAILED OR DIRECT TO A STORMWATER PIT.

SUB-SURFACE DRAINAGE

SD-1 FOR UNDER PAVEMENT, USE 100mm DIA. UPVC CLASS CLASS 1000 SUBSURFACE DRAINS WITH 20mm NOMINAL NO FINES CONCRETE BACKFILL AND INSTALLED AT MIN. 1:250, UNLESS NOTED OTHERWISE.

SD-2 FOR UNDER LANDSCAPE, USE 100mm DIA. UPVC CLASS CLASS 400 AGRICULTURAL DRAIN WITH 20mm NOMINAL NO FINES SCREENINGS BACKFILL AND INSTALLED IN GARDEN BEDS OR ADJACENT TO PEDESTRIAN PAVEMENT, OR IN BATTER/ EMBANKMENTS, MIN. 1:250 UNLESS OTHERWISE NOTED.

SD-3 ALL SUB-SURFACE AND AGRICULTURAL DRAINS TO BE DISCHARGED TO NEAREST STORMWATER DRAINAGE PIT AT LOWER LEVEL, UNLESS OTHERWISE INDICATED.

PAVEMENTS

P-1 EXISTING PAVEMENT ADJACENT TO PROPOSED CONCRETE KERB OR JOINTS SHALL BE SAW-CUT IN A NEAT LINE AND HAVE 300mm OVERLAP.

P-2 ALL TRENCHING WORKS IN EXISTING PAVEMENTS SHALL HAVE SAW-CUT EDGES AND NEW PAVEMENT MATCH IN AND LEVELED NEATLY INTO EXISTING LEVELS (FLUSH SURFACE).

P-3 EXISTING PAVEMENT AREAS THAT ARE TO BE RETAINED, WHERE CRACKING IS EVIDENT SHALL BE PROPERLY SEALED WITH A PROPRIETARY BITUMINOUS PRODUCT AS PER MANUFACTURER'S SPECIFICATIONS.

P-4 CONCRETE PAVEMENT SAW-CUT JOINTS SHALL BE PROVIDED AT MAX. 2.0m CENTRES TO ALL PEDESTRIAN PAVING OR FOOTPATHS (NON-TRAFFICABLE). A 19mm EXPANSION JOINT SHALL BE PROVIDED WHENEVER RIGID PAVEMENT ABUT FIXED STRUCTURES OR AT MAX. 15m CENTRES FOR FOOTPATHS.

P-5 DOWELLED SAW-CUT AND CONSTRUCTION JOINTS ARE TO BE PROVIDED TO CONCRETED VEHICULAR PAVEMENTS, TYPICALLY LESS THAN 6.0m CENTRES AND JOINT SPACING SHALL ENSURE SLAB LENGTH, L IS LESS OR EQUAL TO 1.5L SLAB WIDTH.

LANDSCAPING

L-1 ALL LANDSCAPE AREAS AS PER ARCHITECTURAL DRAWINGS.

L-2 ALL REDUNDANT OR UNUSED CONSTRUCTION MATERIALS IN NEW LANDSCAPE AREAS MUST BE REMOVED. REINSTATEMENT OF MINIMUM 150mm OF CLEAN TOPSOIL SHALL BE PROVIDED TO ALL LANDSCAPE AREAS, UNLESS NOTED OTHERWISE BY ARCHITECT.

COUNCIL

C-1 ALL WORKS WITHIN THE ROAD RESERVE IS TO BE COMPLETED IN STRICT ACCORDANCE WITH CITY OF NORWOOD PAYNEHAM & ST PETERS COUNCIL'S STANDARDS & REQUIREMENTS, AND FINISHED TO THE SATISFACTION OF COUNCIL.

C-2 THE CONTRACTOR SHALL APPLY TO COUNCIL FOR APPROVAL FOR STORMWATER CONNECTION INTO COUNCIL'S DRAINAGE ASSET.

PAVEMENT DESIGN TO BE CONFIRMED UPON AVAILABILITY OF GEOTECHNICAL REPORT

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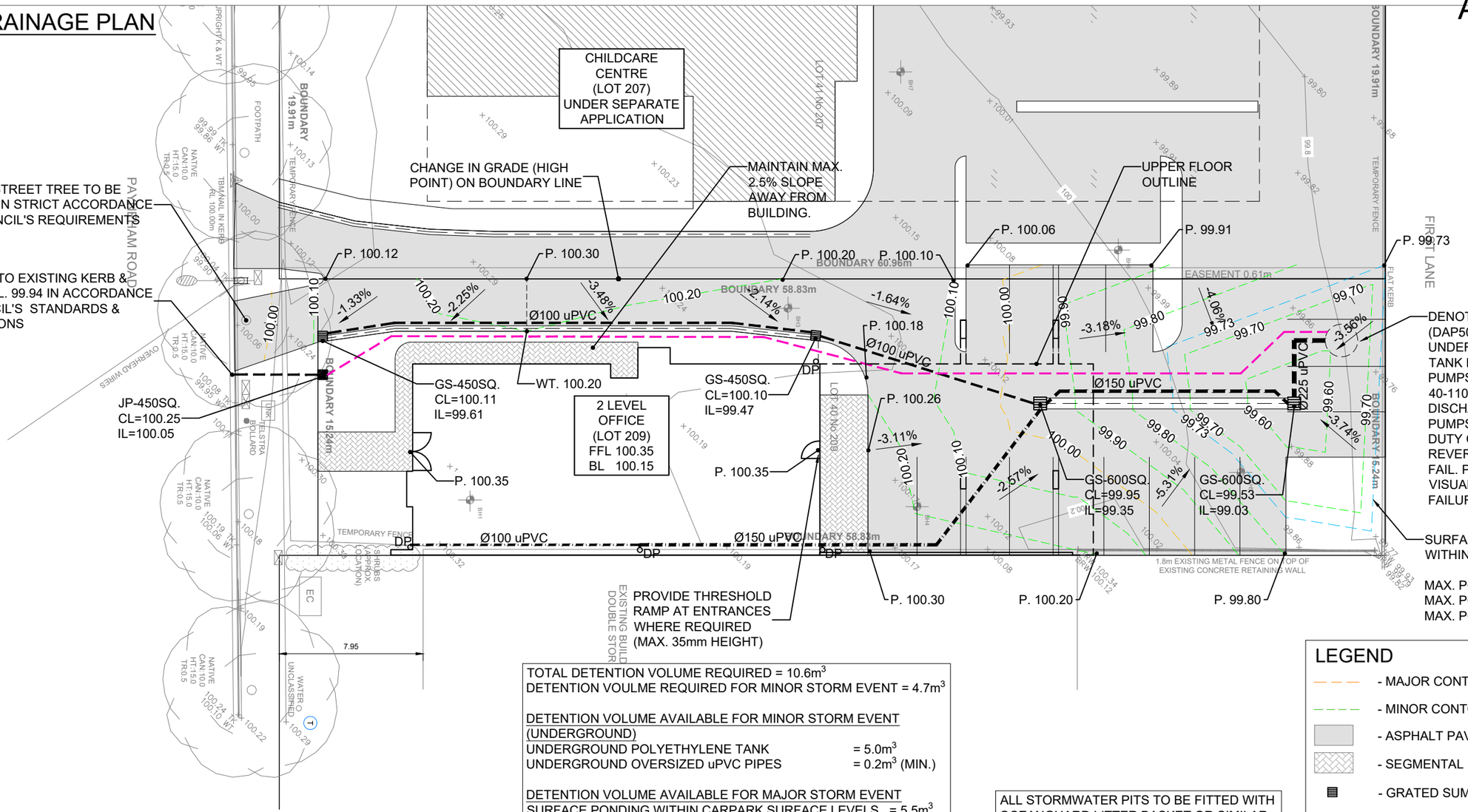
209 Payneham Rd, St Peters SA 5113

STATUS	DATE	BY	ISSUE
FOR PLANNING APPROVAL	04/05/22	AL	A

SITE DRAINAGE PLAN



DENOTES GLOBAL WATER 5,000L (DAP50 OR EQUIVALENT) UNDERGROUND POLYETHYLENE TANK HOUSING TWIN SUBMERSIBLE PUMPS (GLOBAL WATER PUMP GPD 40-110 OR EQUIVALENT) CAPABLE OF DISCHARGING AT 5.5L/s EACH. PUMPS TO HAVE ALTERNATELY DUTY CYCLE WITH AUTOMATIC REVERSION SHOULD EITHER PUMP FAIL. PUMP TO BE FITTED WITH VISUAL AND AUDIBLE POWER FAILURE ALARM SYSTEM.

SURFACE PONDING AT MAXIMUM WITHIN CARPARK AREA

MAX. PONDING VOLUME = 5.5m^2
MAX. PONDING HEIGHT = 200mm
MAX. PONDING LEVEL = 99.73

TOTAL DETENTION VOLUME REQUIRED = 10.6m^3
DETENTION VOULME REQUIRED FOR MINOR STORM EVENT = 4.7m^3

DETENTION VOLUME AVAILABLE FOR MINOR STORM EVENT (UNDERGROUND)
UNDERGROUND POLYETHYLENE TANK = 5.0m^3
UNDERGROUND OVERSIZED uPVC PIPES = 0.2m^3 (MIN.)

DETENTION VOLUME AVAILABLE FOR MAJOR STORM EVENT
SURFACE PONDING WITHIN CARPARK SURFACE LEVELS = 5.5m^3

TOTAL DETENTION VOLUME AVAILABLE FOR ENTIRE SITE = 10.7m^3

ALL STORMWATER PITS TO BE FITTED WITH OCEANGUARD LITTER BASKET OR SIMILAR APPROVED

IMPORTANT NOTE:
ANY ENGINEERING OR DESIGN DISCREPANCY ON SITE SHOULD BE REPORTED BACK TO DESIGN ENGINEER PRIOR TO COMMENCEMENT OF WORK

BUILDER IS TO CONFIRM THERE IS ADEQUATE FALL TO STORMWATER AND SEWER PRIOR TO COMMENCING EARTHWORKS

UNUSED CROSSOVER SECTION TO BE REMOVED AND REINSTATED WITH KERB & GUTTER IN ACCORDANCE WITH COUNCIL'S STANDARDS & SPECIFICATIONS.

PROPOSED DRIVEWAY CROSSOVERS TO BE IN ACCORDANCE WITH COUNCIL REQUIREMENTS AND SPECIFICATIONS. MAXIMUM 2.5% FALL ACROSS FOOTPATH

LEGEND

- MAJOR CONTOUR (DESIGN) - 0.5m INTERVAL
- MINOR CONTOUR (DESIGN) - 0.1m INTERVAL
- ASPHALT PAVEMENT
- SEGMENTAL PAVEMENT
- GRATED SUMP (SIZE AS NOTED)
- JUNCTION PIT (SIZE AS NOTED)
- DP - DOWNPIPE (SIZE AS PER ARCHITECT)
- STORMWATER PIPE 100 DIA. UPVC MIN 1:200 FALL
- SEALED STORMWATER PIPE 100 DIA. UPVC
- PUMP MAIN AS PER MANUFACTURER'S SPECIFICATIONS
- 600mm WIDE CONCRETE SPOON DRAIN
- 300mm WIDE CONCRETE SPOON DRAIN
- 100mm HIGH CONCRETE KERB & GUTTER
- 100mm HIGH CONCRETE KERB

0.0m 2.5 5.0 7.5 10.0 12.5m
SCALE 1:250 AT A3 SHEET

NOTES

1. SET-OUT OF BUILDING IS TO BE AS PER ARCHITECTURAL DRAWINGS.
2. 40mm OF LAGGING IS REQUIRED TO ALL STORMWATER PIPES THAT PASS THROUGH FOOTINGS.
3. FLEXIBLE CONNECTIONS FOR SEWER AND STORMWATER PIPES ARE REQUIRED FOR THIS SITE
4. SUITABLE VERTICAL EXPANSION JOINT IS TO BE PROVIDED TO DOWNPIPES AT PAVING LEVEL.
5. GRADE PAVING TO ALL SUMP LOCATIONS AT MIN 0.4%.
6. DURING CONSTRUCTION WATER RUN-OFF SHALL BE COLLECTED AND CHANNELED AWAY FROM THE BUILDING.
7. PROVIDE MIN.300mm COVER TO ALL STORMWATER PIPES, OR MIN. 450mm IF SUBJECT TO VEHICULAR LOADING. PROVIDE CONCRETE ENCASEMENT IF UNABLE TO ACHIEVE MIN. COVER.
8. ENGINEERING DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS
9. U.N.O LEVELS SHOWN BASED ON ENGINEERING SURVEY TO BE CONFIRMED BY BUILDER. THE BOUNDARY DATA SHOWN IS FOR INDICATIVE PURPOSES ONLY
10. LOCATION AND EXTENTS OF RETAINING WALLS ARE INDICATIVE ONLY. OWNER/BUILDER TO CONFIRM SURVEY LEVELS MATCH ACTUAL SITE CONDITION.
11. RETAINING WALL's HEIGHT OF 400mm OR LESS CAN BE SUBSTITUTED WITH CONCRETE PLINTH.
12. OWNER/ BUILDER TO ENSURE THAT ADJOINING STRUCTURES INCLUDING RETAINING WALLS WILL NOT BE COMPROMISED BY ANY CONSTRUCTION WORK ON PROPOSED SITE.
13. STORMWATER IS DESIGNED TO BE IN ACC WITH AS/NZS 3500.3.
14. ALL TREES WITHIN THE SITE BOUNDARIES ARE TO BE REMOVED U.N.O AND THE VOIDS BACKFILLED WITH COMPACTED SOIL OF THE SAME MOISTURE CONTENT AS THE REST OF THE SITE
15. GUTTERS BETWEEN BUILDINGS TO BE SIZED AS BOX GUTTERS
16. BUILDER/ OWNER TO CONFIRM DOWNPIPES LOCATIONS WITH ARCHITECT/ BUILDING DESIGNER PRIOR TO CONSTRUCTION.

DIAL BEFORE YOU DIG www.1100.com.au

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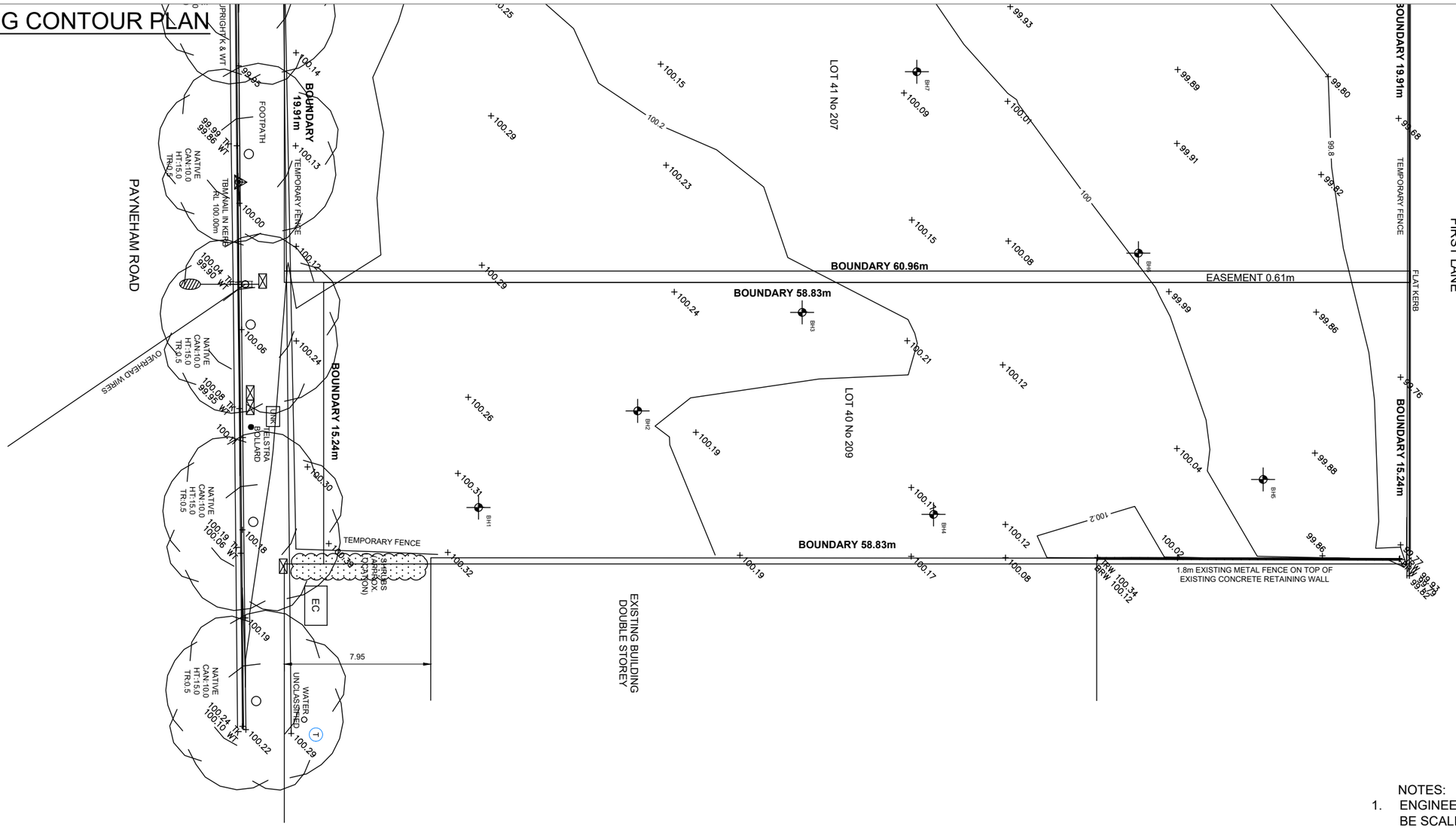
STATUS	DATE	BY	ISSUE
FOR PLANNING APPROVAL	04/05/22	AL	A
FOR PLANNING APPROVAL	14/06/22	AL	B
FOR PLANNING APPROVAL	16/09/22	AL	C
FOR PLANNING APPROVAL	02/12/22	AL	D
FOR PLANNING APPROVAL	19/01/23	AL	E

EXISTING CONTOUR PLAN



NOTES:

1. ENGINEERING DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS
2. U.N.O LEVELS SHOWN BASED ON ENGINEERING SURVEY TO BE CONFIRMED BY BUILDER. THE BOUNDARY DATA SHOWN IS FOR INDICATIVE PURPOSES ONLY
3. U.N.O ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN MILIMETRES
4. CONTOUR SURVEY COMPLETED BY OTHERS
5. CERTIFICATE OF TITLE MUST BE PROVIDED BY BUILDER/OWNER FOR EASEMENT DETAILS (IF ANY) PRIOR TO COMMENCEMENT OF ANY WORK

0.0m 2.5 5.0 7.5 10.0 12.5m

SCALE 1:250 AT A3 SHEET

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FOR PLANNING APPROVAL	04/05/22	AL	A

Consultant Traffic Engineers
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File: 22-222

19 January 2022

Mr Christopher Webber
Senior Consultant
Future Urban

By email: christopher@futureurban.com.au

Dear Christopher,

PROPOSED CHILD CARE CENTRE AND OFFICE DEVELOPMENTS – 207-209 PAYNEHAM ROAD, ST PETERS – TRAFFIC AND PARKING ASSESSMENT

We refer to our recent discussions with respect to the two proposed developments on the above site to accommodate an 82-place child care centre and a 468m^2 office development.

We also refer to our original traffic and parking assessment dated 14 September 2022 and our subsequent Response to Representations letter dated 5 December 2022 relating to the proposed development.

We note that council staff had previously advised that no street trees could be removed to permit vehicular access associated with the proposed development. As such, only a one-way access point (ingress) via Payneham Road was achievable, with egress required via First Lane.

However on 8 December 2022, this position was reversed, with council staff advising that a street tree could be removed in order to provide two-way vehicular access via Payneham Road, with no vehicular access provided via First Lane.

As vehicular access is no longer to be provided via First Lane, it is noted that a significant number of the traffic related concerns raised by representors in relation to the previous proposal would be alleviated.

The following traffic and parking assessment has therefore been revised to reflect the amended design.

EXISTING SITUATION

The subject site is located on the north-western side of Payneham Road, St Peters, with a rear frontage to First Lane.

The subject land is located within a *Business Neighbourhood Zone* within the City of Norwood Payneham and St Peters.

The subject land has been vacant for over a decade. There are no existing vehicular access points associated with the subject land.

Payneham Road is a two-way four-lane arterial roadway under the care and control of the Department for Infrastructure and Transport (DIT). Payneham Road has a posted speed limit of 60km/h and carries an Annual Average Daily Traffic (AADT) volume of approximately 34,500 vehicles per day (vpd). The adjoining section of Payneham Road is a high-frequency public transport corridor accommodating bus routes 174, 176, and 178.

Payneham Road is undivided with a kerb-to-kerb width of approximately 15.4m, accommodating two traffic lanes and a bicycle lane in each direction. On the north-western side of Payneham Road, adjacent to the subject site, the bicycle lane operates between 3.00pm and 7.00pm Monday to Friday. Outside of these periods, kerbside parking is unrestricted directly adjacent to the subject site.

First Lane at the rear of the site is a two-way sealed laneway with a boundary-to-boundary width of approximately 4.6m. This laneway is accessed via Winchester Street to the south-west and terminates approximately 100m to the north-east of the subject site. Surveys of traffic volumes entering and exiting the subject section of First Lane via Winchester Street were undertaken by this office on Tuesday 29 November between 6.30 am and 9.30am, and between 2.30pm and 6.30pm. These surveys identified a morning peak hour volume of 37 vehicle movements (8.00am to 9.00am) and an evening peak hour volume of 30 vehicle movements (4.15pm to 5.15pm) using this laneway.

The recorded road crash history in the locality of the subject site is low, with 5 road crashes recorded within approximately 40m of the subject land in the most recent five-year reporting period (2017 to 2021, inclusive), none of which occurred directly adjacent to the subject land. Three of these crashes were recorded at the nearby intersection of Bakewell Road with Payneham Road, with two crashes recorded at the nearby intersection of Clinton Avenue with Payneham Road.

Aerial imagery of the subject site and adjacent locality is provided in *Figure 1* below.

Figure 1: Aerial imagery of the subject site and adjacent locality

PROPOSED DEVELOPMENT

The proposed developments are identified on a series of amended plans prepared by D'Andrea Architects. The proposed development will provide a two-storey (520m^2) 82-place child care centre development on the 207 Payneham Road site and a two-storey 468m^2 gla office tenancy on the 209 Payneham Road site.

A two-way vehicular access point on Payneham Road is now proposed at a location approximately centrally along the frontage of the subject site. This access point will incorporate a 'splitter island' arrangement, with entry to be provided via the previously proposed access point location (including 1.5m offset to the adjoining street tree as permitted by council in this instance, and a minimum 0.5m clearance to the adjoining stobie pole) and exit provided on the north-western side of the stobie-pole, maintaining a minimum 0.5m clearance to adjoining street infrastructure and requiring removal of the existing street tree in this location. The proposed site exit will permit left turn movements only.

There will be no vehicular access via First Lane, however a gate permitting pedestrian / cyclist access is proposed near the western corner of the site.

A two-way internal driveway will connect the Payneham Road site access point to the 33-space on-site car parking area at the rear of the site. This car parking area will incorporate a one-way (clockwise) internal flow providing access to the 90-degree on-site car parking spaces.

The car parking spaces will all be 5.4m long in the form of 4.8m clear spaces with provision of 0.6m low-level (maximum height of 150mm) kerb / landscaping overhang.

The on-site car parking area will provide various User Class designs (1A to 4), including 13 spaces suitable for employee use only, namely:

- Thirteen User Class 1A (employee only) parking spaces in the north-eastern portion of the car parking area (spaces 17 to 25, and 30 to 33) with 2.4m wide spaces and a 5.8m wide aisle,

- Two User Class 2 (medium-term) parking spaces in the northern corner of the site fronting First Lane (spaces 15 and 16) with widths of 2.5m and a 5.8m wide approach aisle,

- Seven User Class 3 (short-term) parking spaces along the First Lane boundary of the site (spaces 8 to 14) with widths of 2.6m and a 5.8m wide adjoining driveway aisle,

- Ten User Class 3A (short term, high turnover) parking spaces in the south-western portion of the car parking area (spaces 2 to 7 and 26 to 29) with 2.6m wide spaces and a 6.6m wide aisle, and

- One User Class 4 (accessible) parking space adjacent to the pedestrian entry of the child care centre building (space 1) with a 6.6m wide adjoining aisle and both a space and adjacent shared area width each of 2.4m.

The subject car parking areas will be provided partially as undercroft parking with minimum overhead clearances of 2.7m under both buildings. As such, the subject site will accommodate vehicles up to and including B99 design vehicles only.

The columns within the car parking areas will be positioned appropriately outside of car door opening areas and offset 750mm from the edge of the adjoining driveway aisles.

A reciprocal right of way between the two proposed land uses will be provided throughout the on-site car parking area (including waste storage and vehicular access points).

A 2.115m wide footpath is proposed adjacent to the child care centre pedestrian entrance, which will accommodate a pram ramp for accessibility between the building and the adjoining car parking area and bollards spaces 1.5m apart to provide a physical barrier between these adjoining vehicular and pedestrian areas.

A communal waste storage area will be provided in the western corner of the site.

The proposed site access and on-site car parking arrangements reflect that identified in *Concept B – 14/12/22*, provided to council staff on 16 December 2022, and receiving support of council staff on 9 January 2023.

TRAFFIC ASSESSMENT

Vehicular Trip Generation

The *'Guide to Traffic Generating Developments'* report produced by the (former) Roads and Traffic Authority of NSW (including updated surveys) identifies critical peak hour trip generation rates relevant to the proposed land uses of:

'Long-day care' child care centres

- 7.00am to 9.00am: 0.8 peak vehicle trips per child,
- 2.30pm to 4.00pm: 0.3 peak vehicle trips per child, and
- 4.00pm to 6.00pm: 0.7 peak vehicle trips per child.

Office developments

- 1.6 morning peak hour vehicle trips per 100m^2 gross floor area, and
- 1.2 evening peak hour vehicle trips per 100m^2 gross floor area.

On the above basis, the proposed 82-place child care centre would generate vehicle movements during peak periods of approximately 66 trips in the 2-hour peak morning period, 25 trips in the 1.5-hour peak afternoon period, and 58 trips in the 2-hour peak evening period. This would equate to approximately 33 morning peak hour vehicle trips and 29 evening peak hour vehicle trips associated with the child care centre component.

Additionally, the proposed 469m^2 office development is forecast to generate 6 morning peak hour vehicle trips and 8 evening peak hour vehicle trips based on the above rates.

As such, the proposed development is forecast to generate total weekday peak hour volumes of 39 trips in the morning peak hour and 37 trips in the evening peak hour, assuming no shared use between the two land uses, which may slightly decrease these total volumes.

Such volumes are considered appropriate for a development located on land of this size within the subject *Business Neighbourhood Zone*.

Traffic Distribution

The aforementioned RTA guide identifies an average length of stay of only 6.8 minutes per vehicle when children are brought to or collected from child care centres. As such, the peak hour movements associated with this land use component would typically comprise both an entry and an exit movement from one drop-off or collection movement, i.e., the equivalent of two trips.

For the child care centre component, there would typically be a relatively even distribution of site arrival and departure movements during peak hour periods as children are dropped off / collected from the subject site. To account for staff arrival and departure movements, it is assumed that there would be a 55% arrival / 45% departure distribution during morning peak hour periods and a 45% arrival / 55% departure distribution during evening peak hour periods.

Traffic movements associated with the office component would typically relate to staff movements and are forecast to incorporate a 90% arrival / 10% departure distribution during morning peak hour periods and a 10% arrival / 90% departure distribution during evening peak hour periods.

On the above basis, it is forecast that there would be approximately 24 site entry and 15 site exit movements during the morning peak hour period, and 14 site entry movements and 23 site exit movements during the evening peak hour period associated with the subject land.

All site entry and exit movements would occur via the Payneham Road access point. All site exit movements will be restricted to left turn movements only by means of signage, linemarking, and the orientation of the subject access point.

Waste Collection

Waste generated by the proposed development will be collected via 'Adelaide Rubbish' as identified in the supporting letter provided by Mr Clive Sangster (Director), attached as an appendix to this report.

This company typically uses utility vehicles (utes) towing trailers with hydraulic lifting mechanisms to collect waste. The overall length of this vehicle combination is 8.7m.

Figure 2 below identifies examples of the ute and trailer combinations which are anticipated to be used to service the subject site, as sourced from the subject contractor's website.

Figure 2: Examples of the proposed waste collection trailers being towed by a ute (Mazda BT-50)

A swept path diagram of a B99 design vehicle with a trailer (overall length 9.2m) turning left into the site via Payneham Road, circulating through the site, and turning left out of the site onto Payneham Road in a forward direction is provided within *Figure 3* attached as an appendix to this letter.

It is noted that the *"exit via First Lane"* referred to in the attached waste contractor's letter was based on the now superseded vehicular site access arrangement, and that waste collection vehicle site exit movements would now occur via Payneham Road as identified in *Figure 3*.

PARKING ASSESSMENT

Table 2 - Off Street Car Parking Requirements in Designated Areas within the *Transport Access and Parking Overlay* of the *Planning and Design Code* identifies that the subject non-residential development should provide on-site car parking at a minimum rate of 3 spaces per 100m^2 and a maximum rate of 6 spaces per 100m^2 within a *Business Neighbourhood Zone* meeting the adjoining high-frequency public transport criteria of a *Designated Area*.

As such the proposed development with 988m^2 of gross leasable floor area requires between 30 and 59 on-site car parking spaces.

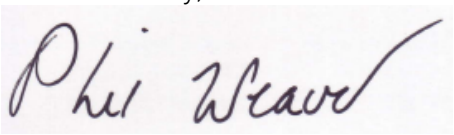
Such a requirement would be fully satisfied by the proposed provision of 33 off-street car parking spaces.

SUMMARY

In summary, we consider that the proposed development will:

- Provide a design standard which is appropriate and meets the requirements of the relevant Australian Standards for off-street parking areas,
- Facilitate vehicles on-site up to and including B99 design vehicles, including B99 design vehicles with trailers for the purpose of waste collection,
- Generate of the order of 37 to 39 weekday peak hour vehicle trips via Payneham Road, with no vehicular site access provided via First Lane, and
- Provide an appropriate quantity of 33 on-site car parking spaces in accordance with the requirements of the *Planning and Design Code*.

Yours sincerely,



Phil Weaver
Phil Weaver and Associates Pty Ltd

Appendix: Letter from waste contractor

Figure 3: B99 with trailer swept path

ADELAIDE RUBBISH
GREENWASTE & RUBBISH REMOVAL

8 September 2022

Mr Christopher Webber

Senior Consultant
Future Urban
Level1, 74 Pirie St
ADELAIDE SA 5000

207 &209 Payneham Rd. St Peters

For your consideration.

Hi Christopher,
Adelaide Rubbish waste removal business has a series of mobile trailer bins that have Hydraulic lifting mechanisms attached specifically designed to empty wheelie bins ranging from 120-1,100 ltr. These bins are towed with heavy duty utility vehicles. The total width of the vehicle is 2.1 m (vehicle width) and 8.7 m in length.
This 'ute and trailer' waste collection system will be ideal for managing the waste at the proposed above development where we enter the site from Payneham Rd, travel between the carparks to the waste area, empty all the bins then exit via First lane.
The emptying can be done in reasonable hours so not to cause any disruption to the adjoining properties.
I welcome any clarification to how this waste system can be managed.

Kind Regards

Clive Sangster
Director
P 0434 579 538
E clive@adelaiderubbish.net.au
W adelaiderubbish.net,au

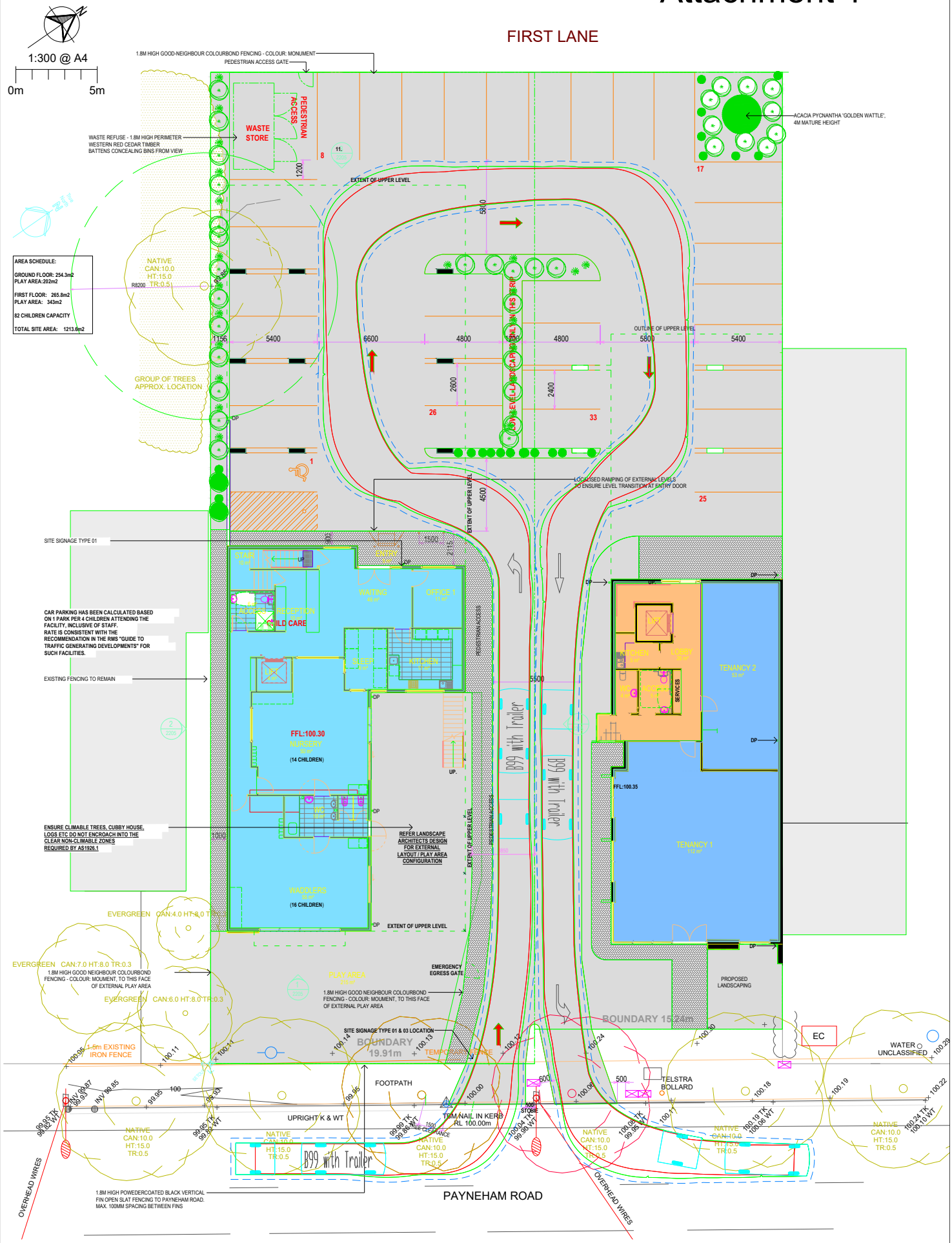


FIGURE 3: B99 WITH TRAILER ON-SITE CIRCULATION WITH SIMULTANEOUS FORWARD SITE ENTRY AND EXIT

PHIL WEAVER & ASSOCIATES
TRAFFIC ENGINEERING CONSULTANTS

For: Future Urban	REF: 22-222	204 Young Street UNLEY SA 5061 P: 08 8271 5999 E: mail@philweaver.com.au
	DATE: 19/01/23	
Site Address: 207-209 Payneham Road, St Peters	DWG BY: AH	
	CHK BY: PW	

project GREEN

Pre-development Arboricultural Impact Assessment

14 October 2022 **S35098**

Prepared for:

Future Urban

Site Details:

Development site

207 Payneham Road
St Peters

Prepared by:

Project Green Pty Ltd

25-27 Ceafield Road
Para Hills West SA 5096

ABN: 78 088 402 706
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Contents

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Qualified Tree Risk Assessor (ISA)
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1 INTRODUCTION

Project Green was engaged by Future Urbans to prepare a Pre-development Arboricultural Impact Assessment in relation to an application to construct a new childcare centre at 207 Payneham Road ,St Peters. A large tree is located on a neighbouring allotment at 205 Payneham Road and Council requires a report on the potential impacts of the proposed development on the tree.

Photo 1: Subject tree viewed from development site.

2 SITE DESCRIPTION

The site comprises a large vacant allotment with frontages to Payneham Road and First Lane **(Refer Figure 1).** The subject tree is located in the adjacent property at 205 Payneham Road, in close proximity to the common site boundary. The site on which the tree is located is occupied by a former dwelling and rear carpark with gravel surface.

Figure 1: Aerial view showing development site and subject tree.

3 BACKGROUND INFORMATION

3.1 Documents and Information Provided

The following documents and information were referred to in preparation of this report:

- *Drawing set* by D'Andrea Architects dated 13/09/22.
- *Site drainage plan* by TRV Homes issue C dated 16/09/22.
- *Correspondence from Council* dated 16/09/22.

3.2 Legislation and Standards

Regard was given to the following legislation and standard for the purpose of conducting the assessment and advising on measures to limit developmental impacts:

- *Planning, Development and Infrastructure Act 2016.*
- *Planning, Development and Infrastructure (General) Regulations 2017.*
- *Planning and Design Code.*
- *Australian Standard 4970-2009 Protection of trees on development sites.*

4 METHOD

The following actions were undertaken to produce this report:

- Site inspection on 12 October 2022.
- Visual Tree Assessment (VTA) of the subject tree.
- Identification of the status of the tree under the regulated tree provisions of the *South Australian Planning, Development and Infrastructure Act 2016.*
- Identification of a Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) for the tree in accordance with *AS4970-2009 (Protection of trees on development sites*).
- Calculation of TPZ encroachments and potential development impacts.
- Recommendations regarding tree protection measures to be adopted to mitigate any development impacts.

4.1 Limitations

- It was not possible to access the property on which the tree is located at the time of the assessment. The tree was therefore inspected from within the site boundaries (approximately 1m from the tree).

- The trunk measurements contained in this report are based on a trunk measurement provided by Councils arborist.
- This report relates to the subject tree only. Any other trees on or adjacent to the site were not included in the assessment.
- The tree was inspected visually from the ground only. No aerial, subsurface or invasive inspections were performed and no soil or plant samples were laboratory tested.
- Due to plant hybridisation some species can be difficult to accurately identify.
- Information contained in this report is based on observations taken on the day of inspection only. It is possible that changes in environmental conditions or subsequent information may affect these findings.
- This report has been prepared on behalf of and for the exclusive use of the Project Green client.

5 TREE DETAILS

5.1 Environment

The subject tree is a relatively young specimen of *Eucalyptus camaldulensis* (River red gum). It is located on the adjacent site as follows:

- Approx. 1.0m from the common property boundary.
- Approx. 13m from the rear property boundary.
- Approx. 14m from the existing dwelling on the allotment.

The tree is located in a generally favourable growing environment in a gravel car park adjacent to the vacant, grassed development site.

5.2 Legislative Status

Project Green was advised that the tree has a trunk circumference of 2.23m measured 1m above ground level and qualifies as a 'regulated' tree under the *Planning, Development and Infrastructure Act 2016.*

5.3 Health

The tree exhibits good health and vigour with a healthy crown. The tree is not diseased does not have a short life expectancy.

5.4 Structure

The tree has good structure with a single trunk with pronounced taper, dividing to multiple branches at approx. 3-4m supporting a relatively upright crown. Stem unions appear sound. The crown overhangs the development site approx. 6.5m. The tree appears to be free of major structural defects.

Photo 2: Subject tree viewed from rear of site.

Photo 3: showing crown overhang.

5.5 Root Distribution

Tree roots are typically found in the top 1m of soil with most in the top 600mm or so of soil where conditions of soil structure, oxygenation, water and nutrients are most favourable to root growth. Actual root distribution of the trees is not known without detailed root investigations. It is likely that tree roots will have colonised the open area of the development site where conditions would be favourable to root growth. For this tree species larger diameter roots are likely to be present at greater depth. Tree roots will also have colonized the gravel car park area around the tree, however soils in this area are likely to have been compacted by vehicle movements.

6 PROPOSED DEVELOPMENT

Based on the drawings provided, the proposed development includes the following:

- New 2 storey building located approx. 16m from the tree.
- New paved car park located approx. 1.5m from the tree. Depth of pavement profile not known.
- Column footings to upper-level deck located approx. 2.8m from the tree. Size of isolated pier footings not known.
- Floor level of deck is at a height of approx. 3.15m (plus balustrades).
- Retaining wall (400H) located approx. 1.6m from the tree (indicating fill within TPZ).
- 1300L underground concrete pump station located approx. 7.5m from the tree. Required excavation width and depth not shown.
- Pump main (to mgrs. specs) located approx. 1.8m from the tree.

Figure 2: Ground level plan.

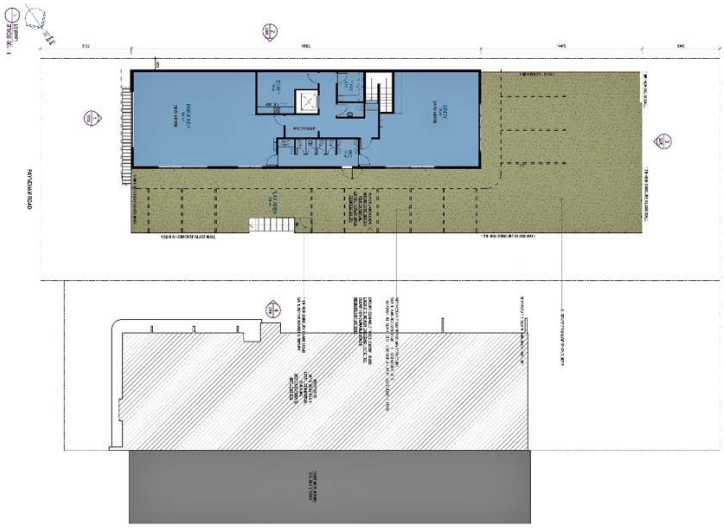

Figure 3: Upper-level plan.

Figure 4: Perspective views.

7 DEVELOPMENT IMPACTS

7.1 Tree Protection Zones

All parts of the tree, including its root system, trunk and crown, may be damaged by development and construction activities if tree protection measures are not implemented. Damage to any one part of the tree may affect its functioning as a whole.

Under AS4970-2009 the Tree Protection Zone (TPZ) is the principal means of protecting trees on development sites. The TPZ is a combination of the root area and crown area requiring protection. It is an area isolated from construction disturbance so that the tree remains viable. The radius of a tree's TPZ is calculated by multiplying its DBH (Diameter at Breast Height) by 12. The TPZ is to be observed in a symmetrical manner with the tree being in a central position. TPZ radius is measured from the centre of the stem at ground level. A TPZ should not be less than 2 m nor greater than 15 m (except where crown protection is required).

The TPZ also incorporates the structural root zone (SRZ) which comprises area around the base of a tree required for the tree's stability in the ground. The SRZ only needs to be calculated when major

encroachment into a TPZ is proposed. An indicative SRZ radius can be determined from the trunk diameter measured immediately above the root buttress using the formula provided in AS4970-2009. Root investigation may provide more information on the extent of these roots. The SRZ for trees with trunk diameters less than 0.15 m will be 1.5 m.

Table 1 describes the TPZ and SRZ for the subject tree as follows. These dimensions are estimates only and should be confirmed by actual measurement of the tree trunk.

Table 1: Tree Protection Zones (estimates only)

Tree species	*E. camaldulensis*
DBH (mm)	730
TPZ (radius m)	8.8
TPZ (area m^2)	243
Diam. at base (m)	800
SRZ (radius m)	3.0

7.2 Potential Impacts

AS4970-2009 allows for a level of encroachment into the TPZ. Encroachments can be by earthworks, paving and trenching for services, as well as building works.

- Development encroachment less than 10% of the TPZ area and not within the SRZ, is considered to be a 'minor encroachment' which is likely to be acceptable to council.
- Development encroachment greater than 10% of TPZ area or within the SRZ, is considered to be a 'major encroachment'. With a major encroachment the project arborist must show that the tree will remain viable. This includes consideration of a number of factors outlined in section 3.3.4 of AS 4970-2009 *Protection of trees on development sites.* This includes the tree species and tolerance to root disturbance, the presence of existing or past structures or obstacles affecting root growth, and the use of 'tree sensitive' construction methods such as permeable paving and pier and beam footings.

The following assessment was made of the encroachments by the existing and proposed development on the tree **(refer to the following TPZ Plans).**

7.2.1 Existing TPZ occupancy

Consideration has also been given to the presence of any pre-existing structures within the TPZ. The area within the TPZ in both properties is of an open character. Soils within the car parking area are likely to have been compacted by vehicle movements.

7.2.2 New encroachments

The proposed development activities at the site encroach into the TPZ of the tree by approx. **100m² (41%)** and works are within the SRZ. The total encroachment includes a number of activities with different impacts on the trees root system.

- Sealing of surfaces and excavation work for the asphalt pavement.
- Excavation for the proposed pier footings.
- Excavation for the concrete pump station.
- Continuous trenching for underground pipework.
- Installation of retaining wall.
- Works within the SRZ.

It is considered that an encroachment of approx. **100m² (41%)** would comprise a major encroachment under *AS4970.* There are also works within the SRZ. Which suggests impacts on the tree from the development are possible.

Figure 5: TPZ Plan-existing site.

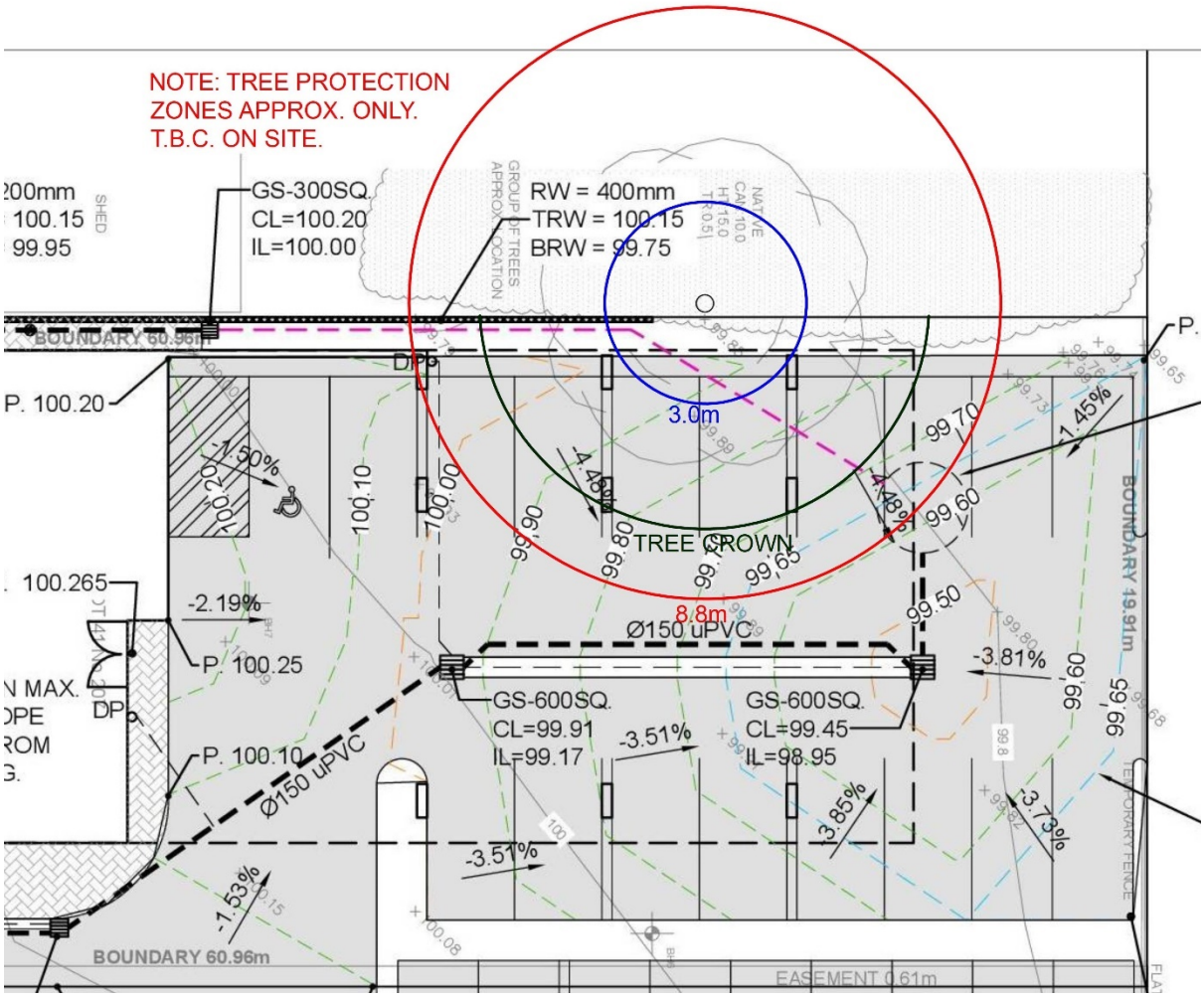

Figure 6: TPZ Plan-proposed site.

8 DISCUSSION

The subject tree is a specimen of *Eucalyptus camaldulensis* (River Red Gum). *Eucalyptus camaldulensis* is a well-known native tree with a wide-spread distribution in south-eastern Australia. It is commonly planted in south-eastern Australia and is often seen as a remnant tree in parts of the Adelaide region. It is a large growing tree attaining a height of over 30 metres and is often seen as wide as it is high. It is tolerant of a wide range of conditions. It is a hardy tree reputed to have a large and deep root system, which can exploit underground water sources. In habitat, it is a tree of riverine or seasonally inundated sites and is recognised as a tree with high habitat value for native fauna. It is also a species recognized as having a relatively high tolerance to site disturbance.

Development can impact on tree health and stability, including damage to the root system, trunk and crown. Australian Standard 4970-2009 (Protection of trees on development sites) provides guidance on principles and best practices for protecting trees on land subject to development.

The total encroachment for development activities is estimated to be approx. **100m² (41%)** which would comprise a 'major encroachment' under *AS4970* (greater than 10% of the TPZ and within SRZ).

In the case of a major encroachment the project arborist must demonstrate that the tree would remain viable. This may require root investigations by non-destructive methods and consideration of relevant factors listed in Clause 3.3.4. This includes:

Location and distribution of the roots to be determined through non-destructive investigation methods

Non-destructive root investigations should be undertaken (using hydro-excavation or similar) at the edge of the proposed works within the SRZ to identify the location and distribution of roots. The design of the proposed works should be modified a required if large structural roots are identified.

Tree species and tolerance to root disturbance.

It is recognized by many arborists and scientists that *E. camaldulensis* is a tree species with a good tolerance to development activities. This is due to the trees relatively deep root system, ability of its dimorphic root system to draw on underground water sources, and natural adaptation to disturbed riverine sites. Dimorphic refers to the dual root systems of the tree. The surface root system colonizes shallow soil layers to access moisture and nutrients and to aid tree stability. Vertical (sinker) roots develop from the lateral roots close to the trunk and grow vertically down to the water table, providing a more secure moisture source in times of drought. These roots also provide additional anchorage for tree stability.

Age, vigour and health of the tree.

This is a relatively young tree and a locally indigenous species, which exhibits good health and vigour.

Healthy and vigorous trees can manage various levels of site disturbance and pruning, and are better able to adapt to the new site conditions once the development has been completed.

The presence of existing or past structures or obstacles affecting root growth.

Tree roots are typically found in the top 600mm or so of soil where conditions of moisture, nutrients and oxygenation are most favourable to root growth. Larger Eucalypts, especially *Eucalyptus camaldulensis,* are also known to have deeper lateral roots and sinker roots, extending some distance from the tree. It is however not possible to predict the actual distribution of the roots without more detailed root investigations.

Tree sensitive construction measures.

The impacts of the proposed development can be offset through the adoption of 'tree sensitive' construction materials and methods. In this instance the following measures could be adopted to minimize development impacts on the tree.

- The asphalt pavement can impact on tree health by the installation of impervious surfaces, and by excavation works. For this tree species larger roots are likely to be present at great depth, however smaller diameter secondary roots are also likely to be present in the upper soil layers where conditions of moisture, nutrients and density are likely to be conducive to root growth. Permeable paving, installed without lowering of soil levels us is considered to be a more 'tree friendly' method of paving. In this instance the depth of the paving profile should be minimized and the option of permeable paving considered.
- Continuous trenching for footings for buildings can sever tree roots and impact on tree health and stability. The use of isolated pier footings, as proposed, is considered to be a more 'tree friendly' method of footing design, with root damage limited to the area excavated for each pier footing. The extent of excavation required for the individual pier footings should be minimized to reduce damage to tree roots. The same applies to the excavation for the concrete pump station.
- Continuous trenching for the proposed underground pipework within a TPZ can sever tree roots. This pipework should be routed outside of the TPZ if possible. If this is not possible they should be installed using 'soft dig' methods such as hydro-excavation or direction boring under guidance of the Project Arborist.
- Continuous trenching for retaining walls can sever tree roots. Any retaining walls should be of isolated pier construction rather than strip footings without continuous trenching.
- Works are proposed within the SRZ of the tree. The SRZ is effectively an 'exclusion zone' for all site works, as it defines the area around the tree in which major structural roots are likely to occur. Cutting of larger diameter roots within an SRZ can compromise tree stability. No excavation is permitted within the SRZ of the tree without the approval of the project arborist.

The area lost to this encroachment should be compensated for elsewhere and contiguous with the TPZ.

Under the current design there are limited opportunities to offset the new encroachment within the site.

8.1 Tree crown

The TPZ also includes protection of the tree crown. The crown spread indicates that some crown reduction pruning may be required to provide clearances to the new upper-level deck, and reduce future risk.

This pruning must not remove tree parts excessively and must not be performed by building contractors. All pruning must conform to the Australian Standard AS 4373 – 2007 *Pruning of Amenity Trees.* All pruning should be carried out or supervised by appropriately qualified and experienced arborists.

9 CONCLUSION

While this is a highly tolerant tree species, the level of encroachment is likely to be outside the limits of tolerance of the tree. Impacts on the trees root system can be reduced somewhat by the adoption of 'tree sensitive' construction methods outlined in this report, particularly in relation to the protection of any deeper roots, ; however it is not possible to conclude that there will be no impacts on the tree without undertaking more detailed root investigations.

The tree should also be protected at all stages of the development process as outlined in **Appendix A (Tree Protection Zone).**

10 RECOMMENDATIONS

Based on this assessment the following recommendations are made with respect to the proposed development:

1. **Design review**

   1.1. Review the proposed design to reduce the TPZ encroachment and eliminate any excavation within the SRZ.

2. **Root investigations**

   2.1. Undertake root investigations using non-destructive methods such as hydro-excavation at the edge of the proposed driveways adjacent to the SRZ.

   2.2. Root investigations to be supervised by the project arborist who is to take photographs and prepare a root map.

2.3. The design and construction method for the driveways to be modified in accordance with the root investigations.

3. Root pruning

3.1. Any excavation that occurs within the TPZ should be undertaking using manual excavation.

3.2. The project arborist should advise on roots to be retained and should monitor the works.

3.3. If roots are encountered and are larger than 50mm in diameter works should proceed under the direct supervision of the project arborist with a minimum qualification of Level 4 (AQTF 4).

3.4. Where the project arborist identifies roots to be pruned within or at the outer edge of the TPZ, they should be pruned with a final cut to undamaged wood. Pruning cuts should be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds should not be treated with dressings or paints. It is not acceptable for roots within the TPZ to be 'pruned' with machinery such as backhoes or excavators.

3.5. Where roots within the TPZ are exposed by excavation, temporary root protection should be installed to prevent them drying out. This may include jute mesh or hessian sheeting as multiple layers over exposed roots and excavated soil profile, extending to the full depth of the root zone. Root protection sheeting should be pegged in place and kept moist during the period that the root zone is exposed.

4. Tree root damage prevention

4.1. Footings within the TPZ to use 'pier and beam' construction to reduce the need for trenching for footing beams within the TPZ.

4.2. Paving within the TPZ to comprise open jointed pavers to maintain water infiltration into the soil.

4.3. Paving within the TPZ to be installed using 'no dig' construction to reduce the need for excavation within the TPZ.

4.4. Underground services are to be routed outside of the TPZ if possible.

4.5. If underground services cannot be routed outside of the TPZ, installed using 'soft dig' methods such as hydro-excavation or direction boring under guidance of the Project Arborist.

4.6. Any new retaining walls to be installed using concrete sleepers on bored pier footings without continuous trenching.

5. Protective fencing

5.1. Temporary protective fencing is to be installed around the tree prior to any work commencing and is to be maintained in place until all work is finalized.

5.2. The TPZ fence should follow the SRZ of the tree within the site. The aim of the fencing is to protect the tree crown from construction vehicle damage, and to protect soils within the TPZ from compaction and contamination.

5.3. The fenced areas shall not be used for storage of machinery or construction materials or for parking or vehicle access. Areas for parking, storage, waste disposal, mixing and wash out areas must be clearly defined, well away from the tree protection zone.

5.4. Apply mulch to a depth of 50-75mm within the protective fencing on the site.

5.5. Supplementary watering of the TPZ areas is to be undertaken during dry periods or as deemed necessary by the project Arborist.

5.6. The TPZ fence may be reduced in extent in the final stages of construction to enable site works to be completed.

5.7. All works within the designated TPZ should be carried out under the supervision of the project Arborist.

6. Mechanical damage prevention to trunk & crown

6.1. During construction site access is to take place from a location outside of the trees crown.

6.2. Protective fencing is to be maintained around all sides of the tree throughout the construction process.

7. General protection measures

7.1. General tree protection measures are to be adopted as outlined in **Appendix A (Tree Protection Zone).**

11 GLOSSARY

Centre of the Stem (CoS)	The Centre of the Stem at ground level (or point of origin) is the point from which all protection radii are to be measured.
Crown Density	The estimated % of density of foliage present in the crown compared to that idealised for the genus and species when in good condition of normal vigour and expressed as a %, considering vigour, predation, environmental condition, epicormic shoots and dormancy (Draper & Richards, 2009).
Crown Lifting	The removal or reduction of lower branches.
Crown Thinning	The selective removal of branches that does not alter the overall size of the tree.
Health	Includes the tree's vigour exhibited by density of crown, leaf colour and the effectiveness of wound occlusion etc.
ISA	International Society of Arboriculture (USA)
Live Crown Ratio (LCR)	The proportion of live crown relative to tree height used to assist in the assessment of potentially hazardous trees.
Maintenance Pruning	The removal of any dead, dying or diseased material.
Major Encroachment	Where the total encroachment for development activities is greater than 10% of the TPZ or within the SRZ; as per AS4970-2009 Protection of trees on development sites.
Minor Encroachment	Where the total encroachment for development activities is less than 10% of the TPZ and outside of the SRZ; as per AS4970-2009 Protection of trees on development sites.
Project Arborist	The suitably qualified person responsible for carrying out the tree assessment, report preparation, consultation with designers, specifying tree protection measures, monitoring and certification.
Reaction Wood	Also termed Response Growth and comprised of either Tension or Compression Wood, it occurs as a result of gravity or injury.
Reduction Pruning	The removal of the ends of branches to lower internal lateral branches or stems in order to reduce the height and/or spread of the tree.
Size	Tree height and crown spread measured in metres.
Species profile	Attributes and characteristics of the species which includes size, longevity, structural integrity, shedding behaviour etc.
Structural Root Zone (SRZ)	The SRZ is an area required for tree stability. Any encroachment is considered to be 'major encroachment' and should only occur in consultation with a Project Arborist.
Structure	An assessment of tree stability as per species, environment, identifiable defects and remedial options.
Taper	In roots and branches; the decrease in diameter along a given length, usually reducing gradually in the distal direction (away from the point of attachment).
Tree Protection Zone (TPZ)	The TPZ is a combination of the root area and crown area requiring protection to ensure the tree remains viable. Potential encroachment is to be assessed by the Project Arborist.
Tree Risk Rating (TRR)	Expressed as being either *low*, *moderate* or *high*, any rating above *low* requires a remedial action to be undertaken.
Useful Life Expectancy (ULE)	This rating gives an estimate of the expected useful life span of the tree and takes into account age, life span of the species, local environmental conditions, location, and any suitable remedial options for identified issues.

Vigour	The capacity for an organism to respond to adverse conditions such as pests, disease or climatic challenges. Stored energy that can be depleted overtime with age and/or the experience of the subject.
Visual Tree Assessment	A visual inspection of a tree from the ground undertaken by a trained arborist competent in determining tree type, structural integrity, health, growing environment and environmental benefits or impacts the tree may present. The assessment is used to determine suitable methods for managing the tree and the impact it may have on its immediate surrounds. The inspection is limited to those attributes observed on the day of inspection. No other investigative techniques are used unless stated otherwise.

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APPENDIX A- Tree Protection Zone (TPZ)

Definition of TPZ

Tree Protection Zone (TPZ) has been identified for the subject tree. The TPZ is a restricted area usually delineated by protective fencing, which is installed prior to site establishment and retained intact until completion of the works. The intent of the TPZ is to protect the tree and to ensure that its health and stability are maintained.

Implementation

To protect trees during development *Australian Standard 4970-2009 Protection of Trees on Development Sites* (AS4970-2009) prescribes activities within the TPZ and Structural Root Zone (SRZ) as described in more detail below. Contractors and staff must be informed by the site supervisor to take precautions when working within the designated TPZs, to prevent tree damaging activity occurring. Any authorized works and activities within the TPZ must be supervised by the Project Arborist.

The project specifications must acknowledge the need to protect the subject tree and the role of the Project Arborist. Additional arboricultural assessment may be required if the design changes from that originally approved.

Activities restricted within the TPZ

Activities generally excluded from the TPZ include but are not limited to:

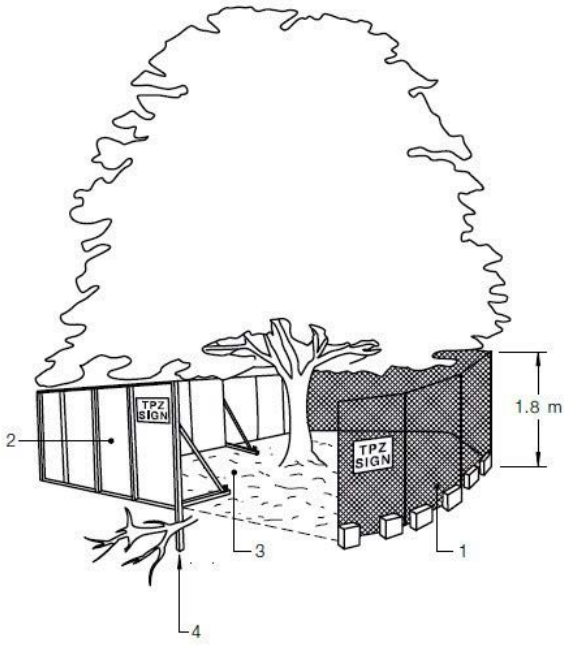
a) machine excavation including trenching;
b) excavation for silt fencing;
c) cultivation;
d) storage;
e) preparation of chemicals, including preparation of cement products;
f) parking of vehicles and plant;
g) refuelling;
h) dumping of waste;
i) wash down and cleaning of equipment; placement of fill;
j) lighting of fires;
k) soil level changes;
l) temporary or permanent installation of utilities and signs, and
m) physical damage to the tree.

Tree protection zone fencing

Fencing should be erected before any machinery or materials are brought onto the site and before the commencement of works including demolition. Once erected, protective fencing must not be removed or altered without approval by the Project Arborist. The TPZ should be secured to restrict access.

AS 4687-2007 (Temporary fencing and hoardings) specifies applicable fencing requirements.

- Shade cloth or similar should be attached to reduce the transport of dust, other particulate matter and liquids into the protected area.
- Fence posts and supports should have a diameter greater than 20 mm and be located clear of roots.
- Existing perimeter fencing and other structures may be suitable as part of the protective fencing.
- Figures 1 & 2 indicate an example of protective fencing.
- Signs identifying the TPZ should be placed around the edge of the TPZ and be visible from within the development site. The lettering on the sign should comply with AS 1319-1994 (Safety signs for the occupational environment). Figure 3 gives an example of TPZ signage.



LEGEND:
1 Chain wire mesh panels with shade cloth (if required) attached, held in place with concrete feet.
2 Alternative plywood or wooden paling fence panels. This fencing material also prevents building materials or soil entering the TPZ.
3 Mulch installation across surface of TPZ (at the discretion of the project arborist). No excavation, construction activity, grade changes, surface treatment or storage of materials of any kind is permitted within the TPZ.
4 Bracing is permissible within the TPZ. Installation of supports should avoid damaging roots.

Figure 1: Example of protective fencing.

Figure 2: Typical TPZ fencing.

Figure 3: Example of TPZ signage.

Other tree protection measures

When tree protection fencing cannot be installed or requires temporary removal, other tree protection measures should be used, including those listed below.

Trunk and branch protection

Where necessary, install protection to the trunk and branches of trees as shown on Figure 4.

The materials and positioning of protection are to be specified by the Project Arborist. A minimum height of 2 m is recommended.

Do not attach temporary power lines, stays, guys and the like to the tree. Do not drive nails into the trunks or branches.

Ground protection

- If temporary access for machinery is required within the TPZ ground protection measures will be required. The purpose of ground protection is to prevent root damage and soil compaction within the TPZ. Measures may include a permeable membrane such as geotextile fabric beneath a layer of mulch or crushed rock below rumble boards as illustrated in Figure 4.
- These measures may be applied to root zones beyond the TPZ.

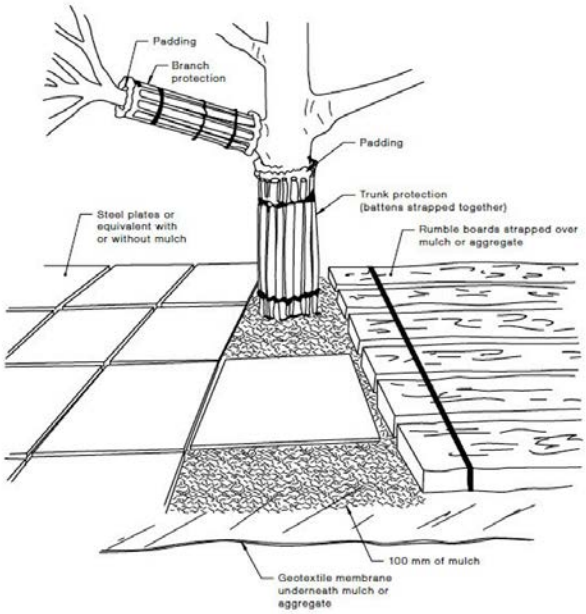


Figure 4: Examples of trunk, branch and ground protection.

Root protection during works within the TPZ

Some approved works within the TPZ, such as regrading, installation of piers or landscaping may have the potential to damage roots.

If the grade is to be raised the material should be coarser or more porous than the underlying material. Depth and compaction should be minimised.

Manual excavation should be carried out under the supervision of the Project Arborist to identify roots critical to tree stability. Relocation or redesign of works may be required.

Where the Project Arborist identifies roots to be pruned within or at the outer edge of the TPZ, they should be pruned with a final cut to undamaged wood. Pruning cuts should be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds should not be treated with dressings or paints. It is not acceptable for roots within the TPZ to be 'pruned' with machinery such as backhoes or excavators.

Where roots within the TPZ are exposed by excavation, temporary root protection should be installed to prevent them drying out. This may include jute mesh or hessian sheeting as multiple layers over exposed roots and excavated soil profile, extending to the full depth of the root zone. Root protection sheeting should be pegged in place and kept moist during the period that the root zone is exposed.

Other excavation works in proximity to trees, including landscape works such as paving, irrigation and planting can adversely affect root systems. Seek advice from the Project Arborist.

Installing underground services within TPZ

All services should be routed outside the TPZ. If underground services must be routed within the TPZ, they should be installed by directional drilling or in manually excavated trenches.

The directional drilling bore should be at least 600 mm deep. The Project Arborist should assess the likely impacts of boring and bore pits on retained trees.

For manual excavation of trenches the Project Arborist should advise on roots to be retained and should monitor the works. Manual excavation may include the use of pneumatic and hydraulic tools.

Scaffolding

Where scaffolding is required it should be erected outside the TPZ. Where it is essential for scaffolding to be erected within the TPZ, branch removal should be minimized. This can be achieved by designing scaffolding to avoid branches or tying back branches. Where pruning is unavoidable it must be specified by the Project Arborist in accordance with AS 4373-2007.

NOTE: Pruning works may require approval by the determining authority.

The ground below the scaffolding should be protected by boarding (e.g. scaffold board or plywood sheeting) as shown in Figure 5. Where access is required, a board walk or other surface material should be installed to minimize soil compaction. Boarding should be placed over a layer of mulch and impervious sheeting to prevent soil contamination. The boarding should be left in place until the scaffolding is removed.

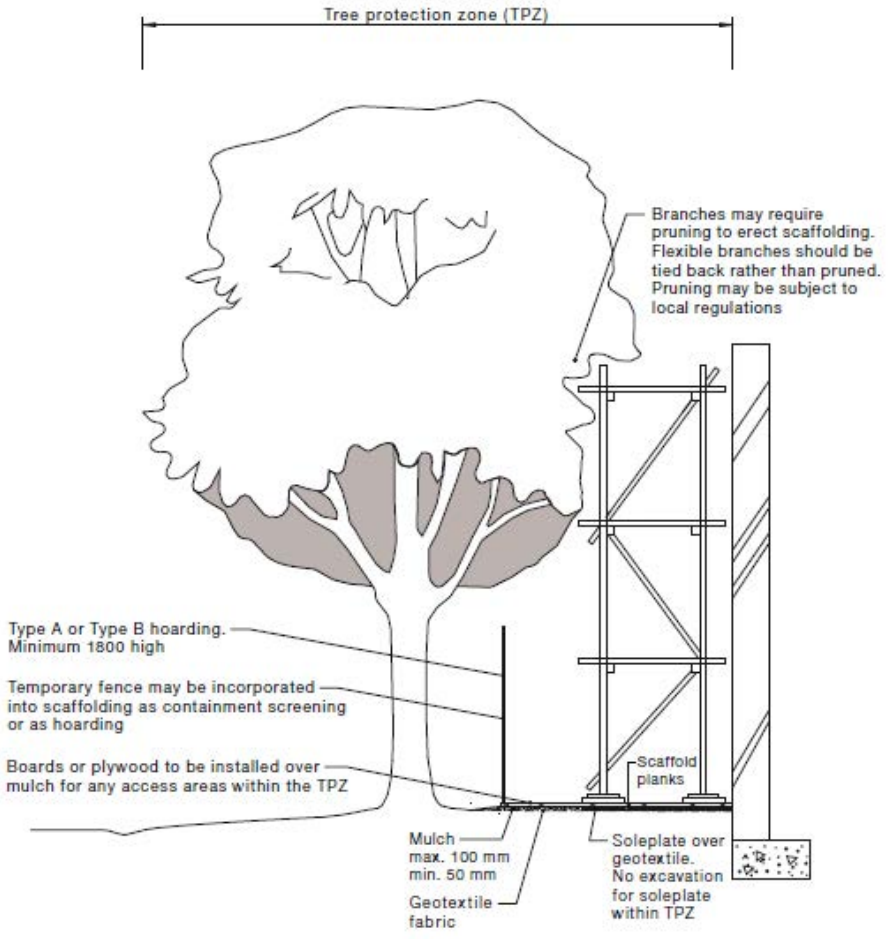


Figure 5: Indicative scaffolding within a TPZ.

Maintaining the TPZ

Mulching

The area within the TPZ should be mulched. The mulch must be maintained to a depth of 50–100 mm using material that complies with *AS 4454*. Where the existing landscape within the TPZ is to remain unaltered (e.g. garden beds or turf) mulch may not be required.

Watering

Soil moisture levels should be regularly monitored by the Project Arborist. Temporary irrigation or watering may be required within the TPZ. An above-ground irrigation system should be installed and maintained by competent person.

Weed removal

All weeds should be removed by hand without soil disturbance or should be controlled with appropriate use of herbicide.

Monitoring and certification

There are many stages in the development process from site acquisition to completion where the Project Arborist is required to monitor or certify tree protection. Table 1 summarizes the process and indicates the stages that normally require certification (a written statement of compliance).

Table 1: Stages in Development and the Tree Management Process

Stage in development	Tree management process	
	Matters for consideration	**Actions and certification**
Pre-construction		
Initial site preparation	State based OHS requirements for tree work	Compliance with conditions of consent
	Approved retention/removal	Tree removal/tree retention/transplanting
	Refer to AS 4373 for the requirements on the pruning of amenity trees	Tree pruning Certification of tree removal and pruning
	Specifications for tree protection measures	Establish/delineate TPZ Install protective measures Certification of tree protection measures
Construction		
Site establishment	Temporary infrastructure Demolition, bulk earthworks, hydrology	Locate temporary infrastructure to minimize impact on retained trees Maintain protective measures Certification of tree protection measures
Construction work	Liaison with site manager, compliance Deviation from approved plan	Maintain or amend protective measures Supervision and monitoring
Implement hard and soft landscape works	Installation of irrigation services Control of compaction work Installation of pavement and retaining walls	Remove selected protective measures as necessary Remedial tree works Supervision and monitoring
Practical completion	Tree vigour and structure	Remove all remaining tree protection measures Certification of tree protection
Post construction		
Defects liability/ maintenance period	Tree vigour and structure	Maintenance and monitoring Final remedial tree works Final certification of tree condition

Tree Protection Plan

The approved tree protection plan must be available onsite prior to the commencement of and during works. The tree protection plan will identify key stages where monitoring and certification will be required.

A pre-construction meeting should be attended by the site manager, the Project Arborist and contractors to introduce the tree protection plan and its requirements.

PRE-CONSTRUCTION

Tree removal and pruning

Trees for removal or transplanting should be marked onsite as per the approved tree protection plan. Before removal, the Project Arborist should confirm that all marked trees correspond with those shown on the schedule or plan. Other tree work may be specified in the tree protection plan.
Tree removal should be carried out prior to erection of protection fencing. Contractors should be instructed to avoid damage to trees within protection areas when removing or pruning trees. This may include restrictions of vehicle movements.

Any approved pruning required to allow for works should be done at this stage. AS 4373-2007 specifies requirements for pruning.

Stumps to be removed from within a TPZ must be removed in a manner that avoids damaging or disturbing roots of trees to be retained.

The Project Arborist should supervise tree removal, transplanting and pruning and certify the works on completion.

Installing tree protection fencing and other protection measures

Fencing and other protection measures are to be installed in compliance with Section 4 and as detailed in the tree protection plan.

Protection measures are to be certified by the Project Arborist.

CONSTRUCTION STAGE

General

In order to ensure that protection measures are being adhered to during the pre-construction and construction stages, there should be a predetermined number of site inspections carried out by the Project Arborist. Matters to be monitored and reported should include tree condition, tree protection measures and impact of site works which may arise from changes to the approved plans.

If there is non-compliance with tree protection measures or if trees have been damaged, a time frame for compliance and remedial works should be specified by the Project Arborist.

The determining authority may need to be notified of non-compliance issues. Monitoring, reporting and certification should be carried out at the following critical stages of construction.

Site establishment

The Project Arborist will monitor the impacts of demolition, bulk earth works, installation of temporary infrastructure including bunting, sediment control works, and drainage works.

The construction management plan (site establishment plan) should be checked for compliance with the tree protection plan. The construction management plan normally includes location of site sheds, stockpile areas, temporary access roads and sediment control devices.

At completion of site establishment, the Project Arborist should certify that tree protection measures comply with the tree protection plan.

Construction work

The Project Arborist will monitor the impacts of general construction works on retained trees. Monitoring should be done at regular intervals or in consultation with the site manager. Monitoring is to be recorded for inclusion in certification at practical completion.

Critical stages typically include installation of services, footings and slabs, scaffolding, works within the TPZ and at completion of building works.

Landscape works

The landscape plan should be checked for compliance with the tree protection plan. The Project Arborist may need to approve the staged removal of protection measures required to allow for landscape works.

The Project Arborist should supervise any works within TPZs, including retaining walls, irrigation and lighting installation, topdressing, planting and paving.

The Project Arborist should specify any remedial works above and below ground.

Monitoring is to be recorded for inclusion in certification at practical completion.

Practical completion

Practical completion assumes that all construction and landscaping works are finished. At practical completion all remaining tree protection measures should be removed. The Project Arborist should assess tree condition and provide certification of tree protection.

POST-CONSTRUCTION

Defects liability period

Completion of outstanding building or landscaping works following the construction period must not injure trees.

Final certification

The Project Arborist should assess the condition of trees and their growing environment and make recommendations for any necessary remedial actions.

Following the final inspection and the completion of any remedial works, the Project Arborist should certify (as appropriate) that the completed works have been carried out in compliance with the approved plans and specifications for tree protection. Certification should include a statement on the condition of the retained trees, details of any deviations from the approved tree protection measures and their impacts on trees. Copies of monitoring documentation may be required.

project GREEN

Pre-development Arboricultural Impact Assessment (addendum to report S35098)

7 November 2022 **S35098**

Prepared for:

Future Urban

Site Details:

Development site

207 Payneham Road
St Peters

Prepared by:

Project Green Pty Ltd

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Contents

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1 INTRODUCTION

Project Green was engaged by Future Urbans to prepare a Pre-development Arboricultural Impact Assessment in relation to an application to construct a new childcare centre at 207 Payneham Road St Peters. A large tree is located on a neighbouring allotment at 205 Payneham Road and Council requires a report on the potential impacts of the proposed development on the tree. Project Green undertook an assessment and issued a tree report dated 14 October 2022.

Following the recommendations in the assessment the client provided a revised civil plan aimed at reducing development impacts on the tree. This included:

- Removal of any retaining walls within the SRZ.
- Re-routing underground services outside of the TPZ.
- Adjustment to the surface/finished floor level to eliminate any excavation within the SRZ.
- Permeable paving to be applied to the car parking areas within the TPZ using a 'no dig' construction within the SRZ.

Photo 1: Subject tree viewed from development site.

2 SITE DESCRIPTION

The site comprises a large vacant allotment with frontages to Payneham Road and First Lane **(Refer Figure 1).** The subject tree is located in the adjacent property at 205 Payneham Road, in close proximity to the common site boundary. The site on which the tree is located is occupied by a former dwelling and rear carpark with gravel surface.

Figure 1: Aerial view showing development site and subject tree.

3 BACKGROUND INFORMATION

3.1 Documents and Information Provided

The following documents and information were referred to in preparation of this report:

- *Site drainage plan* by TRV Homes issue D dated 31/10/22.

Regard was given to the following legislation and standard for the purpose of conducting the assessment and advising on measures to limit developmental impacts:

- *Planning, Development and Infrastructure Act 2016.*
- *Planning, Development and Infrastructure (General) Regulations 2017.*
- *Planning and Design Code.*
- *Australian Standard 4970-2009 Protection of trees on development sites.*

4 METHOD

The following actions were undertaken to produce this report:

- Review of additional plans.
- Identification of the status of the tree under the regulated tree provisions of the *South Australian Planning, Development and Infrastructure Act 2016.*
- Identification of a Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) for the tree in accordance with *AS4970-2009 (Protection of trees on development sites*).
- Calculation of TPZ encroachments and potential development impacts.
- Recommendations regarding tree protection measures to be adopted to mitigate any development impacts.

4.1 Limitations

- The trunk measurements contained in this report are based on a trunk measurement provided by Councils arborist.
- This report relates to the subject tree only. Any other trees on or adjacent to the site were not included in the assessment.
- The tree was inspected visually from the ground only. No aerial, subsurface or invasive inspections were performed and no soil or plant samples were laboratory tested.
- Due to plant hybridisation some species can be difficult to accurately identify.

- Information contained in this report is based on observations taken on the day of inspection only. It is possible that changes in environmental conditions or subsequent information may affect these findings.
- This report has been prepared on behalf of and for the exclusive use of the Project Green client.

5 PROPOSED DEVELOPMENT

Based on the drawings provided, the proposed development includes the following:

•New 2 storey building located approx. 16m from the tree.

• New paved car park located approx. 1.5m from the tree. Shown as permeable paving (approx. 160m^2) within and contiguous with the TPZ. Depth of paving profile not known.

• Column footings to upper-level deck located approx. 3.0m from the tree (two on edge of SRZ). Size of isolated pier footings not known.

• Retaining wall (300H) located approx. 4.3m from the tree (indicating fill within TPZ).

• 1300L underground concrete pump station located approx. 13m from the tree.

• Pump main located approx. 13m from the tree.

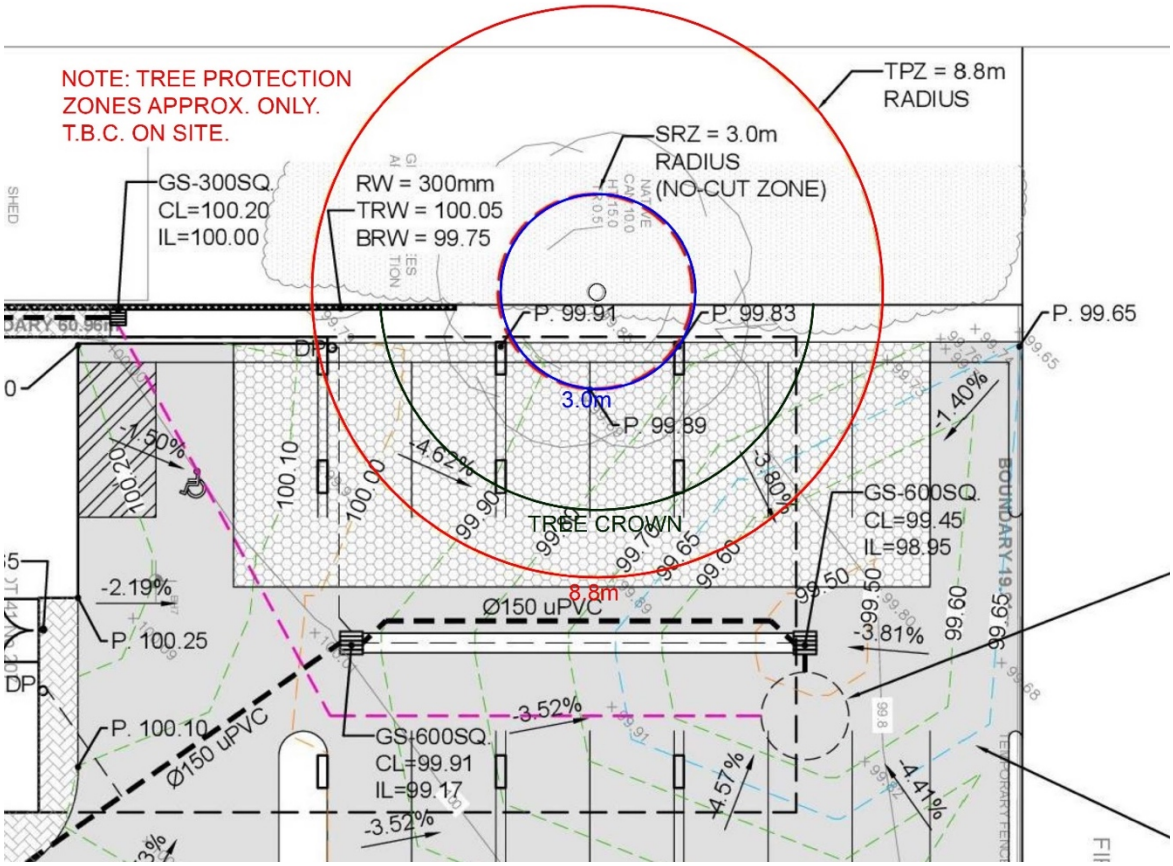

Figure 2: Revised- civil plan.

6 DEVELOPMENT IMPACTS

The proposed development activities at the site encroach into the TPZ of the tree by approx. **100m² (41%)** and there are paving works within the SRZ. This would comprise a 'major encroachment' under *AS4970*.

The revised design however has eliminated some of the most significant impacts on the tree, including the installation of permeable paving, relocation of the retaining wall outside of the SRZ and rerouting of underground service outside the TPZ.

The impacts of the proposed development can be further offset through the adoption of 'tree sensitive' construction methods. In this instance the following measures should be adopted to minimize development impacts on the tree.

- Permeable paving to be installed without lowering of grade (refer attached permeable paving guidelines). Minor raising of grade is acceptable provided that permeable materials are used.
- The extent of excavation required for the individual pier footings should be minimized to reduce damage to tree roots. Hydro-excavation will be required under arborists supervision to advise on any roots that may require cutting, especially at the edge of the SRZ.
- The SRZ is effectively an 'exclusion zone' for all site works, as it defines the area around the tree in which major structural roots are likely to occur. Cutting of larger diameter roots within an SRZ can compromise tree stability. No excavation is permitted within the SRZ of the tree without the approval of the project arborist.
- The TPZ and SRZ of this tree are estimates only. Site access should be arranged to enable measurement of the tree. Non -destructive root investigations using hydro-vac are recommended to identify the actual SRZ of the tree and the presence of any large diameter structural roots.

7 GLOSSARY

Centre of the Stem (CoS)	The Centre of the Stem at ground level (or point of origin) is the point from which all protection radii are to be measured.
Crown Density	The estimated % of density of foliage present in the crown compared to that idealised for the genus and species when in good condition of normal vigour and expressed as a %, considering vigour, predation, environmental condition, epicormic shoots and dormancy (Draper & Richards, 2009).
Crown Lifting	The removal or reduction of lower branches.
Crown Thinning	The selective removal of branches that does not alter the overall size of the tree.
Health	Includes the tree's vigour exhibited by density of crown, leaf colour and the effectiveness of wound occlusion etc.
ISA	International Society of Arboriculture (USA)
Live Crown Ratio (LCR)	The proportion of live crown relative to tree height used to assist in the assessment of potentially hazardous trees.
Maintenance Pruning	The removal of any dead, dying or diseased material.
Major Encroachment	Where the total encroachment for development activities is greater than 10% of the TPZ or within the SRZ; as per AS4970-2009 Protection of trees on development sites.
Minor Encroachment	Where the total encroachment for development activities is less than 10% of the TPZ and outside of the SRZ; as per AS4970-2009 Protection of trees on development sites.
Project Arborist	The suitably qualified person responsible for carrying out the tree assessment, report preparation, consultation with designers, specifying tree protection measures, monitoring and certification.
Reaction Wood	Also termed Response Growth and comprised of either Tension or Compression Wood, it occurs as a result of gravity or injury.
Reduction Pruning	The removal of the ends of branches to lower internal lateral branches or stems in order to reduce the height and/or spread of the tree.
Size	Tree height and crown spread measured in metres.
Species profile	Attributes and characteristics of the species which includes size, longevity, structural integrity, shedding behaviour etc.
Structural Root Zone (SRZ)	The SRZ is an area required for tree stability. Any encroachment is considered to be 'major encroachment' and should only occur in consultation with a Project Arborist.
Structure	An assessment of tree stability as per species, environment, identifiable defects and remedial options.
Taper	In roots and branches; the decrease in diameter along a given length, usually reducing gradually in the distal direction (away from the point of attachment).
Tree Protection Zone (TPZ)	The TPZ is a combination of the root area and crown area requiring protection to ensure the tree remains viable. Potential encroachment is to be assessed by the Project Arborist.
Tree Risk Rating (TRR)	Expressed as being either *low*, *moderate* or *high*, any rating above *low* requires a remedial action to be undertaken.
Useful Life Expectancy (ULE)	This rating gives an estimate of the expected useful life span of the tree and takes into account age, life span of the species, local environmental conditions, location, and any suitable remedial options for identified issues.

Vigour	The capacity for an organism to respond to adverse conditions such as pests, disease or climatic challenges. Stored energy that can be depleted overtime with age and/or the experience of the subject.
Visual Tree Assessment	A visual inspection of a tree from the ground undertaken by a trained arborist competent in determining tree type, structural integrity, health, growing environment and environmental benefits or impacts the tree may present. The assessment is used to determine suitable methods for managing the tree and the impact it may have on its immediate surrounds. The inspection is limited to those attributes observed on the day of inspection. No other investigative techniques are used unless stated otherwise.

8 BIBLIOGRAPHY

Australian Standards AS4373-2007 Pruning of amenity trees –Standards Australia.

Draper, D.B & Richards P.A (2009) Dictionary for Managing Trees in Urban Environments, CSIRO Australia.

Matheny, N.P: & Clark, J.R (1994) Evaluation of Hazard Trees in Urban Areas. ISA Publications.

Shigo, A.L. (1999) A New Tree Biology (9th edition) Sherwin Dodge Printers, Littleton, New Hampshire.

APPENDIX A- Permeable Paving Guidelines.

Installation of pavements within a TPZ can impact on tree health by the installation of impervious surfaces, and by excavation works. Covering the tree's root zone with hard impervious surfaces limit water infiltration and exchange of gases and nutrients conducive to root growth.

Permeable paving systems allow infiltration into the soil while still supporting pedestrian and vehicle loads. In permeable paving systems, the pavers are made of impervious materials, but with water infiltrating through enlarged gravel filled joints between the pavers (e.g. Ecotrihex, Best Bioloc).

Permeable paving systems require that the pavers be laid on some form of 'drainage layer' (usually no fines aggregate) which allows stormwater runoff to drain freely from the paved surface, and infiltrate into the sub-base.

The systems must be designed to meet engineering requirements in terms of both vehicles loads as well as infiltration capacity.

The following construction profile for permeable paving (for vehicle loads) around urban trees has been adopted in a number of instances. This is indicative only and may require civil engineering civil engineering input to support the proposed vehicle loads.

- 80mm 'Ecotrihex' pavers, joints filled with2-5mm screenings.
- 20mm levelling layer of 10mm washed crushed aggregate (no fines).
- 100mm drainage layer of 10mm washed crushed aggregate (no fines) in 'Geoweb' containment cells.
- Geotextile layer.
- Uncompacted subgrade.

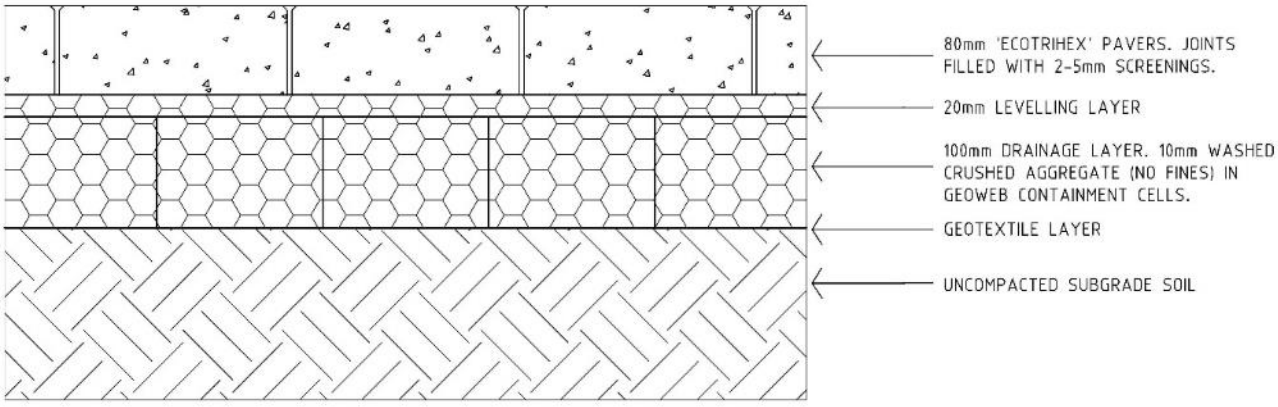

Figure 1: Typical permeable paving detail around trees (trafficable)

Figure 2: 'Ecotrihex' pavers on washed aggregate drainage layer.

The following methodology is recommended when installing permeable paving within a TPZ:

Root investigations

- Installation of the new pavement may need to be preceded by non-destructive root investigations such as hydro-excavation.
- Root investigations using non-destructive methods such as hydro-excavation may be required adjacent to the SRZ.
- Root investigations to be supervised by the project arborist who is to take photographs and prepare a root map.
- The design and construction method for the pavement to be modified in accordance with the root investigations.

Installation

- The permeable paving system is to be installed above grade if feasible to reduce the need for excavation within the TPZ and disturbance of the tree's root system
- Excavation depths should be adapted to the presence of large diameter roots.
- Excavation that occurs within the TPZ should be by manual excavation or hydro-excavation.
- The project arborist should advise on roots to be retained and should monitor the works.

- If roots are encountered and are larger than 50mm in diameter works should proceed under the direct supervision of the project arborist with a minimum qualification of Level 4 (AQTF 4).
- Where the project arborist identifies roots to be pruned within or at the outer edge of the TPZ, they should be pruned with a final cut to undamaged wood. Pruning cuts should be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. Pruning wounds should not be treated with dressings or paints. It is not acceptable for roots within the TPZ to be 'pruned' with machinery such as backhoes or excavators.
- Where roots within the TPZ are exposed by excavation, temporary root protection should be installed to prevent them drying out. This may include jute mesh or hessian sheeting as multiple layers over exposed roots and excavated soil profile, extending to the full depth of the root zone. Root protection sheeting should be pegged in place and kept moist during the period that the root zone is exposed.
- All works within the TPZ should be undertaken in accordance to AS4970.

A pavement profile of approx. 350mm depth would appear to be consistent with current engineering practice for trafficable permeable paving. The system to be installed with minimal disturbance to the tree's root system without excavation into the existing base. All materials to be permeable.

207-209 Payneham Road Childcare Centre and Office

Environmental Noise Assessment

12 September 2022
Reference ID: 87-2

echo Acoustic Consulting

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Figures

Tables

Abbreviations

AAAC	Association of Australasian Acoustical Consultants
BMT	Base Metal Thickness
DO	Desired Outcome of the Code
DTS	Deemed to Satisfy criteria of the Code
EPA	South Australian Environment Protection Authority
PO	Performance Outcome of the Code
WHO	World Health Organization

Glossary

A-weighting	A mathematical adjustment to the measured noise levels to represent the human response to sound. An *A-weighted noise level* is presented as dB(A).
Ambient noise level	The noise level associated with the environment in the absence of the activity under investigation.
Background noise level	The noise level exceeded for 90% of the measurement period. The background noise level represents the lulls in the ambient environment.
Characteristic	A characteristic determined in accordance with the *Environment Protection (Noise) Policy 2007* (the Policy) to be fundamental to the nature and impact of the noise. For example, a noise source is deemed to exhibit a characteristic if it produces distinctive tonal, impulsive, low frequency or modulating features.
Code	*Planning and Design Code* Version 2022.16 dated 1 September 2022, PlanSA.
Day	A period defined by the *Environment Protection (Noise) Policy 2007* as between 7am and 10pm.
EP Act	*Environment Protection Act 1993*
Equivalent noise level	The A-weighted noise level which is equivalent to a noise level which varies over time. The descriptor is L_{Aeq} and it is the A-weighted *source noise level (continuous)* referenced in the Policy. The L_{Aeq} is also referenced as an average noise level for simplicity.
dB	The logarithmic unit of measurement to define the magnitude of a fluctuating air pressure wave. Used as the unit for *sound* or *noise level*. An *A-weighted noise level* is presented as dB(A).
Indicative Noise Level	The noise level assigned by the Policy at a location to represent an impact on the acoustic amenity at that location. No further action is required to be taken under the *Environment Protection Act 1993* for noise levels which are lower than the Indicative Noise Level.

Instantaneous maximum noise level	The A-weighted noise level which is the instantaneous maximum over a period. The L_{Amax} is the A-weighted instantaneous maximum noise level referenced in Clause 20(b)(ii) of the Policy.
Night	A period defined by the *Environment Protection (Noise) Policy 2007* as between 10pm and 7am.
Noise	An interchangeable term with sound but which is most often described as *unwanted sound*.
Noise Sensitive Premises	Premises that could be "noise-affected". For the purposes of this assessment, the noise sensitive premises are residential dwellings.
Policy	The *Environment Protection (Noise) Policy 2007*
Sound	An activity or operation which generates a fluctuating air pressure wave. The ear drum can perceive both the frequency (pitch) and the magnitude (loudness) of the fluctuations to convert those waves to sound.
Sound power level	The amount of sound energy an activity produces for a given operation. The sound power level is a constant value for a given activity. The sound power level is analogous to the power rating on a light globe (which remains constant), whereas the lighting level in a space (sound pressure level in this analogy) will be influenced by the distance from the globe, shielding and different locations within the space.
Sound pressure level	The magnitude of sound (or noise) at a position. The sound pressure level can vary according to location relative to the noise source, and operational, meteorological and topographical influences. The terms *sound pressure level* and *noise level* are used interchangeably in this assessment.
WHO Guidelines	*Guidelines For Community Noise* Birgitta Berglund Thomas Lindvall Dietrich H Schwela London, United Kingdom, April 1999, World Health Organization.

Executive Summary

The proposed development at 207 to 209 Payneham Road, St Peters, (the facility) comprises:

1. a childcare centre at 207 Payneham Road with capacity for up to 82 children (aged 5 and under), car parking and outdoor play spaces
2. an office building at 209 Payneham Road with associated car parking

The childcare centre provides care and sleeping spaces for the different age groups with supporting staff areas. The childcare spaces open onto outdoor areas which will be used by the children for play when weather and the operation of the facility permits. The office provides a commercial space for typical office use with an ancillary car park.

The noise sources at the facility includes passenger vehicle activity in the car parks, the collection of waste bins, the operation of air conditioning and ventilation systems, and the sound of children playing (at the childcare centre).

Many childcare centres and offices are adjacent residential areas without any specific treatments to reduce noise levels to surrounding dwellings. Notwithstanding this regular feature, this assessment considers the sound against objective requirements.

The assessment process includes the prediction of noise levels based on established inputs from childcare centres and office activities. The predicted noise levels are compared against standards developed from the *Planning and Design Code* to provide an objective measure of adverse impacts on the amenity of an area. In the circumstance where the noise levels need to be reduced to achieve those standards, the assessment provides the recommended control measures, be it operational restrictions or physical construction requirements. The objective of the above process is to ensure the operation of the facility does not adversely impact on the amenity of surrounding dwellings.

This assessment determines the facility can reasonably and practicably achieve the relevant standards of the *Planning and Design Code* through implementing the following measures:

- constructing solid walls and balustrading between the upper-level childcare centre play areas and the nearest dwellings
- ensuring any shade systems at the childcare centre (other than the verandahs) are acoustically transparent (by using a material such as *shade cloth*)
- incorporating a *Noise Management Plan* for the childcare centre
- ensuring the private collection of waste occurs between 7am and 7pm Monday to Saturday and not on public holidays or Sundays
- locating mechanical plant away from the residences, subject to reviewing the services during the design stage of the project to achieve the *Environment Protection (Noise) Policy 2007*.

Introduction

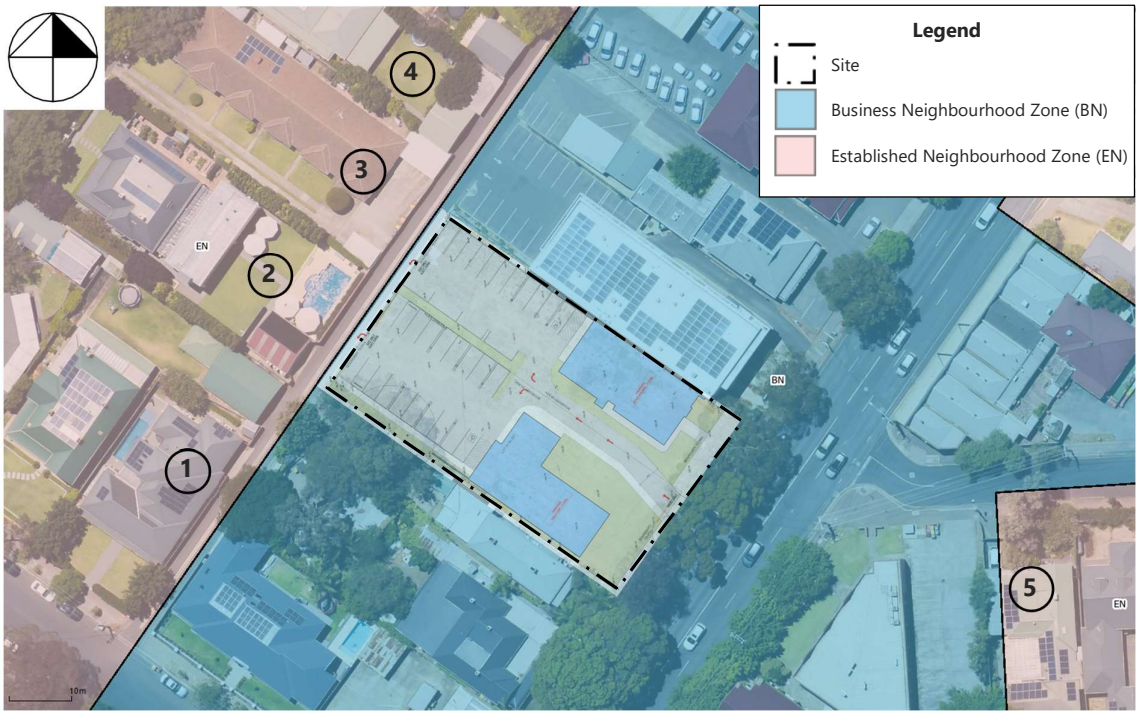
The proposed development at 207 to 209 Payneham Road, St Peters, (the facility) comprises a childcare centre and an office building respectively.

The noise generating activities associated with the operation of the facility and considered in this assessment include:

- children playing outside at the childcare centre
- vehicle movements in the car parking area (childcare centre and office)
- waste collection (childcare centre and office)
- operation of services including air conditioning and ventilation systems (childcare centre and office).

The facility and the closest dwellings are shown in Figure 1 below.

Figure 1 The facility and surrounding dwellings



Source Plan SA – SA Property & Planning Atlas

Assessment Criteria

The Code

The facility is located in a *Business Neighbourhood Zone* and nearest sensitive premises (dwellings) are all located within an *Established Neighbourhood Zone* of the *Planning and Design Code Version* 2022.16 dated 1 September 2022 (the Code). The following provisions within the Code are considered relevant to the environmental noise assessment.

Business Neighbourhood Zone (Part 2 – Zones and Sub Zones)

Performance Outcome PO 1.1

Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses *that do not materially impact residential amenity*.

Interface between Land Uses (Part 4 – General Development Policies)

Desired Outcome DO 1

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

Performance Outcome PO 1.2

Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is *designed to minimise adverse impacts*.

Performance Outcome PO 2.1

Non-residential development *does not unreasonably impact the amenity of sensitive receivers* (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:

a) the nature of the development
b) measures to mitigate off-site impacts
c) the extent to which the development is desired in the zone
d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.

Performance Outcome PO 4.1

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

Deemed to Satisfy Criteria DTS 4.1

Noise that might affect sensitive receivers achieves the relevant *Environment Protection (Noise) Policy* criteria.

Performance Outcome PO 4.2

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

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

The Policy

Interface between Land Uses DTS 4.1 references the *Environment Protection (Noise) Policy 2007* (the Policy).

The Policy was developed under the *Environment Protection Act 1993* (the EP Act). The EP Act incorporates a requirement to ensure the acoustic *amenity of a locality is not unreasonably interfered with*. The Policy provides a quantitative approach to satisfy this requirement underpinned by the World Health Organization's *Guidelines for Community Noise* (WHO Guidelines) as it relates to community annoyance and sleep disturbance.

Compliance with the Policy will satisfy *DTS 4.1* and is considered to also satisfy the subjective requirements of the Desired and Performance Outcomes in the Code (being the *Business Neighbourhood Zone PO 1.1* and *Interface between land uses DO 1, PO 1.2, PO 2.1, PO 4.1* and *PO 4.2*).

Schedule 1 (clause 6) of the Policy excludes noise from a school, kindergarten, childcare centre, or place of worship from its objective assessment method. The *Guidelines for the use of the Environment Protection (Noise) Policy 2007* note the following:

> *Child-care centres, schools, kindergartens, places of worships and playgrounds are often located immediately adjacent to residences and their impacts are rarely of concern, even though the sound levels can often easily exceed environmental noise criteria such as those contained in the general provisions of the Noise Policy. Complaints to the Authority regarding school and church noise do occur from time to time and there have been proceedings brought in the South Australian Environment Resources and Development Court to deal with noise nuisance impacts from a child-care centre in one case. Typically, such complaints are handled under the general environmental duty provisions of the Environment Protection Act 1993 rather than through comparison with objective criteria such as those in the Noise Policy, which have not been established for the specific circumstances presented by schools, kindergartens, child-care centres or places of worship.*

In the absence of the Policy as an objective measure, the Environment, Resources and Development Court has considered noise levels from children playing against the recommendations of the WHO guidelines. The WHO guidelines include that *to protect the majority of people from being moderately annoyed during the daytime, the outdoor sound level should not exceed 50 dB(A)* $L_{Aeq16hr}$.

The WHO guidelines criterion of an $L_{Aeq16hr}$ of 50 dB(A) is utilised by this assessment to satisfy the Code requirements from the sound of children playing. The criterion does not mean all people will be "moderately annoyed" at levels greater than 50 dB(A) but rather provides a criterion above which some people can become moderately annoyed.

The Policy is utilised for the assessment of the balance of activity at the facility, including car parking, mechanical plant operation and waste collection.

For waste collection, the Policy effectively restricts private collection (as distinct to public collection occurring at the same time as other surrounding dwellings) to between 7am and 7pm Monday to Saturday and not on public holidays or Sundays.

For car parking and mechanical plant, the Policy establishes noise levels that apply to new developments (being the *Indicative Noise Level* minus 5 dB(A)). The noise levels apply at noise sensitive premises (dwellings) for both the day (7am to 10pm) and night (10pm to 7am the following day) periods. These noise levels vary according to the land use zoning in which the facility and the dwellings are located.

The noise levels that apply at existing dwellings (identified as dwellings 1 through 5 in Figure 1) in an *Established Neighbourhood Zone* adjacent a development within a *Business Neighbourhood Zone* are:

- An average noise level of 47 dB(A) during the day
- An average noise level of 40 dB(A) during the night
- An instantaneous maximum noise level of 60 dB(A) during the night.

The "average noise level" is an *equivalent noise level* over a default assessment period of 15 minutes.

When predicting noise levels for comparison to the Policy, the predicted noise levels are to be adjusted (increased) where the activities exhibit "annoying" characteristics (dominant tonal, impulsive, low frequency content or modulation characteristics) in comparison to the surrounding ambient environment.

Assessment

WHO Guidelines

Noise from Children Playing

The WHO Guidelines criterion of an $L_{Aeq16hr}$ of 50 dB(A) is utilised by this assessment to satisfy the Code requirements from the sound of children playing.

The prediction of noise has been based on the facility operating at capacity (82 children) with all children outside for up to 8 hours per day and the following assumptions:

- 14 children less than 2 years old on ground level with a sound power level of 68 dB(A)[1] per child
- 16 children between 2 and 3 years old on ground level with a sound power level of 75 dB(A)[1] per child
- 52 children more than 3 years old on level 1 with a sound power level of 77 dB(A)[1] per child
- The external stairs are only used infrequently or for emergencies.

Noise Reduction Measures

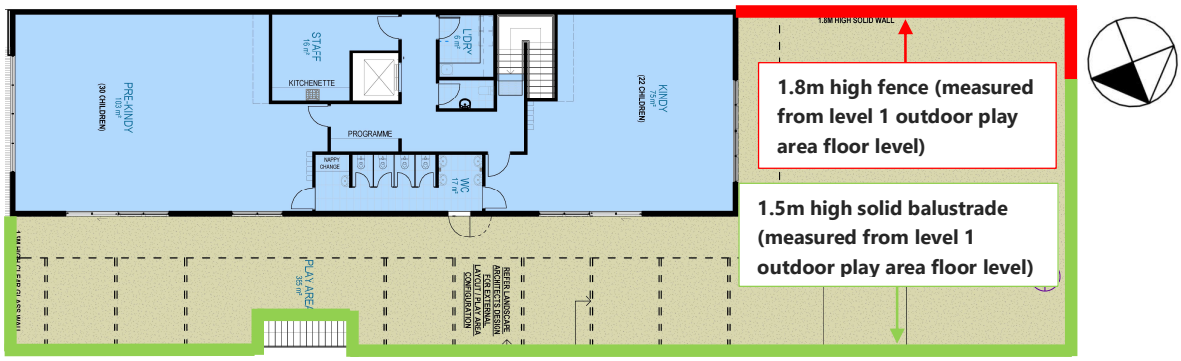
To achieve the WHO criterion and to ensure best practice operation with respect to childcare noise reduction to surrounding land uses, the following acoustic treatments are recommended:

- Ensure the extent of the wall depicted as red in Figure 2 is a minimum of 1.8m in height when measured from the upper play area floor level. The wall should be constructed from any material with a surface density equal to or greater than sheet steel with a base material thickness (BMT) of 0.42mm, and be sealed airtight at all junctions, including with the floor slab
- Ensure the extent of the balustrade depicted as green in Figure 2 is a minimum of 1.5m in height when measured from the upper play area floor level. The balustrade should be constructed from any material with a surface density equal to or greater than sheet steel with a BMT of 0.42mm, including glass; and be sealed airtight at all junctions, including with the floor slab, at joins, and at the junction with the wall (that is, there should be no gaps under or around the balustrade panels)
- Incorporate a solid external door/gate at the top of the external stairs with the same material specification and height as the balustrade and which has no appreciable gaps around its perimeter
- Ensure any shade sail used in the play areas is constructed from an acoustically transparent material such as "open weave" shade cloth (or similar) rather than waterproof PVC (that is, any material which can be breathed through)

[1] Sound power levels for age groups and modelling inputs in accordance with the Association of Australasian Acoustical Consultants (AAAC) *Guideline for Child Care Centre Acoustic Assessment* Version 3.0

- Maintain a *Noise Management Plan* for the facility which includes measures such as:
  - Closing doors and windows in rooms where music is being played
  - Ensuring outdoor play spaces are not used before 7am
  - Not introducing surfaces or equipment which would regularly elevate children above the wall/ balustrade
  - Not having equipment or surfaces intended for impact outside
  - Not having musical instruments outside
  - Maintaining play equipment such that noise which could be reduced by maintenance is not generated
  - Utilising gates and doors with soft close mechanisms
  - Maintaining a method for neighbours to contact the facility
  - Ensuring crying or distressed children are taken inside the centre and comforted
  - Monitoring the behaviour of children by trained childcare staff
  - Ensuring carers and staff control the level of their voice while outside.

Figure 2 Level 1 Play Area Treatments



Source On Architecture Drawing DA04.1

The Policy

Car Park Noise, Mechanical Plant, and Collection of Waste

The Policy is utilised by this assessment to satisfy the Code requirements that relate to noise from the use of the car park, operation of the mechanical services, and the collection of waste.

The following inputs have been utilised for the assessment over the default 15-minute period of the Policy and are the basis for the predicted noise levels in Table 1:

- 2 staff passenger vehicles and 2 client passenger vehicles in the childcare car park prior to 7am (in a 15-minute period) with a sound power level of 81 dB(A) per arrival or departure[2] (manoeuvring into the parking space, opening and closing doors and conversing)
- 10 client passenger vehicles in the childcare and office car park after 7am (in a 15-minute period) with a sound power level of 81 dB(A) per arrival or departure (as per above)
- Operation of external air conditioning plant with a sound power level of 77 dB(A) serving each building
- Operation of roof exhaust systems with a combined sound power level of 75 dB(A) serving each building

Existing Environment

Noise level measurements were conducted on Thursday 1 July 2022 using a calibrated *Rion NL-42 sound level meter* to establish the noise level in the existing ambient environment at a location which represents the closest dwellings.

The measurements indicated that the noise in the existing environment (when measured in First Lane), during the most sensitive period (prior to 7am), was dominated by vehicle movements on Payneham Road with equivalent noise levels typically ranging between 50 dB(A) and 60 dB(A), and maximum noise levels regularly above 60 dB(A) and occasionally up to 70dB(A).

In addition, it was observed that First Lane was utilised prior to 7am by existing businesses and dwellings which open into the lane. These occasional slow speed vehicle movements along the lane were not observed to adversely impact on the amenity of the existing ambient environment, which was dominated by Payneham Road. Although the noise from vehicle movements on public roads is not assessed under the Policy, any new activity will not be dissimilar to the existing movements along First Lane.

[2] Sound power levels for passenger vehicle activity in accordance with the Association of Australasian Acoustical Consultants (AAAC) *Guideline for Child Care Centre Acoustic Assessment* Version 3.0

Predicted Noise Level

Noise predictions have been made for the use of the car park and operation of the mechanical services and summarised in Table 1 for each identified dwelling location.

Table 1 Predicted Noise Levels dB(A)

Dwelling	Predicted cumulative noise level Car parking and plant operation (dB(A))			Compliance
	Day	Night		
	L_{Aeq}	L_{Aeq}	L_{Amax}	
Criteria	***47***	***40***	***60***	
1	39	38	54	**Yes**
2	39	38	54	**Yes**
3	40	38	55	**Yes**
4	37	36	50	**Yes**
5	<35	<35	<45	**Yes**

In this circumstance no adjustment is required to the predicted noise levels for "annoying" characteristics (dominant tonal, impulsive, low frequency content or modulation characteristics) on the basis that the predicted levels are not dominant when compared to the ambient environment from vehicles traveling on Payneham Road at greater speed than what occurs in carparks and in First Lane (as measured on site).

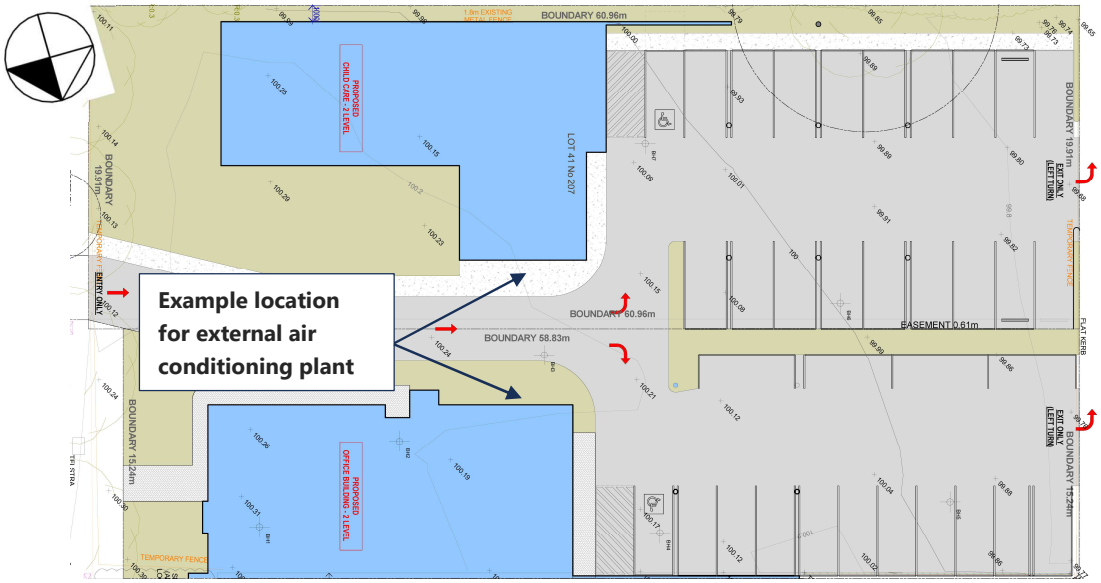
Noise Reduction Measures

With reference to Table 1, the car parking activity and the operation of mechanical services can achieve the assessment criteria required to satisfy the Code.

To maintain compliance with the Code, the following noise reduction measures are required:

- Ensure there are no irregularities on the car park surface which generate excessive impacts such as grates which move when driven over
- Locate the external air conditioning plant away from residential boundary. An example location is shown in Figure 3.

Figure 3 Car Park Noise and Mechanical Plant Treatments



Source On Architecture Drawing DA04.1

Future Services Design

The mechanical plant has not yet been designed, as is common at the planning application stage of a project. As a result, the noise from the air conditioning and ventilation systems should be confirmed during the design stage of the project when this aspect of the design is finalised.

Based on the assessment to date, a condition relating to the future air conditioning and ventilation system design achieving the Policy can be reasonably and practicably complied with. Any acoustic treatments recommendations will be subject to a review of the proposed system (once designed).

Waste Collection

It is recommended the hours of private waste collection from the facility (as distinct to waste collection which occurs at the same time as other dwellings in the area) occur between 7am and 7pm Monday to Saturday and not on public holidays or Sundays.

Conclusion

An environmental noise assessment has been made of the proposed childcare centre and office development at 207 to 209 Payneham Road, St Peters.

The environmental noise assessment considers the predicted noise levels from the development against standards established in accordance with the *Planning and Design Code*, the World Health Organization's *Guidelines for Community Noise,* and the *Environment Protection (Noise) Policy 2007,* to ensure the acoustic amenity of the surrounding sensitive premises (dwellings) is not adversely impacted.

The assessment determines the facility can reasonably and practicably achieve the relevant standards through implementing the following measures:

- constructing solid walls and balustrading between the upper-level childcare centre play areas and the nearest dwellings
- ensuring any shade systems at the childcare centre (other than the verandahs) are acoustically transparent (by using a material such as *shade cloth*)
- incorporating a *Noise Management Plan* for the childcare centre
- ensuring the private collection of waste occurs between 7am and 7pm Monday to Saturday and not on public holidays or Sundays
- locating mechanical plant away from the residences, subject to reviewing the services during the design stage of the project to achieve the *Environment Protection (Noise) Policy 2007*.

With the implementation of the above measures, the assessment concludes the facility will not adversely impact on the amenity of dwellings in the locality and will provide a facility which will meet the relevant *Planning and Design Code* provisions.

References

D'Andrea Architects Drawing *"A2201"* dated 1 August 2022

Environment Protection (Noise) Policy 2007, SA EPA

Guideline for Child Care Centre Acoustic Assessment Version 3.0, Association of Australasian Acoustical Consultants

Guidelines For Community Noise Birgitta Berglund Thomas Lindvall Dietrich H Schwela London, United Kingdom, April 1999, World Health Organization

Guidelines For the Use of The Environment Protection (Noise) Policy 2007, SA EPA June 2009

Planning and Design Code Version 2022.16 dated 1 September 2022, PlanSA

Document Details

Distribution:

Issue date	12 September 2022
Issued to	Future Urban
Description	Environmental Noise Assessment

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South Australia 5067
P: 08 8366 4555 F: 08 8332 6338
E: townhall@npsp.sa.gov.au

Disclaimer

This map is a representation of the information current held by The City of Norwood, Payneham & St Peters. While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Data Acknowledgement:
Property, Road & Administrator Boundaries - Supplied by Department Environment & Heritage (DEH)

Zoning Map


Second Lane
Winchester St
EN
BN
EN
Key
BN Business Neighbourhood Zone
EN Established Neighbourhood Zone

Contact Details

175 The Parade, Norwood
South Australia 5067
P: 08 8366 4555 F: 08 8332 6338
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Property, Road & Administrator Boundaries - Supplied by Department Environment & Heritage (DEH)

Details of Representations

Attachment 5

Application Summary

Application ID	22014281
Proposal	Construction of a two level child care centre with associated signage, external play areas and car parking (with vehicular access and egress from Payneham Road only)
Location	207 PAYNEHAM RD ST PETERS SA 5069

Representations

Representor 1 - R Arthur Ward

Name	R Arthur Ward
Address	PO BOX 380 STEPNEY SA, 5069 Australia
Submission Date	16/02/2023 04:49 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
Reasons Please see attached email	

Attached Documents

RepresentationForm-MrArthurWard-4902873.pdf

Tala Aslat

From: Ann and Arthur Ward <wardsaanda@hotmail.com>
Sent: Thursday, 16 February 2023 3:04 PM
To: Tala Aslat
Subject: 207 and 209 Payneham Road St Peters
Attachments: Payneham Rd Developments.pdf

Thank you for your help to date.
Please see the attached PDF.

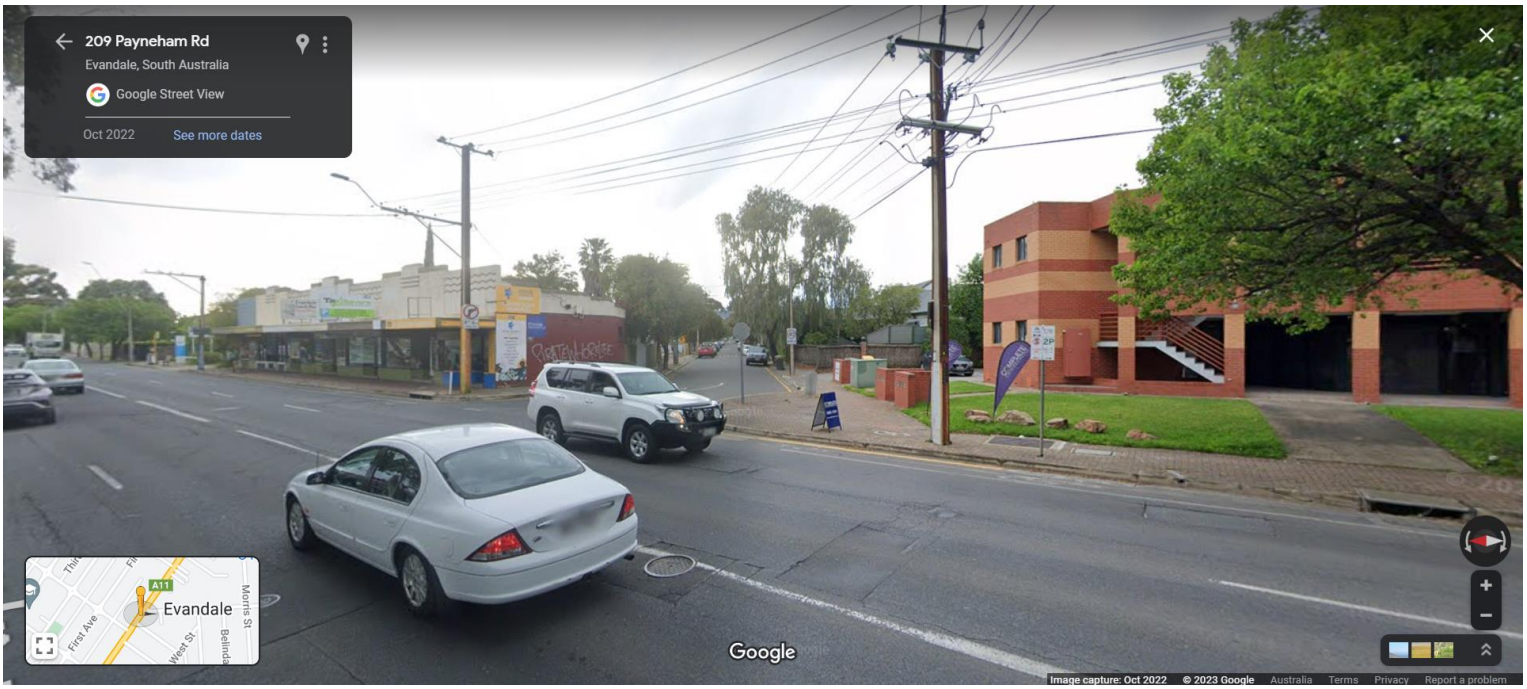
R. Arthur Ward

Development Assessment for proposals at 207 and 209 Payneham Road, St Peters

I consider that the proponents of these proposals have underestimated the impact on road traffic in the area. My wife and I have owned property in mid Bakewell Rd, Evandale since 2001 and lived there since 2010. Traffic has grown considerably in this time. However, I don't oppose the proposals and believe it is the responsibility of Government to upgrade the roads to suit.

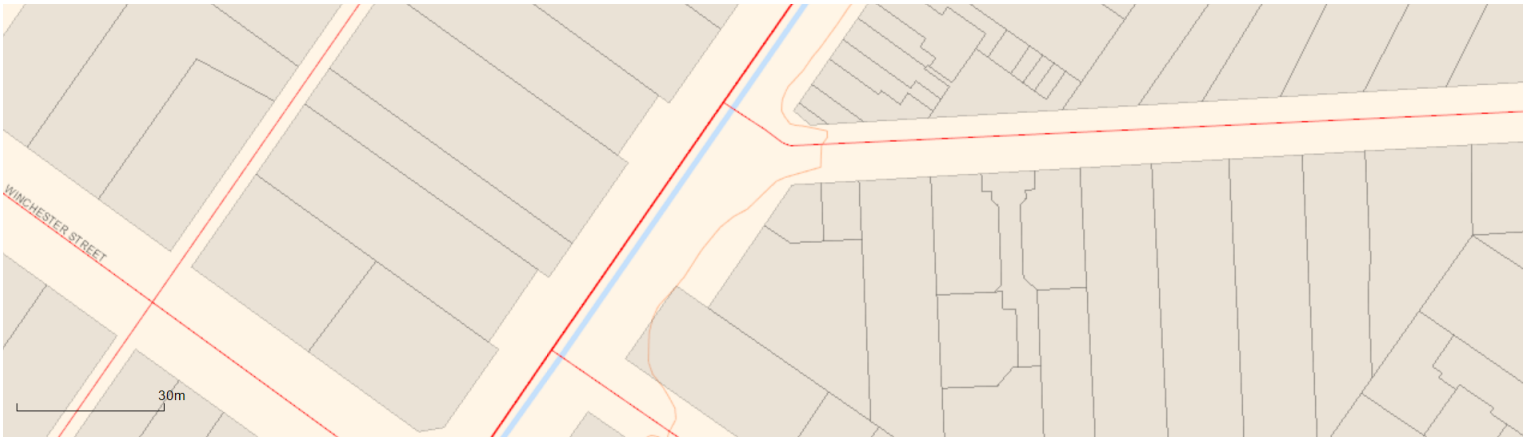
There is only one location in the adjacent 1.75 km section of Payneham Road where traffic lights provide a relatively safe option for motorists to turn right into or out of the adjoining area. The SW approach to these lights (at Lambert Road) has a right-turn lane providing some help in entering Llandower Av. However, the lights' position mostly hinders right turns out of Llandower Av.

Even left turns can be daunting with 60 kph traffic bearing down on you at spots with restricted sight lines and pedestrians etc. I note that egress from 207 and 209 would have good sight lines enabling motorists to safely merge with traffic. Some of those who had not arrived via Lambert Rd, First Av and Winchester St will now return via Lambert Rd, First Av and Stephen Tc.



The above would approximate your driver's view when about to exit the proposed developments. If the sedan here is waiting to turn into Bakewell Rd opposite and the left lane is clear, those following will pass it on the left, thereby blocking you. The grassed area evident on the SE side of Payneham Rd corresponds to the set-back of the property boundary as on the SAPPA plan below. It seems that the set-back was planned to allow modification of this road junction to improve its capacity and safety for all users.

I believe that suitable modification of this road junction must be complete before the currently proposed private developments are commissioned. During construction, there must be tight controls to minimise congestion and maintain safety in this vicinity.



Because I am not supporting or opposing the proposals and have no experience in formal representations, I would need help to present this as such. I can attend the NPSP Parade office next week.

R.A. Ward Tel: E:

Representations

Representor 2 - R authur Ward

Name	R authur Ward
Address	PO Box 380 STEPNEY SA, 5069 Australia
Submission Date	20/02/2023 05:21 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns
Reasons Please see Representation Form attached	

Attached Documents

RepresentationFromMrWard-4924103.pdf

Tala Aslat

From: Ann and Arthur Ward <wardsaanda@hotmail.com>
Sent: Thursday, 16 February 2023 9:19 PM
To: Tala Aslat
Subject: 207 and 209 Payneham Road St Peters
Attachments: Payneham Rd Developments.pdf

Thank you again, Tala, for the additional help you gave me by phone today.

If it can be managed, I would prefer my PDF attachment to my earlier email today to be replaced by the revised one now attached. Besides the addition of my postal address, the only changes are to the third sentence of the third paragraph. My intent is to make the sentence less cryptic to those not familiar with the realities of driving in the Payneham Road area.

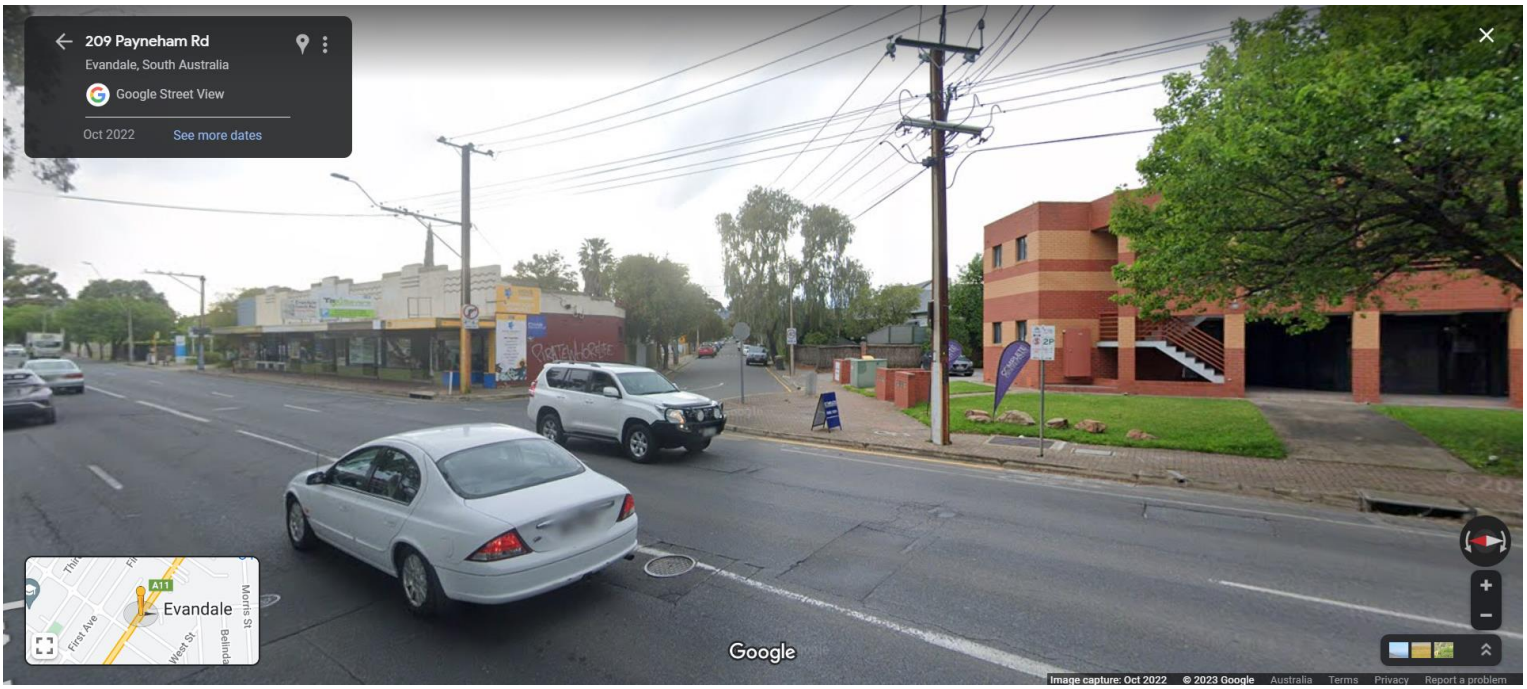
Regards,
R. Arthur Ward

Development Assessment for proposals at 207 and 209 Payneham Road, St Peters

I consider that the proponents of these proposals have underestimated the impact on road traffic in the area. My wife and I have owned property in mid Bakewell Rd, Evandale since 2001 and lived there since 2010. Traffic has grown considerably in this time. However, I don't oppose the proposals and believe it is the responsibility of Government to upgrade the roads to suit.

There is only one location in the adjacent 1.75 km section of Payneham Road where traffic lights provide a relatively safe option for motorists to turn right into or out of the adjoining area. The SW approach to these lights (at Lambert Road) has a right-turn lane providing some help in entering Llandower Av. However, the lights' position mostly hinders right turns out of Llandower Av.

Even left turns can be daunting with 60 kph traffic bearing down on you at spots with restricted sight lines and pedestrians etc. I note that egress from 207 and 209 would have good sight lines enabling motorists to safely merge with traffic. Some who had not entered the area via Lambert Rd, First Av and Winchester St will now opt to leave it via Lambert Rd, First Av and Stephen Tc.



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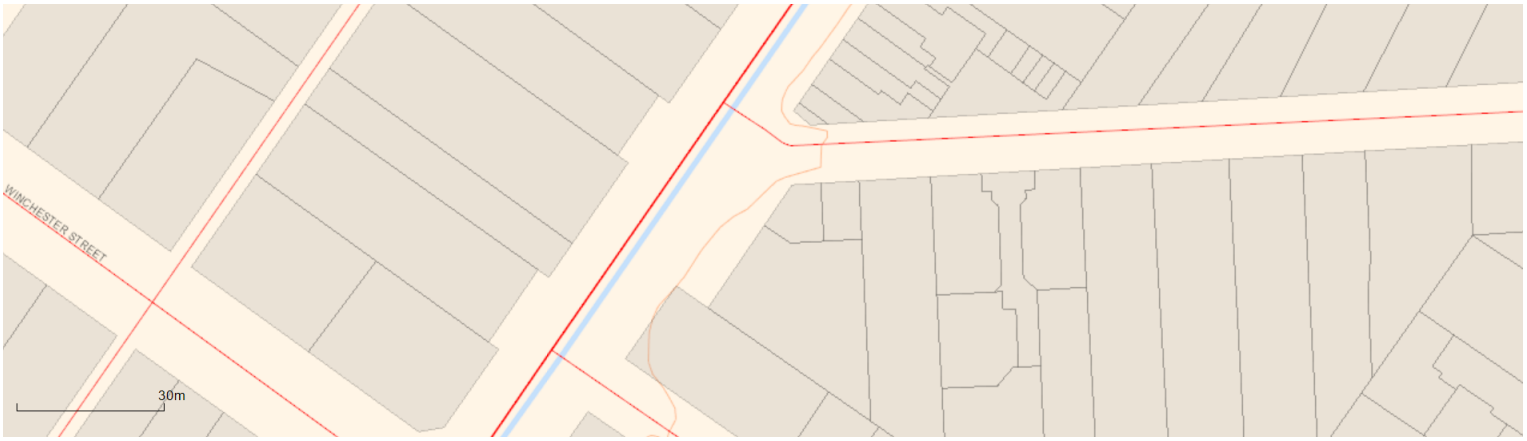

Because I am not supporting or opposing the proposals and have no experience in formal representations, I would need help to present this as such. I can attend the NPSP Parade office next week.

R.A. Ward Tel: E: PO Box 380 Stepney 5069 16 February 2023

Representor 3 - Nicholas Rice

Name	Nicholas Rice
Address	83 First Ave ST PETERS SA, 5069 Australia
Submission Date	26/02/2023 08:20 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns

Reasons

POTENTIAL DAMAGE TO REGULATED TREE ON PROPERTY BOUNDARY • The neighbouring tree of concern supports a lot of birdlife. It is very likely to be damaged by the construction. As far as I can see, the rear deck will encroach upon some of the branches. I am sure a child care centre will not tolerate any branches overhanging a child play area, and I am worried that up to half of the tree will therefore be removed. The arborist report has NOT concluded that the tree will not die as a result of the development. INCREASE IN REAR FENCE HEIGHT • For privacy and noise reduction, I request a 2.1 metre high fence along the lane, for both proposed developments at 207 and 209 Payneham Rd. WASTE BINS • I request that the waste bin area be relocated closer to the childcare building, due to potential significant human waste odour in my property. PEDESTRIAN ACCESS TO CHILDCARE CENTRE VIA FIRST LANE • Even though there is now no vehicle access to both properties via First Lane, I am still concerned that parents will access the child care centre via the rear gate opening onto First Lane. This situation is extremely unsafe, as multiple residential and business cars, as well as trucks, use this lane which has no speed limit. I request that no parent is allowed to drop off, or pick up, their child via the rear gate either on foot or from a car stopped in First Lane. Also of concern is that residents have very limited vision into the lane when exiting their garage. Any foot traffic, especially children in prams, would be at risk. EXTRA TREES TO BE PLANTED ALONG REAR BOUNDARY • I request at least another two or three trees planted along the rear boundary, with professional advice as to the appropriate type of evergreen tree. These will help enormously with a) the anticipated glare directly into the living area of my home from the solid white wall at the rear of the upper deck of the child care centre, b) the noise, and c) the intrusion of two double storey buildings visible from the main living area of my house. THE ECHO ACOUSTIC STILL SHOWS INGRESS AND EGRESS FROM FIRST LANE. • This is incorrect.

Attached Documents

Representations

Representor 4 - Saleme Facoory

Name	
Address	
Submission Date	27/02/2023 08:02 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns

Reasons

The sound coming from the childcare centre does not appear to be adequately addressed. Shade cloth offers no level of sound proofing. It is mentioned that staff will take children inside if they are upset yet this relies on individual staff's performance and can not be considered as design or a reliable solution Whilst it is welcomed that no car access will be possible from first lane has adequate parking for both staff and parents dropping off or collecting children been considered. Parking on the neighboring streets is a considerable inconvenience to residents and one that should not be supported. Has council given consideration as to how they will prevent parents from street parking on Winchester st or first avenue for a full day after having dropped children off and then getting public transport into the city- again filling our streets and inconveniencing residents parking outside their own homes and preventing residents having visitors during the day. Has consideration been given to ensure children (with parents) are not using first lane as a walkway to access the pedestrian entrance on first lane to the childcare centre? Cars come and go down that Laneway especially around peak times and having children in the alley could result in injury or death if children break free from parents or run ahead. Industrial air conditioning units are loud as can be heard from other new office builds in the area. The addition of a further 2 units would significantly increase noise pollution for residents. Can further sound proofing me considered Has any consideration been given to the location of the childcare centre given the type of business undertaken at 205 payneham road.

Attached Documents

Representor 5 - John and Melissa Kavanagh

Name	John and Melissa Kavanagh
Address	89 FIRST AVENUE ST PETERS SA, 5069 Australia
Submission Date	28/02/2023 12:06 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Please see attached Submission	

Attached Documents

RepresentationSubmissionFromJohnKavvanagh-89FirstAvenueStPeters-4983663.pdf

Tala Aslat

From: Home Email <john.melissa@internode.on.net>
Sent: Monday, 27 February 2023 9:47 PM
To: Development Assessment
Subject: Representation on Application – Performance Assessed Development - 207 - 209 Payneham Road, St Peters SA 5069 - DA No's: 22014281 and 22017100 ("Development")
Attachments: Representation_on_Application_-_Performance_Assessed_Development (89 First Avenue St Peters) (27.2.23) -207 -209 Payneham Road - Proposal.pdf; ATT00001.htm; Attachment A to Representation on Application for Development of 207 - 209 Payneham Road, St Peters SA 5069 27.02.pdf; ATT00002.htm

Dear Sir or Madam,

Re: Representation on Application – Performance Assessed Development - 207 - 209 Payneham Road, St Peters SA 5069 - DA No's: 22014281 and 22017100 ("Development")

Please see attached my "*Representation on Application – Performance Assessed Development*" in relation to the above proposed Development.

I look forward to being given the opportunity to be heard in support of my submission.

Kind regards,

John Kavanagh
Mobile: 0409 091 730
89 First Avenue ST PETERS SA

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Rick D'Andrea
Development Number:	22014281 and 22017100
Nature of Development:	Child Care Centre with associated signage, external play areas and car parking at 207 Payneham Road St Peters (DA 22014281) and construction of a two-storey office building at 209 Payneham Road, St Peters (DA 22017100)
Zone/Sub-zone/Overlay:	Business Neighbourhood Zone
Subject Land:	207 – 209 Payneham Road, St Peters SA 5069
Contact Officer:	Assessment Panel at City of Norwood, Payneham and St. Peters
Phone Number:	08 8366 4530
Close Date:	11.59pm on 27/02/2023 *[closing date for submissions]*

My name*: John Kavanagh and Melissa Smith	My phone number: 0409 091 730
My postal address*: 89 First Avenue, St Peters SA 5069	My email: john.melissa@internode.on.net

** Indicates mandatory information*

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

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

See document attached headed "**Attachment A – Reasons for Rejecting Planning Consent"**

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
  - Click here to enter text. [*list any accepted or deemed-to-satisfy elements of the development]*.

I:	☒ wish to be heard in support of my submission*
	☐ do not wish to be heard in support of my submission
By:	☒ appearing personally
	☐ being represented by the following person: Click here to enter text.

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

Signature: John Kavanagh Date: 27/02/2023

Return Address: Assessment Panel at City of Norwood, Payneham and St. Peters at PO Box 204, Kent Town SA 5067 or

Email: developmentassessment@npsp.sa.gov.au

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

"Attachment A – Reasons for Rejecting Planning Consent"

207 Payneham Road – Child Care Centre, with external signage, external play areas and car parking

Land Use

As per my previous representation of 7 November 2022, I maintain an overall objection to the proposed childcare centre development on the basis that it is clearly not a suitable land use for this site and is not envisaged by the DPF 1.1 of the Zone, as conceded by Future Urban on page 8 of their report dated 23 September 2022.

For the reasons outlined below, the proposal will, despite the views of Future Urban, "*materially impact*" the residential amenity for the owners and occupiers of the surrounding residential properties and is not in keeping with the "Business Neighbourhood Zone" on which the land is located.

Pedestrian access issues

First Lane runs along the rear of the subject site from Winchester Street for about 150 metres. Cars using the Lane cannot see what is coming down the Lane when entering the Lane, or if exiting the Lane, they cannot see who is attempting to enter the Lane.

Accordingly, there are safety issues to consider with the now proposed use of a rear gate for pedestrian access, as office staff, as well as parents and caregivers will park on Winchester St or First Avenue and walk down the Lane with their child to drop them off or collect them.

Several times a day, I see pedestrians who use First Lane having to quickly move to the side of the Lane, as vehicles attempt to squeeze past. If this development proceeds, there will be a substantial increase in pedestrians using First Lane (including toddlers and young children), which will inevitably lead to a greater risk of someone being injured or worse by a vehicle using the Lane.

It should also be noted that the Lane has a 50km speed limit (which is dangerous, given there are cars exiting residential carports regularly who must brake hard to avoid a t-bone collision). This proposal, if granted consent, will only exacerbate this already dangerous situation. I understand that when the Green Dispensary building (211 Payneham Road), was developed the Council alluded to traffic calming measures being installed in the Lane but this has not occurred. There are not even mirrors at the entrance point on the Lane to assist drivers with their vision when entering or exiting the Lane. Further, there needs to be more signage alerting drivers to the presence of pedestrians, when entering or exiting the Lane.

Car Parking

While there is stated to be "sufficient" on-site vehicle parking, I believe there will undoubtedly be parking overspill if this proposal is granted consent. I note there is only 13 car spaces for employees use only.

This parking overspill is likely to impact First Ave the most, as Winchester Street has timed (7am – 7pm) weekday parking and very limited on-street parking available, with the recent extension of yellow line markings between Winchester Street and the First Avenue roundabout.

The paucity of on-street parking is already an issue for the residents in this vicinity of First Avenue, of which the Council is no doubt aware, given the policies of some of the candidates in the St Peters Ward during the recent local government elections.

When the "Pop-Up Community Care" business was located at 215 Payneham Road it had around 20 or so fleet vehicles that their staff used to attend to clients. As these vehicles were parked on-site, their staff had to park on the surrounding streets and walk up First Lane to attend the office. Accordingly, from around 5.30am each morning until around 7pm each night, there were numerous cars parked on the surrounding streets. First Avenue was congested with vehicles parked on both sides for about 200 metres either side of the roundabout on the corner of First Avenue and Winchester Street. This combined with parents and caregivers using the street to park their cars for “drop-off” and “pick-up” at East Adelaide School each weekday, meant there was little available on-street parking in this part of First Avenue.

Should the childcare development proceed, this situation will now repeat itself and more likely be worse than when “Pop Up Community Care” was using 215 Payneham Road.

In addition to the traffic congestions issues, there is the safety issues that increase of on-street parking creates for the users of First Avenue, including pedestrians’ views being obscured when crossing the road by the many parked cars. This is compounded by the fact that there is a “rat running” problem in the peak morning and evening times when drivers seek to avoid traffic on Payneham Road by travelling along First Avenue. I understand the Council has already been advised by residents of the concerning issue of “rat running” along First Avenue on several occasions and that it has been the subject of a signed petition.

Vehicular movements

We agree with the proposal in the amendment development application for the installation of a 1.8m “Good Neighbour” colourbond fence at the rear boundary of the properties with vehicle access and egress to be solely from Payneham Road. This is the most safe and efficient way of managing vehicular movements to and from the property.

Overlooking

207 Payneham Road – Childcare Centre

While there is a proposal for 1.5 metre glazing on the upper-level play area on the childcare centre that is said to be “obscure glazing” this still creates the ability for overlooking into residential properties to the west of the building.

There should be opaque solid screening, so that you cannot see through the glazing balcony fencing.

I note the proposed balcony for the Green Dispensary building at 211 Payneham Road was removed from the initial development application, as the same concerns were raised by residents at the time of the application.

209 Payneham Road – Office Building

It is not clear from the office building proposal whether there is balcony proposed for this development but, if there is I would object to this, as the other commercial office accommodation in the immediate vicinity do not have balconies.

205 Payneham Road – Blue Room Massage

Finally, I query the suitability of having a childcare centre immediately adjacent the "Blue Room Massage" and adult relaxation business.

This adult only business (as can be seen from their website) operates from mid-morning to evening 7 days a week. It is regularly frequented, and the clients of this facility also use the Lane as their means of accessing and exiting the business for appointments.

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March 6, 2023

Nenad Milasinovic
Senior Urban Planner
City of Norwood Payneham & St Peters
Via: The PlanSA Portal

Dear Nenad,

RE: DA 22014281 & 22017100 – RESPONSE TO REPRESENTATIONS

I write on behalf of, Rick D'Andrea ('Applicant') to provide a consolidated response to the representations received for both the construction of a two-storey childcare centre and a two-storey office at 207 and 209 Payneham Road, St Peters as part of Development Applications 22014281 ('Child Care DA') and 22017100 (Office DA').

Due to their intrinsically linked access, parking and waste management arrangements, I consider it appropriate for the two development applications to be determined concurrently.

Both applications were originally notified in October 2022, however in direct response to matters raised by third parties and you, the applications were amended as follows:

- No vehicle access via First Lane.
- Vehicle access and egress will be solely provided from Payneham Road via a shared left in-left out arrangement;
- Pedestrian access is to be provided from First Lane via a pedestrian only access gate at the rear of 207 Payneham Road;
- Erection of a 1.8 metre high, 'Good Neighbour' Colorbond fence along the rear boundary;
- 1.8 metre high solid 'privacy' wall (in lieu of 1.5 metres obscure glass) on the north elevation of Level-1 outdoor plan area of the child care centre to prevent overlooking; and
- An amended car parking layout that provides 33 onsite car parking spaces, which exceeds the recommended minimum specified in *Table 2 – Off Street Car Parking Requirements in Designated Areas* within the *Transport Access and Parking* module in Part 4 of the Code;

Due to the extent of the amendments described above, both applications were publicly notified for a second time in February 2023. The representors and their position for each application is summarised in Table 1 below.

Table 1 *Summary of Representors for Childcare DA & Office DA.*

Child Care DA	Office DA
Support with some concerns • R Arthur Ward (Bakewell Rd, Evandale) • Saleme Facoory (87 First Ave, St Peters) • Nicholas Rice (83 First Ave, St Peters) **Opposed** • John and Melissa Kavanagh (89 First Avenue, St Peters)	**Support** with some concerns • R Arthur Ward (Bakewell Rd, Evandale) • Saleme Facoory (87 First Ave, St Peters) **Opposed** • John and Melissa Kavanagh (89 First Avenue, St Peters)

Upon my review of the representations the key planning issues can be summarised as follows:

- Land Use;
- Traffic and Pedestrian Safety;
- Car Parking;
- Privacy;
- Noise; and
- Tree Damaging Activity.

Before outlining my response to the representations, I further direct your attention to the supporting documentation submitted on January 27, 2023 including the previously submitted Arboricultural Impact Assessment, Environmental Noise Impact Assessment. These documents should be read in conjunction with my below response to representations.

Land Use

The representor opposed to DA 22014281 (John and Melissa Kavanagh of 89 First Avenue, St Peters), assert that a *child care centre* is not a suitable use of land within the Business Neighbourhood Zone.

First. The representors assertions are unsubstantiated and fail to establish any objective or detailed assessment of the proposal against the Code.

Second. The representor blatantly misrepresents our assessment of the suitability of the land use as provided in the planning report dated September 23, 2023. To that end, I re-assert that a *child care centre* is an appropriate use of land within the Zone for the following reasons:

- Whilst *child care centre* is not expressly referenced in Zone DPF 1.1 as a *standard outcome*, the corresponding PO, namely PO 1.1, envisages *"…other non-residential uses that do not materially impact residential amenity"*.
- When assessing the proposal's *material impact* on residential amenity in the adjoining Established Neighbourhood Zone, it is instructive to consider that Commissioner Hodgson of the Environment, Resources and Development Court stated, as part of his judgement in relation to the matter of *Bond v City of Norwood, Payneham & St Peters [2007] SAERDC 56*, that:

  > *"Lanzilli Holdings and Papadopoulos are, in my view, authorities for the proposition that the amenity expectations of those who reside in zones within which commercial or residential activities are envisaged, or even on the periphery of a residential zone in close proximity to a commercial or industrial zone, cannot equate with those of residents in the heart of residential zones."*

- It is our considered opinion that the proposed child care centre will not *materially impact* the residential amenity of nearby residences insofar as:
  - **Noise**
    - the Environment Noise Assessment ('ENA') by Echo Consulting was prepared on the assumption that 82 children are playing outside for up to 8 hours per day. This is a conservative assumption that is highly unlikely to replicate operational realities.
    - the ENA by Echo Consulting measured noise emissions from the Level-1 outdoor play area for the child care centre based on the original 1.5 metres obscure glass balustrade on the north elevation. The amended proposal includes a 1.8 metres solid wall on the north elevation which improves acoustic attenuation.

- by adopting the noise reduction measures as recommended in the ENA by Echo Consulting, the proposal will comply with the *Environment Protection (Noise) Policy 2007*, and thereby will not result in any adverse noise impacts to surrounding dwellings.

» **Sunlight access**

- the building mass is set back from the interface with residential properties in the Established Neighbourhood Zone and will not restrict access to sunlight or result in any unreasonable visual bulk impacts;

» **Privacy**

- the north elevation of the Level-1 outdoor play area will contain 1.8-metre-high solid privacy screen (in lieu of the previously proposed 1.5 metres obscure glass) to mitigate all direct overlooking to the nearest residential uses to the northwest and west.

» **On-street parking**

- sufficient on-site vehicle parking will be provided in accordance with PO 5.1 of the *Transport, Access and Parking* module in Part 4 of the Code where there will be no anticipated parking overspill into the surrounding street network.

» **Traffic movements**

- no vehicular access is provided from First Lane, including waste collection vehicles.

Traffic and Pedestrian Safety

In response to the submission of R Arthur Ward of Bakewell Road, Evandale, I submit the following comments:

- The amended application, (i.e. the amended access arrangements on Payneham Road) was referred to the Commissioner of Highways ('CoH') pursuant to Section 122 of the *Planning, Development and Infrastructure Act 2017*.
  - » the CoH does not object to the application, and using power of *direction*, has sought for the relevant authority to impose conditions relating to vehicular ingress and egress.

In response to the concerns raised by Saleme Facoory of 87 First Ave, St Peters, Nicholas Rice of 83 First Ave, St Peters, and John and Melissa Kavanagh of 89 First Avenue, St Peters, I submit the following comments:

- whilst a pedestrian gate is provided on First Lane, parents dropping off and collecting children will most likely use the 33 on-site parking spaces which offer safe and convenient access to the building. Overspill of car parking onto the surrounding local road network is not anticipated.
- First Lane is a public road under the care and control of the Council. Council's internal traffic experts have not raised pedestrian safety or access on First Lane as being an issue.
  - » In any event, the installation of a fence or gate to provide pedestrian access to First Lane does not require a development authorisation.

Car Parking

As previously detailed, the proposal includes on-site parking for 33 vehicles.

The provision of 33 on-site parking spaces exceeds the minimum theoretical demand provided in *Table 2 – Off Street Car Parking Requirements in Designated Areas* within the *Transport Access and Parking* module in Part 4 of the Code.

In addition to the above, the proposal has been reviewed by expert traffic engineers, Phil Weaver and Associates, who conclude that the proposal has an adequate provision of on-site parking based on the

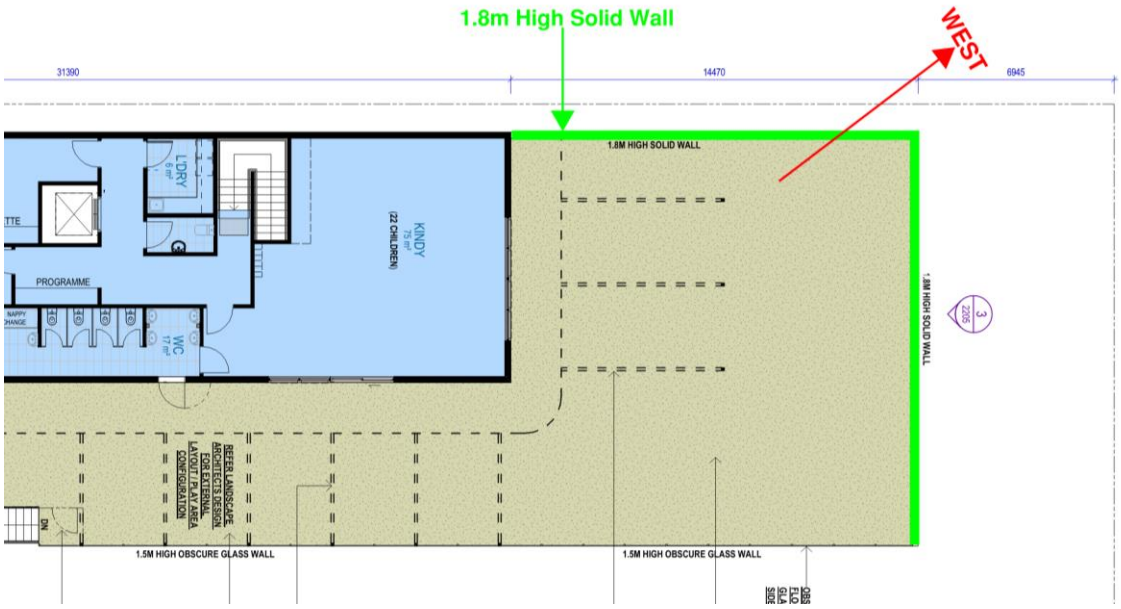
theoretical demand, and that circulation through and around the site can be achieved in a safe and efficient manner.

Privacy

John and Melissa Kavanagh of 89 First Avenue, St Peters expressed concern about loss of privacy due to the outdoor play area located on Level-1 of the child care centre.

I confirm that the design has been amended to now include 1.8m high solid 'privacy' walling to both the south-western side and rear elevations of the Level-1 outdoor play area which will mitigate direct overlooking into residential properties to the north-west of the site. This demonstrated in **Figure 2** below.

Figure 2 Balcony Treatments to Child Care Centre Level-1 Outdoor Play Area



In direct response to the concerns of the Kavanagh's, I note that PO 10.2 in the *Design* and *Design in Urban Areas* ('DUA') modules in Part 4 of the Code state the following:

"Development mitigates direct overlooking from balconies to habitable rooms and private open space of adjoining residential uses in neighbourhood type zones."

(my emphasis)

It is clear to my reading of Design and DUA PO 10.2 that the Code anticipates a degree of direct overlooking given that the PO seeks to *mitigate* rather than *prevent* direct overlooking. This ostensibly acts as a counter balance with other Code policies that encourage casual surveillance of the public realm together with maintaining appropriate standards of amenity for occupants of new buildings.

In regard to the consternations raised by the Kavanagh's, I note the following:

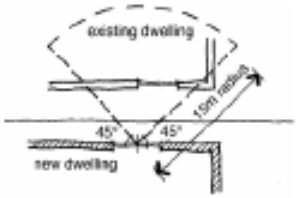
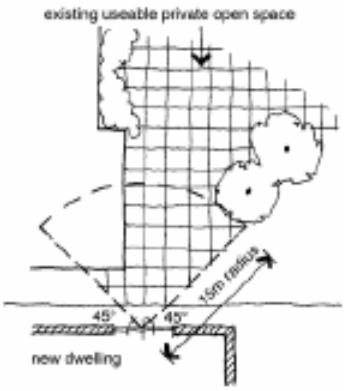
- The Kavanagh's property is sited approximately 50 metres north of the child care centre building; and
- The Kavanagh's property is improved by an existing outbuilding located in the south-west corner, effectively obstructing/obscuring lines of sight from the child care centre.
- First Lane predominantly provides vehicular access to the rear of properties.

- no buildings have primary frontage to First Lane and current opportunities for casual surveillance are minimal.

To that end, I note that Design and DUA DPF 10.2 identifies 15 metres as being a separation distance that may, in the absence of other privacy measures, mitigate direct overlooking,

Further to this, I note that a separation distance of 15 metres is provided by the Good Residential Design SA document (a publication by the former Planning SA) as a method to overcome direct overlooking. This separation distance is a generally accepted method in planning practice and I point to the intentions of the State Planning Commission to include a new definition in Part 8 of the Code, as proposed in the Miscellaneous Technical Code Enhancement Code Amendment ('MTECA'). The definition proposed in the MTECA is shown in Figure 1, below.

Figure 1: *Excerpt from MTECA Attachment A*

Direct overlooking	*In relation to direct overlooking from a window, is limited to an area that falls within a horizontal distance of 15 metres measured from the centre line of the overlooking window and not less than 45 degree angle from the plane of the wall containing the overlooking window.* *In relation to direct overlooking from a deck, balcony or terrace, is limited to an area that falls within a horizontal distance of 15m measured from any point of the overlooking deck, balcony or terrace.*	*Overlooking window*  

Accordingly, I submit that there is appropriate spatial separation between the proposed outdoor play area on Level-1 of the child care centre and the Kavanagh's property such that the extent of overlooking will be appropriately mitigated as envisaged by Design and DUA PO 10.2, coupled with the achievement of an improved level of casual surveillance to First Lane.

Noise

In response to concerns originally raised by representors the proposals were amended to be consistent with the noise reduction measures outlined by Echo Acoustic Consulting, including:

- The solid, 1.8 metres high wall has been extended along the rear, Level-1 outdoor play area.
  - This not only exceeds the recommended noise reduction measures but also adopts the preference put forward by other representors in an effort to further mitigate any perceived privacy impacts;

- All glass balustrades for the remaining Level-1 outdoor play area have been extended to seal any gaps between abutting glass panels and the floor.
- Locating mechanical plant as far as practicable from the residential interface.

I again affirm that the proposal has been assessed by expert acoustic consultants, Echo who confirm that the proposed child care centre will comply with the noise criteria and guidelines expressed in the Code, the World Health Organization's *Guidelines for Community Noise*, and the *Environment Protection (Noise) Policy 2007*, to ensure the acoustic amenity of the surrounding sensitive receivers is not adversely impacted.

I can also confirm that the Applicant is supportive of the noise reduction measures recommended on Pages 7, 8, 10 and 11 of Echo Acoustic Consulting's report being adopted as conditions of planning consent.

Tree Damaging Activity

Concern was also raised in respect to potential regulated or significant trees located in the adjoining property at 205 Payneham Road.

In response, a Pre-development Arboricultural Impact Assessment Report and an addendum prepared by Project Green was enclosed in the original package of documentation. Project Green have identified in their report that the adjoining property contains a 'regulated tree' as defined under the Act, namely, a *Eucalyptus camaldulensis* (River red gum) with a trunk circumference of 2.23 metres measured at 1 metre above ground level.

Project Green has reviewed the potential development impact of the proposed child care centre on this tree and has subsequently provided a series of design recommendations to ensure the tree's health and preservation is not unduly compromised.

The design strategies recommended by the Project Green arborist have been nominated on the amended Site and Drainage Plan enclosed, and includes:

- removal of any retaining walls within the SRZ;
- re-routing underground services outside of the TPZ;
- adjustment to the surface/finished floor level to eliminate any excavation within the SRZ; and
- permeable paving to be applied to the car parking areas within the TPZ using a 'no dig' construction within the SRZ.

Project Green reviewed the amended Site and Drainage plan and provided an addendum to their Pre-development Arboricultural Impact Assessment Report. In their addendum, Project Green have recommended that the impacts of the proposed development can be further offset through the adoption of four 'tree sensitive' construction methods, including:

1. *Permeable paving to be installed without lowering of grade (refer attached permeable paving guidelines). Minor raising of grade is acceptable provided that permeable materials are used.*
2. *The extent of excavation required for the individual pier footings should be minimized to reduce damage to tree roots. Hydro-excavation will be required under arborists supervision to advise on any roots that may require cutting, especially at the edge of the SRZ.*
3. *The SRZ is effectively an 'exclusion zone' for all site works, as it defines the area around the tree in which major structural roots are likely to occur. Cutting of larger diameter roots within an SRZ can compromise tree stability. No excavation is permitted within the SRZ of the tree without the approval of the project arborist.*

4. *The TPZ and SRZ of this tree are estimates only. Site access should be arranged to enable measurement of the tree. Non -destructive root investigations using hydro-vac are recommended to identify the actual SRZ of the tree and the presence of any large diameter structural roots.*

The Applicant intends to ensure no adverse impacts to this regulated tree and in turn, is supportive of the four construction methods recommended by Project Green above forming as a condition of planning consent.

Other

Representors have queried the suitability of the proposed child care centre being located adjacent the "Blue Room Massage" at 205 Payneham Road.

In response this query, it should be noted that the Code sets out the key planning considerations with respect to land use conflict within the Interface between Land Uses section of the Code.

The relevant performance outcomes of this section seek to minimise interface impacts to sensitive receivers through land use impacts such as noise, vibration, air quality, light spill, solar reflectivity and glare. The performance outcomes do not bring to question whether or not an adjoining "adult relaxation business" is appropriate or not in general terms and is therefore not a relevant planning consideration.

Nevertheless, I note the proposed development will not experience any adverse interface impacts from the existing land use activities undertaken at 205 Payneham Road and in turn, does not present any land use combability implications from a planning perspective.

Conclusion

In conclusion, I am of the view that the two development applications contain sufficient planning merit when assessed against the Code policies in full, and warrant planning consent accordingly.

I trust the above satisfactorily responds to the key planning matters raised in the representations and wish to confirm my attendance at the next available Council Assessment Panel meeting in support of both applications.

Yours sincerely,

Jason Cattonar
Associate Director

Referral Snapshot

Development Application number:
22017100

Consent:
Planning Consent

Relevant authority:
City of Norwood, Payneham and St. Peters

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:
24 Feb 2023

Advice:
With comments, conditions and/or notes

Condition 1
Vehicular access via Payneham Road shall be limited to left in and left out and in accordance with the Site Plan by D'Andrea Architects, sheet number A-2201, date generated 17/01/2023. The access point to and from Payneham Road shall be used by passenger vehicles (including with trailer) only. The access points shall be suitably signed and line marked to reinforce the desired traffic flow. The final design for the Payneham Road access shall be undertaken to the satisfaction of DIT with all costs being borne by the applicant.
Note: Prior to undertaking detailed design, the applicant shall contact Mr Narendra Patel, Senior Network Integrity Engineer, Network Management Services on telephone (08) 8226 8244, mobile 0400 436 745 or via email: narendra.patel@sa.gov.au to progress this.

Condition 2
All vehicles shall enter and exit Payneham Road in a forward direction. All on-site vehicle manoeuvring areas shall remain clear of any impediments.

Condition 3
The street trees along the frontage of the site on Payneham Road shall be managed in such a way that sight distances in accordance with the Urban Transport Routes Overlay DTS/DPF 5.1. are achieved.

Condition 4
Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Advisory Note 1
The shared access, internal manoeuvring area and carparking will need to be suitably delineated as rights of way or common property to ensure their ongoing shared operation.

6. DEVELOPMENT APPLICATIONS – DEVELOPMENT ACT

7. REVIEW OF ASSESSMENT MANAGER DECISIONS

8. ERD COURT APPEALS

9. OTHER BUSINESS
(Of an urgent nature only)

- Assessment Manager to provide an update on the Bunnings Appeal.

10. CONFIDENTIAL REPORTS

11. CLOSURE